

Tug Newsletter

all about tugs

Poland,
Belize,
Togo ...



On 2 April, 2023, the Togo-flagged tug VIENNA was spotted in the Oude Maas river. This is the former CYKLOP, ex CYKLO 1, ex SVENDBORG. The tug was constructed by A/S Svendborg Skibsvaerft, Svendborg, Denmark, as yard number 114. CYKLOP was the second of a series of six tugs ordered from Poland. The others were ZEUS (yn 113), ATLAS II (yn 115), HERKULES II (yn

116), HERAKLES (yn 117) and KRONOS (yn 118). Owner was Zarzad Portu Szczecin. The seagoing shiphandling tugs were allocated to different ports: ATLAS II and HERKULES II went to Gdansk, HERAKLES and KRONOS to Gdynia and the remaining pair to Szczecin.

CYKLOP was launched 18 January, 1966 and delivered on 20 April, 1966. Dimensions

are 28,50 (oa) / 26,00 x 8,00 (mld) x 4,00 m. Draft aft 4,00 m. The hull is divided into five watertight compartments and features an icebreaking bow and an ice-knife at the extreme aft end of the hull. The superstructure houses the messroom, galley, radio cabin, refrigerated stores room, drying room and toilet. The wheelhouse is constructed of a seawater resistant light alloy. To improve visibility looking astern the vessel has two engine room uptakes instead of a conventional funnel. To improve view of the tow hook the superstructure has a recess in the line-of-sight from the wheelhouse to the hook. Tonnage: 187 grt – 0 nrt – 345 tons displacement - 100 dwt (as built), 55 dwt (today). Accommodation: 6 crew in single-berth cabins. Main engines are two 4-stroke 5-cylinder Burmeister & Wain diesels type 5-26-MTBF40 each delivering 825 bhp at 600 rpm (total output 1.650 bhp). The engines are coupled to the drive shaft via 3:1 Renk reduction gears. The single Lips propeller has a diameter of 3,1 m. Speed 11,98 knots. Full speed to stop in 3,3 ship's length. Bollard pull: 22,2 tonnes (as built). Today reported as 23,5 tpb. A single foam



CYKLOP with the hull of Damen yard number 571713 alongside en route to Hardinxveld. This hull was later to become ISA, now ELISA
photo: Ruud Zegwaard



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/ water monitor is fitted on the top deck with a capacity of 2.000 litres of water per minute or 5.000 litres of foam p/m.

These tugs were ordered for the purpose of shiphandling and work in the near coastal areas. When they gradually became outdated due to demand for more powerful tugs they became active in coastal towage. Most of the class, for instance, at one time or another became involved in the towage of Polish-built hulls for Dutch Damen Shipyards. CYKLOP became a familiar sight in Dutch waters. Due to reorganisation of Polish harbour towage some were transferred to other Polish operators. In 2006, CYKLOP was the only one still with the original owner. ATLAS II and HERKULES II were operating for WUZ Port & Maritime Services, Gdansk. HERAKLES and KRONOS were registered under WUZ Shipping & Port Services Gdynia.

In August 2019 CYKLOP was finally sold. She changed register to Belize but initially retained her name. In October 2020 reported renamed. The tug left The Netherlands for the first time since purchase on 5 November, 2020. As CYKLO 1 she was intercepted and boarded by Spanish law enforcement agencies on 29 December, 2020, about 180 nm northwest of Grand Canary, Canary Islands. 18 tons of hashish packed in bales were found on board the tug. The tug had departed Casablanca initially sailing north but then suddenly turned south, heading reportedly for Cape Verde. The five crew members, three Moroccans and two Bangladeshi, were arrested. The tug was confiscated and remained in lay-up at Las Palmas, Canary Islands, until sold by Judicial Auction to a



CYKLO 1 departing Rotterdam 5 November, 2020

photo: R. & F. van der Hoek

private buyer reportedly from Germany. On 1 October, 2022, she was re-registered as VIENNA. Repairs and repainting were carried out on the now Togo-flagged tug. Ownership and management is registered at Panama with Daha Shipping & Maritime SA. On 23 March, 2023, the tug departed Las Palmas arriving at 'sGravendeel, The Netherlands, on 2 April.

photo: VIENNA (ex-Cyklo1, ex-Cyklop) off Puttershoek 2 April, 2023

photo: Nico Giltay

Sources for this item: Plany Modelarski Vol. 13 nr 6 (author Jacek Centkowski), Shipspotting.com, Tugs and Offshore Supply Vessels 2006/07 (Baltic & Scandinavia) (author James Dodds), various websites, archives Job van Eijk

Ports of Jersey Marine Services

announced they have acquired the Damen Shoalbuster 3209 type tug /



Naming ELISA ex ISA photo: Ports of Jersey

workboat *Isa*. Renamed *Elisa* she joins Duke of Normandy and Duchess in the Poj fleet. The Poj fleet is run via **Landfall Marine Contractors**. Prior to entering service the vessel was officially named by Ports of Jersey employee Ellie Cousins. The boat was blessed and the traditional bottle of champagne was smashed against the hull to wish her good luck.

Elisa is a Damen Shoalbuster 3209 (yard number 571713) delivered in August 2017 by Damen Hardinxveld to owner Willem-Harm Mastenbroek as *Isa*. The 32,27 m tug is fitted with two Caterpillar 3512C TA/HD diesels with a total output of 2.610 kW (3.500 bhp). Average bollard pull is 51,6 tonnes.

Deck machinery : the anchor winch is a hydraulic **DMT AW200-H19K2** winch which services the two 360 kg Pool HHP anchors which are linked to 19 mm stud-link anchor chain with a length of 220 m. The DMT WATW-H1000KN towing winch has a pull of 50 tonnes at 10 m/min with a wire capacity of 800 m x 44 mm (dia). Brake is 150 tonnes. The anchor handling winch has a pull capacity of 100 tonnes at 5 m/min with a wire capacity of 600 x 40 / 50 mm. Brake 150



ELISA ex ISA – departing Rotterdam

photo: R. & F. van der Hoek



tonnes. Furthermore a **Dromec** electric wire reel - capacity 800 m x 44 mm wire – is fitted. The deck crane is a **HS Marine** type AKC210 16HE4 with a lifting capacity of 8 tonnes at 16 m range. A Dromec HPV-12000 tugger winch with a capacity of 12 tonnes at 5-20 m/min complete the winch equipment. A **WK-Hydraulic** SWL 50 tonne and a WK-Hydraulic SWL 75 tonne chain stopper were fitted at the aft end of the towing deck.

Accommodation: the fully heated and air-conditioned interior has comfortable accommodation for up to seven crew which are housed in five cabins: a single-berth Master's cabin, two double-berth crew cabins and two single-berth crew cabins. All cabins are fitted with a wash basin and desk. The Master's cabin is fitted with a private sanitary space with toilet, wash basin and shower. A crew toilet with wash basin is fitted at the aft end of the accommodation with a separate shower on the other side of the central corridor. The galley, a store room and the spacious mess room are situated in the fore-castle deck accommodation. This area is also fitted with a toilet space.

Svitzer Green

In April, 2023, Svitzer and Caterpillar Marine announced a strategic collaboration with Caterpillar Marine. This decision was triggered by Svitzer's aim to reduce their carbon footprint by 50% in 2030. In 2040 the goal is to be CO₂ neutral across the fleet.

The choice for Caterpillar was a relatively easy one since the majority of Svitzer's tug fleet is fitted with Caterpillar engines. The Caterpillar 3500-E series meanwhile has been announced as being methanol-ready. The implementation of dual-fuel methanol engines is aimed at newbuildings as well as conversions for the existing fleet. Apart from that Svitzer and Caterpillar will also research other green solutions such as the use of bio fuels.

E-Push

The first Kotug E-Pusher (type M) was recently delivered by Padmos Shipyard, Stellendam. The **Kotug** E-Pusher concept concerns a range of modular and scalable electrically powered push boats. In this design the energy sources are containerised and switchable.

The series consists of four models for inland waterways use. The smallest is the E-Pusher Citybarge which is intended for inner cities. The others are the E-Pusher S, M and L.

The first contract for the M-type is with Cargill which needs to barge their cocoa from the port of Amsterdam to their cocoa facilities at Zaandam. This pusher is fitted with swappable battery-energy containers.

About to be launched

is a book by Captain Kees Pronk, retired Master of oceangoing salvage tugs. Kees first went to sea at the age of 14 when he joined a Scheveningen-based fishing vessel. Four years later he transferred from fishing to towing. Gaining experience for some nine years he then went to school and sat for his exams. He continued as Mate and later Master of various deepsea tugs ending his career in the wheelhouse of some of the most powerful tugs in the world. Once retired he was asked by his children to put his adventures on paper.

The result is '**Bergen Slepen op Zee – Lotgevallen van een sleepbootkapitein**', a 210-page book detailing interesting tows and some tense salvage operations carried out by Captain Pronk. The book will be published during May, 2023. Price will be Euro 20,00 excluding postage. **Note: the book is available in the Dutch language only.**

To (pre)order send an email to voorlooper at outlook.com mentioning name and full postal address.



NOTE: readers are reminded that registered subscribers of TugZine are still entitled to a discount on several tug & towage related books – see adverts.

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