

Tug Newsletter

all about tugs

*Sale, buy,
preserve,
loss...*



On 24 February, 2022, Russia invaded the sovereign country Ukraine setting in motion the intentional killing of thousands of people and indiscriminately targeting civilians. A year later the war is still ongoing.

Several ports have been occupied and in the process ships and tugs that were unable to escape are now forced to dance to the tunes of the occupying forces.

One such tug is NORD. The ice-strengthened tug is homeported at the port of Yuzhnyi, Ukraine. Owner is the Yuzhnyi Port Authority. She was built in 1992 by Gorokhovets Shipyard Plant No. 343. Dimensions are 29,3 m oa x 8.3 m oa x 3,4 m. Tonnage: GT 182, displacement 303 tonnes. Free running speed is 11,4 knots. The two propellers rotate in independently controlled steering nozzles. Main engines output totals 1.600 hp.

Company sales

Quickly following on the absorption of MSC subsidiary MedTug following the sale of 40% of Boluda shares to MSC, **Grupo Boluda** has acquired **Smit-Lamnalco**.

With this sale Boskalis has completed its withdrawal from the shiphandling business they acquired in the take-over of the Smit International Group. Boskalis divested its stakes in Saam Smit Towage and Kotug Smit Towage in 2019. Kotug-Smit was acquired by Boluda and SAAM purchased the Boskalis shares in their SAAM-Smit joint-venture.

In August 2019 Boskalis together with its co-shareholder Kotug International B.V. completed the sale of **Kotug Smit Towage** to Spanish **Grupo Boluda**. Boskalis received EUR 93,6 million in cash for its 50% equity stake in the joint venture. The Kotug Smit Towage joint venture was formed in 2016 which at the time covered 11 ports in 4 countries (the



MED CAPELLA now part of the Boluda fleet

photo: Ruud Zegwaard





LAMNALCO LION – sold with the company to Boluda. Built 2011 - Damen ASD Tug 3213 – 75,4 tpb – Bergen diesels – Rolls-Royce azimuthing thrusters in the stern photo: courtesy Damen Shipyards

Netherlands, Belgium, Germany and the United Kingdom). Since then the joint venture had expanded its presence into new ports and realized efficiency savings.

Boskalis in October 2019 completed the sale of its equity stake in **SAAM-Smit Towage** to **SAAM S.A.** Boskalis received approximately USD 200 million in cash for its equity stake in the joint venture. The towage joint venture between Boskalis and SAAM was formed in 2014 which at the time covered the respective towage activities in Brazil, Panama, Mexico and Canada. Since then, the joint venture had successfully expanded its presence and realized the expected efficiency savings.

In May 2022 Boskalis and its co-shareholder KS Investments Pte. Ltd. (Keppel) received the approval from the regulatory agencies in Singapore for the sale of their **Keppel-Smit** harbour towage activities in Singapore and Malaysia to **Rimorchiatori Mediterranei S.p.A.** Boskalis estimated to receive approximately EUR 80 million in cash for its 49% equity stake in the joint venture. KST operated a fleet of 58 tugs in Singapore and through its joint venture in Malaysia.

What is left at Boskalis of Smit is the salvage department and the vessels involved in the maritime construction sector including a number of deepsea tugs. A short while ago Boskalis also sold the self-propelled sheerlegs *Taklift 4* and a large number of (seagoing) flattop barges to Dutch **Hebo Maritime Services**

(Bonsink Group) which increased their barge fleet to over 50 units as well as strengthened their lifting fleet.

The **Smit-Lamnalco** sale involved no less than 111 units. Smit-Lamnalco is a joint-venture of Boskalis and Rezayat Group. The take-over which is still subject to approval by the regulatory authorities will take the fleet of Boluda Towage to over 600 tugs operating in 148 ports in 50 countries.

Lamnalco (Land & Marine National Contracting Company) was started in 1963 by Boskalis Westminster and the Alireza (later Rezayat) Group. Rezayat is an investment and trading company headquartered in Saudi Arabia active in IT, telecom, transport, insurance, shipping, construction, etc. Purpose of the new company was a contract gained from Abu Dhabi Petroleum Co. for towage, maintenance of quays and jetties, warehouses, dredging, and

pollution control work at the new Jebel Dhanna terminal / port. When Boskalis purchased Smit International the Smit Terminal Division was merged with Lamnalco as Smit-Lamnalco.

Another take-over

involved Harlingen, The Netherlands, based of **ST Marine Support** (Rienk Switjink and Vasco Tammes), a provider of maritime and offshore services. Another Dutch operator, tug & workboat company **Herman Senior (van Dodewaard)** has acquired all of the shares of ST Marine. The acquisition includes ST's three existing vessels – the Multicats 3013 *Odin* and *Nero* and the Multicat 3515 *Auxilia* – as well as the their under-construction-newbuild – a Damen Multi Cat 3313-SD to be named *Bella*. Switjink and Tammes established their company in 2007 running a Shoalbuster 2308.

The Herman Sr. fleet now consists of the Damen Shoalbusters *Baloe* (Shoalbuster 2308 – 1.720 bhp – 22 tpb), *Barney* (SB 3013 – 2.145 bhp – 30 tpb), *Bommel* (SB 2509 – 2.000 bhp – 27,6 tpb), *Brutus* (SB 3514-SD DP-2 – 5.280 bhp – 61,1 tpb), *Teddy* (SB 2308 – 1.700 bhp – 22 tpb) and *Siskin* (SB 2709 – 3.000 bhp – 40,0 tpb), in addition to the Damen Multicats *Auxilia* (3.902 bhp – 50,8 tpb), *Bella* (under construction, 2.145 bhp – approx. 30 tpb), *Nero* (2.879 bhp – 39 tpb), *Odin* (2.550 bhp – 35 tpb), *Yogi* (MC 2611 - 2.550 bhp – 31 tpb) - and *Panda* (MC 2712 – 2.435 bhp – 33 tpb).

With the formal handover completed on 23 February, the acquisition has come into effect retroactively as of 1 January 2023.

New exhibition at the NSM

On 25 February, 2023, the exhibition



ST Marine's AUXILIA inbound from Kristiansand on 11 November, 2020, off Puttershoek

photo: Nico Giltay





CERVIA seen 9 September, 2019, at Ramsgate

photo: Hans Hoffmann

'Building for Export (Bouwen voor het buitenland) was officially opened. The exhibition will run until 27 August this year. It tells the story of Dutch tugboat construction for 'foreign' owners. In our next issue we will report on this event.

Preservation

For the past 40 years, the steam tug *Cervia* has been moored in Ramsgate Harbour as part of a heritage museum. The vessel has been maintained above the waterline by a team of enthusiastic volunteers. However, the vessel is in urgent need of being taken out of the water for essential (and costly) repairs to the hull, and this is beyond the resources of the owner.

In June 2022, he reluctantly announced his intention to commence deconstruction of the vessel unless an alternative solution was found. He also entered into discussions with the harbour authority to surrender the lease, which means *Cervia* will lose her current berth.

This triggered a reaction from people interested in the tug and her history. They decided to set up a charity to try to rescue the vessel and bring her back to her old home of Gravesend, and establish her as a static heritage attraction, open to the public and volunteers. The owner has agreed to sell the vessel to the trust which has submitted a business plan and

application for grant funding. So sponsorship, donations, technical support, and help with establishing her at Gravesend is needed. As the last surviving *Empire* vessel in the UK, she is surely worth saving.

For contact and the latest info see the website <https://steamtugcervia.co.uk/> and facebook at <https://www.facebook.com/groups/768478037487240>.

Cervia belongs to the World War II built 'Empire' tugs ordered by the Ministry of War (Transport) from the shipyard of Alexander Hall & Company at Aberdeen. *Cervia* was one of the 20 units of the 'Foremost'-class the design of which was based on the 1923-built *Foremost*. She was launched as *Empire Raymond* on 21

January, 1946. The tug was fitted with an oil-fired 900 ihp triple-expansion steam engine, and included several features intended for the invasion of Europe, including an armoured wheelhouse and gun emplacements.

At the end of 1946, the tug was sold to William Watkins Ltd for an amount of GBP 36,000. They renamed her *Cervia*. Between 1947 and 1971, *Cervia* was based at Gravesend for ship towage operations on the Thames and further afield. She has a significant maritime link to Gravesend and its local inhabitants, many of whom acted as crew or are descended from families who worked on the tugs. In 1954, *Cervia* was involved in a tragic towing accident with the liner *Arcadia* in which the tug capsized with the loss of five crew members, including her Master. When *Cervia* was sold in 1971, she was reported as being the last steam tug still in operation on the Thames. In June, 1971, she was laid up for sale with surveys overdue.

In March, 1972, she was acquired by messrs. M.L. Brain and Stevens who intended to make her an exhibit at the

Bouwen voor het buitenland

Sleepboten en offshorevaartuigen gebouwd op Nederlandse werven voor buitenlandse opdrachtgevers


Nationaal Sleepvaart Museum

Hoogstraat 1-3, Maassluis

Vanaf 25 februari t/m 27 augustus 2023

Openingstijden:
zie www.nationaalsleepvaartmuseum.nl





On 24 February, 2023, Clyde Marine Services' tug BITER was assisting the inbound small cruise vessel Hebridean Princess in the River Clyde.

When off Custom House Quay, Greenock, at around 15.30 local time the tug suddenly capsized. The tug remained afloat upside down. Emergency services were alerted immediately but it took nearly 12 minutes for the first of several vessels to arrive. Shortly after, however, the tug disappeared below the surface.

A search by Coastguard vessels and police craft, other tugs and workboats as well as the lifeboats and a helicopter unfortunately did not locate any of the two-man crew. It was not until the next day that divers recovered the bodies of the missing crewmen.

new Medway Maritime Museum. Instead she was again put under class and returned to commercial towing for which the owners set up **ITL International Towing Ltd.** In 1976 the tug was sold to International Towing Ltd with Michael List Brain as the manager. Three years later in 1979 she was transferred to Ramsgate. By 1984 her active life came to an end and she went on permanent loan to the East Kent Maritime Museum, residing at her berth in Ramsgate being maintained and partly restored to her Watkins days. **At the time of her retirement she was the last operational steam tug in the U.K.**

The BITER accident

Biter was built in 1982 by Damen Shipyards classed MCA Workboat Code Cat 3. Dimensions 15,7 (oa) x 4,9 (oa) x 2,3 m. Draught aft 2,1 m. Displacement 67 tonnes. Main engines 2x Cummins NTA-855-M driving – via Twin Disc 1:4,5 gearboxes - two fixed-pitch propellers rotating in Van de Giessen nozzles. Total main engine output 800 bhp (598 kW). Bollard pull 10

tonnes. Towing gear: Mampaey SWL 150 kN tow hook fitted on the double tow bits.

Hebridean Princess was built in 1964 as the car ferry *Columba*, one of three ordered from Hall, Russell & Co, Aberdeen, by the Secretary of State for Scotland. They were managed by David MacBrayne Ltd., later Caledonian MacBrayne. In 1988 sold to Hebridean Island Cruises where she received her present name. A major refit followed from which she emerged in 1989 as a cruise vessel operating around the Western Isles, the Shetland islands, the Orkneys, isles of Scilly and the Norwegian Fjords. As a ferry she transported 870 passengers and 50 cars; as cruise vessel 38 crew take care of the 49 passengers. Tonnage is 2.112 GT, dimensions 72 x 14 m with a 3 meter draught. She is fitted with a bow thruster.

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