TugeZine

all about tugs

About France and retirees

vol. 2 **nr. 4**
February 2021

A matter of heritage

It's evident that tugs have long lives. The reason being simple in that tugs have strength and durability into their design. Even so, an active life of a hundred years or more is quite something.

There is an obvious difference between a vessel with historic significance and 'just being old'. Even so it is true to say that many of these old tugs may have led interesting and colourful lives earning over the years good money for their owners. Many are being preserved in one way or the other, probably because their size in general is manageable in terms of maintenance and costs.

Following the story on the preservation of the Canadian steam tug *Master* out of interest we dug into our files to see if there were many more like her. Age-wise, we found many, but we also found huge gaps in documentation about the period after a tug had been taken out of (towage) service. The information silence is such that serious doubt now exists about the whereabouts of some of these vessels.

This is where our world-wide audience can help. See our article on the 100+ year tugs.

Meanwhile the pandemic is still wreaking havoc to economies but at the same time new tugs are being introduced into the market, on-spec building is still around and the big operators are getting bigger. Latest examples are the Iskes sale to Boluda, the significant majority stake SAAM purchased in Intertug, etc. On the suppliers side Rolls-Royce seems to be withdrawing from the sector with the thruster business going to Kongsberg and their Bergen engine brand to Russia-based THM. These developments will keep us busy for the some time to come.
.
Dear readers, don't forget to spread the word so our subscriber base will continue to grow and bring new comments and insights.

Meanwhile: keep your distance and stay safe!

Job van Eijk (editor) Cock Peterse (editor)

Photo frontpage:
Marseillais 17 – built 1976 at Lorient - 2x Crepelle totalling 2.600 bhp - at work in Marseilles. The Voith Tractor was built for account of Compagnie Chambon, then continued under Bourbon flag, then under the Boluda flag. She served Marseilles prior to being transferred in 2013 to Cote d'Ivoire as VB KARITE. June 2020 out of documentation
photo: coll Wim Plokker

TugeZine
is published every even month in digital format only.

Editor
Job van Eijk
Co-editor
Cock Peterse

Advertising
Frank van Gils

DTP
Dtpplus - Spijkenisse

Branding & Webdesign
Studio DBLY - Rotterdam

Publisher
TugDoc International

ISSN 2667-1441

Editorial address
editor@tugezine.com
Website
https://www.tugezine.com

Contacts
TugDoc International
De Houtmanstraat 92
3151 TE Hoek van Holland
The Netherlands
Email: info@tugdoc.nl

Frank van Gils
Van Gils Promotions
Tel: +31 (0) 653 888 26
Email: frank.van.gils@planet.nl

Subscriptions
TugeZine as well as its associate TugeNewsletter is distributed free of charge. Copies will be emailed to subscribers in PDF format. Subscribers also have access to service pages and archives on the website.
To subscribe visit tugezine.com and register.

Changes at Concarneau

On 1 January, 2021, shiphandling at the port of Concarneau, France, was handed over to a new operator. A new tug was ordered as well.

by Christian Herrou

Concarneau is a port in the Finistère department of Brittany in north-western France on the Baie de La Forêt. The town itself has two distinct areas: the modern town on the mainland and the medieval walled town on an island in the centre of the harbour connected to the mainland by a bridge at one end and a ferry service at the other end. Inhabitants number some 20.000. Concarneau is an important fishing port.

On 1 January, 2021, the Société Coopérative des Lamaneurs de Brest Roscoff took over the towing previously provided by the CCI (Chamber of Commerce and Industry). For this, the Lamaneurs initially chartered *Toulonnais V* from the company SNRTM (Société Nouvelle de Remorquage et Travaux Maritimes). This is a Damen Stan Tug 1606 built in 2019 with 16 tbp. *Toulonnais V* was mobilised from Toulon to Brest around the coast of Spain under own power. Lamaneurs de Brest also transferred the *Portzic* mooring boat from Brest.

Lamaneurs de Brest also ordered a newbuild tug for service at Concarneau. Chantiers Piriou will deliver the new vessel in August of this year. Built by Piriou Vietnam to a proven Piriou design the tug will be used for harbour towing operations from aft or alongside, pushing operations and coastal towage.

The vessel has cabins at main deck and complies with the MLC 2006 rules. The 15 tbp tug will be fitted with 440 kW (total 1.196 bhp) IMO III compliant engines. Dimensions are 16,50 (oa) x 6,65 (oa) x 2,55 m. Draught is 2,50 m. The tug is fitted with fuel tanks totalling 15,0 m^3 and 1,6 m^3 of fresh water. Accommodation for a crew of 4.

It is unclear what will happen to the two CCI tugs that served Concarneau for almost 60 years. They are owned by CCI - a local-government-owned company - and not taken over by the new operators. They may be sold or scrapped but there has also been talk of preservation, especially regarding

Artist's impression of the new mooring tug under construction at Piriou Vietnam *artwork: Chantiers Piriou*

no. 1 as that one was built specifically for the port of Concarneau. The oldest of the two is the *Cdt Van der Kemp I*. The tug arrived in May 1962. She was built by Chantiers La Perrière at Lorient. As far as the design goes she is a close sister of the 250-hp French Navy tugs which were built by the yard around the same time. They were 18 metres in length with a bollard pull of 10 tonnes.

The second tug – curiously with the same name as no. 1 - was built in The Netherlands in 1969. She arrived in 1987 with the name *Bag Sacherez* and was acquired from a dredging / construction company, probably E.T.P.O. *Cdt Van der Kemp II* has a length of 18 meter and is fitted with one 450-hp engine driving two propellers. This tug was less suitable for shiphandling due to its hull shape, shallow draft and tunnelled propeller – a design in line with its previous work.

Tug base at Concarneau on 25 January, 2021. From right to left CDT VAN DER KEMP I, CDT VAN DER KEMP II and TOULONNAIS V *photo: Christian Herrou*

BAG SACHEREZ at work in Saint Nazaire during the 1970s *photo: Michel Lelièvre*

CDT VAN DER KEMP I in March 2018 *photo: Christian Herrou*

CDT VAN DER KEMP II at Concarneau , January 2017 *photo: Christian Herrou*

Note:
'Lamaneur' comes from the old French 'Laman'. This term in turn originates from the Dutch word 'Lootsman', the Pilot. In the 1950's, however, pilotage and mooring activities were separated and run by separate companies. In France the boatmen and the mooring services they provide are united in the Syndicat Professionel du Lamanage des ports de la Manche, de la Mer du Nord et de l'Atlantique. This syndicate bundles experience of the individual boatman operations to further the professionalism of the industry. In all, slightly over 400 boatmen operate in the French commercial ports.

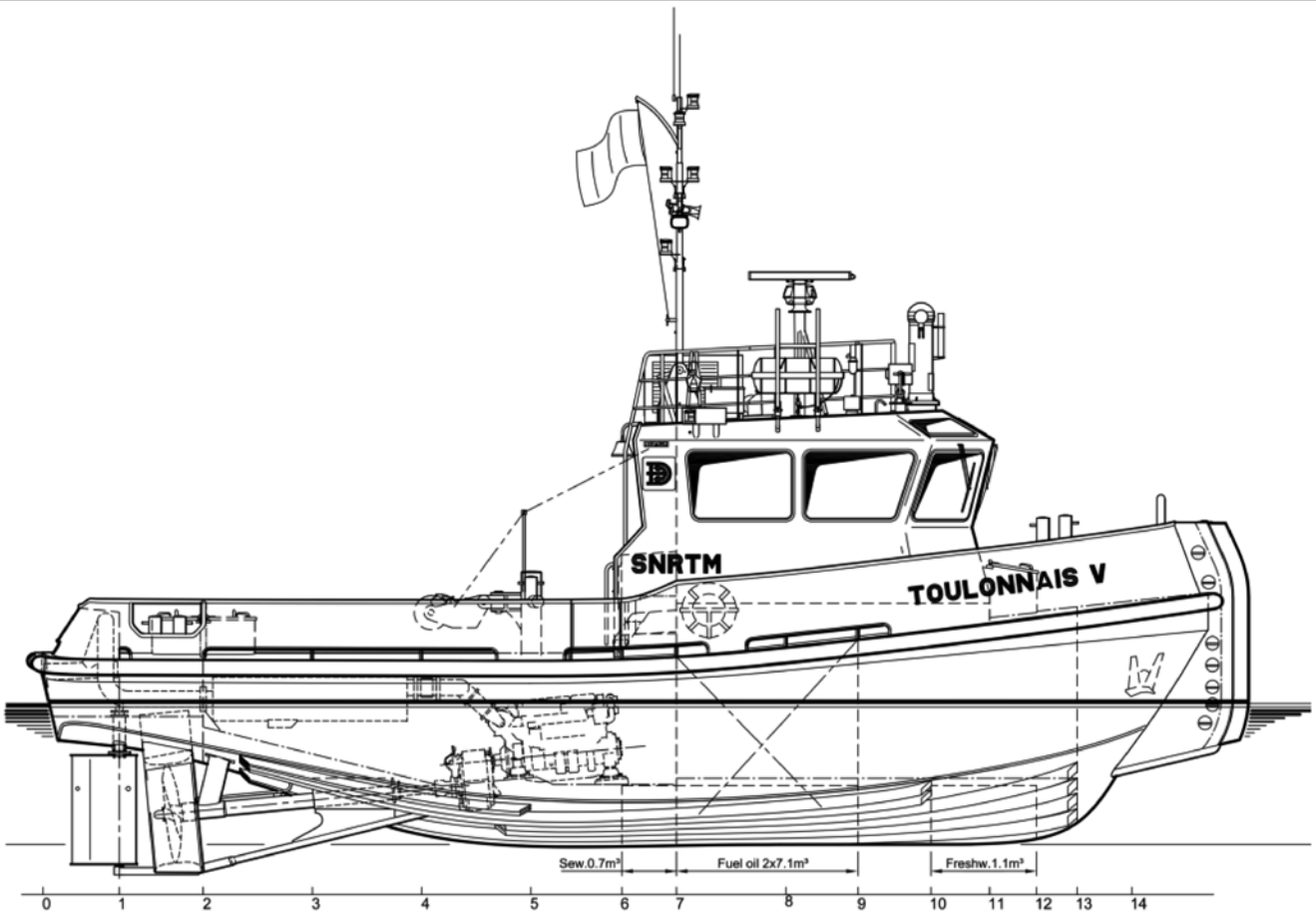
France Regional

VB SURPRISE assisting SUNNY STAR at Fos-sur-Mer, France, in February 2021 *photo: via Wim Plokker*

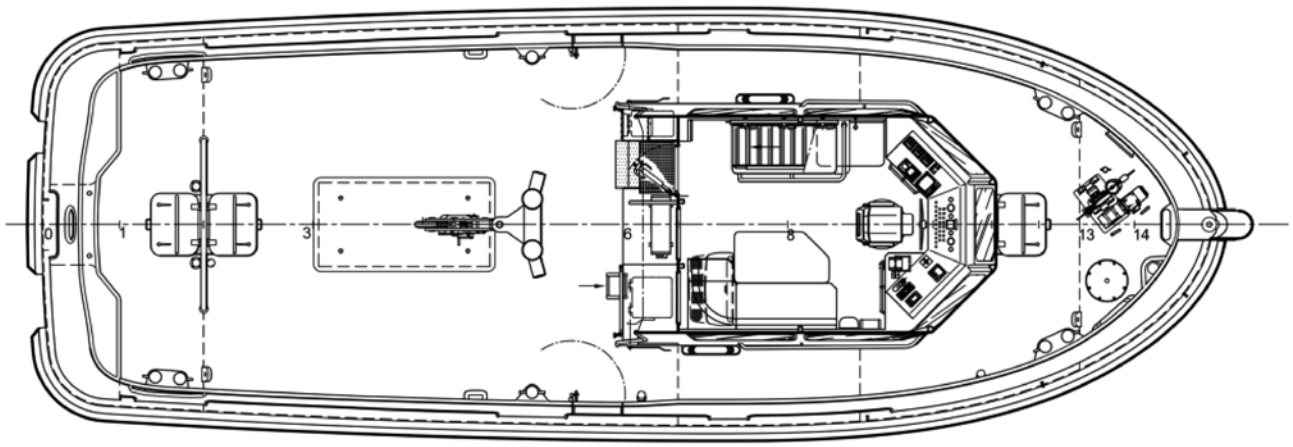
VB LA HÈVE (1999 - 40 tbp - tractor) seen here as ABEILLE LA HÈVE) was transferred by Boluda from Le Havre to Saint Nazaire as VB NOIRMOUTIER *photo: Job van Eijk*

VB PORNIC (1999 - 40 tbp - tractor) is the former CLAIRVOYANT transferred from Dunkirk to Brest and now to Saint Nazaire, seen here on 24 February, 2021 *photo: Christian Herrou*

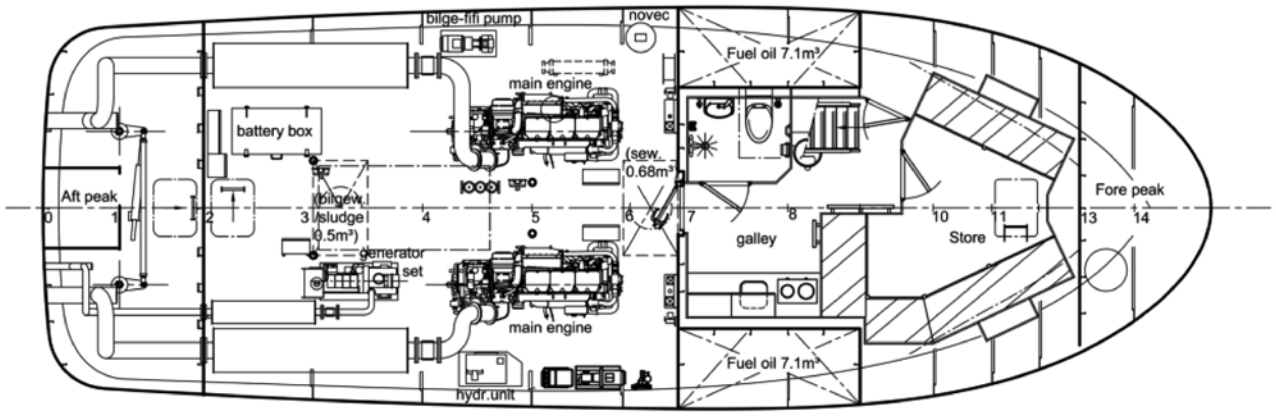
VB SURPRISE - seen here in February, 2021 - was completed in December, 2019, by Chantiers Piriou. The 30 x 10 m stern drive tug has a bollard pull of 73 tonnes. Her direct sister at Fos is VB ACHERON *photo: via Wim Plokker*



Main deck



Below Main deck



General Arrangement TOULONNAIS V *drawing: courtesy Damen Shipyards*

“Toulonnais V”

Built in 2019 for account of SNRTM (Société Nouvelle de Remorquage et Travaux Maritimes).the tug is operating at Concarneau since 1 January, 2021, on charter to Société Coopérative des Lamaneurs de Brest Roscoff from Brest.

by TDI Tugboat Publications

The tug was built by Damen Shipyards (yard number 503203) and delivered to its owners in February, 2019. Basic functions for this tug – a Stan Tug 1606 design - were towing, pushing, mooring and survey operations.

Hull

Dimensions are 16,76 (oa) x 5,94 (oa) x 2,54 m. Draught aft is 2,25 m. Displacement: 90 tonnes. The push bow is fitted with a rubber cylindrical fender with a diameter of 380 mm. The hull is protected all around by a 200 x 200 mm rubber D-type fender.

Engine room

The main engines are two Caterpillar C18-TA/A delivering a total of 894 kW / 1.216 bhp at 1.800 rpm to the twin Kaplan II fixed-pitch propellers rotating in 1.350 mm Van de Giessen Optima nozzles with stainless steel inner rings via Reintjes WAF 264L 4.5:1 gearboxes.

TOULONNAIS V at speed *photo: Damen Shipyards*

TOULONNAIS V at Concarneau, 25 January, 2021

photo: Christian Herrou

Bollard pull ahead is 16,4 tonnes, speed 11,4 knots. The rudders are of the streamlined double-plate type controlled by hydraulic steering gear (2x 45^{O}). A Caterpillar C2.2 NA 230/400 V, 20,3 kVA, 50 Hz gen set is fitted along with two main-engine driven 24 V alternators. Furthermore two 24 V 200Ah and a single 24 V 80 Ah battery sets were installed.

Main deck

Forward to port sits the electrical anchor winch serving the port side anchor. The tug is fitted with two 80 kg Pool HHP anchors fitted with 100 m shortlink 12m5 mm diameter anchor chain. In addition a capstan was fitted with a pull of 1,3 tonnes at a speed of 9 m/min. On the aft deck sits the double towing bollard to which a Mampaey disc type tow hook is fitted. The tow hook has a SWL of 25 tonnes.

Superstructure

The air-conditioned wheelhouse is fitted with a sound damping acoustical ceiling and a floating floor. An L-shaped corner settee with a table is installed. The navcom equipment is arranged in a desk-style arrangement forward of the helmsman’s seat. The tug is fitted with a JRC JMA 5212-4 Mk 2 radar, a Cassens & Plath Kotter compass, Furuno GP-150 GPS, Simrad AP-50 autopiliot, Furuno FE-800 echosounder, two Sailor Compact 6222 DSC VHF sets and Furuno NX-700 Navtex. GMDSS area 1 MED approved equipment was installed.

Below main deck

A store, galley, sanitary space with toilet, wash basin and a shower and a crew cabin for 4 persons can be found. The store can be accessed from the main deck as well.

Topdeck

Houses the standard compass, radar scanner, a Pesch 250 W searchlight, two inflatable life rafts and the navigation mast with its array of antennas and navigation / towing lights.

HYDRO MECHANICAL HYBRID TUGBOAT

CONCEPT BLOSSOMS **INTO REALITY**

SANMAR SHIPYARDS

sanmar.com.tr

Sanmar Denizcilik A.Ş.
Aydıntepe Mh.
Güzin sok.
34947 İçmeler / Tuzla
İstanbul - TURKEY

100+ tugs

Tugs are strongly built vessels so can reach a respectable age. Triggered by the news item in TugeNewsletter no. 3 we are starting a search for tugs that have reached or are nearing their 100th birthday.

by Job van Eijk

The search casts a wide net. We are looking not only for tugs but also for vessels that at one time served as a tug but may have changed purpose, for instance to a yacht, a cargo ship, workboat, restaurant, B&B, etc. The possibilities are limitless.

In 1985 Norman J. Brouwer, a former deck officer in the U.S. Navy and U.S. Merchant Marine and at the time marine historian at South Street Seaport Museum, New York, published his International Register of Historic Ships. This was published in association with the World Ship Trust. The book is now over 35 years old and many changes have since happened. Additional vessels were preserved, other succumbed to the deterioration due to insufficient funds for maintenance. And the 'Register' had set limits on what was to be considered for inclusion.

Schuchmann's SEEFALKE will be 100 years old in 2024. Seen here on salvage station off Dover

photo: John Mannering

PIETER BOELE ex WACHT AM RHEIN was built in 1893 at the yard of Boele, Slikkerveer *photo: Job van Eijk*

In this register limiting factors were a length of minimum 40 feet (just over 12 meters), a ship had to survive as a virtually complete hull (no fragmentary remains, parts of a ship re-assembled at a museum or remnants of a shipwreck in an exposed location). Also excluded were ships lying under water. Historic importance is another criterium although here the trouble is the meaning of 'historic'. For instance, the Dutch *Zwarte Zee* of 1933 was definitely a historic vessel. The first Dutch deepsea motor salvage tug, the most powerful tug in the world when delivered and for many years after, the engines that were installed were the first of this design, etc. Nevertheless it was the *Zwarte Zee* of 1963 that was the subject of a preservation project although that was never carried through due to the very high costs. Set against historic arguments the 1963 tug for that reason could not be deemed a vessel of historic interest, it was just more powerful and bigger.

Anyway, by just looking at tugs that reached or are about to reach their 100th year anniversary it is highly likely that quite a number of vessels of historic importance will surface too.

It is here that the help of you, our readers, becomes a necessity. We ask you to probe your networks in search of such vessels.

Criteria:

- 100 years and over; including the ones that are close to 100years.
- Must have a history of towing but includes those that have been used for towing earlier in their career or tugs that have been used at some time for other purposes
- Hull material wood, iron, steel, concrete.
- Immobilised, static, or still sailing either in steam or motor
- Apart from that we are interested

to learn about parts or sections of (former) tugs that are still in existence providing the age is approximately 100 years or more (think of restaurant, public displays, etc.)

The 100-year criterium leads to many entries. For instance in some 265 tugs - either Dutch-flagged or still active abroad under foreign flag - have reached the age of 99 or higher, according to Vereniging De Binnenvaart. The majority are Dutch or were Dutch owned but the list includes also French, and German vessels. Most are still active, although quite a number are now operated as recreational craft only. The great majority, however, still retain all the hallmarks of a tug. These tugs are almost without exception inland waters tugs.

Amongst these the 1893-built *Pieter Boele* (still in steam), the 1873-built *Rosalie* which now belongs to the fleet of ships exhibited by the Rahmi M. Koç Museum in Istanbul and the 1922-built paddle tug *Oscar Hüber* – a big German rhine tug, now a stationary museum. *Success*, completed in 1897, started out on the river Rhine, then was altered into a steam cleaning vessel before being turned into an excursion / party steamer. She is famed for her steam organ on the upper deck. The 1909-built *Unser Fritz* – despite the German name she was a Dutch vessel – has had no less than 20 different owners and is now unrecognisable as a motor tug. Another one nearing the critical date

ROSALIE dates from 1873. She is still fitted with the original 95 hp diagonal compound steam engine

photo: Job van Eijk

SUCCES was built in 1897, also by Boele, for service on the River Rhine. From 1985 reconstructed from tug to party boat

photo: Job van Eijk

The Canadian IVANHOE (1907) and MASTER (1922) at Vancouver, 13 June, 1993. IVANHOE did not make it but MASTER is still alive though in need of repairs

photo: Hans Hoffmann

is the Schuchmann / Bugsier salvage tug *Seefalke* dating from 1924. In 1970 she was taken out of active service and retired to the Deutsches Schiffahrtsmuseum. This was one of the earliest oceangoing tugs fitted with diesel engines. *Zwarte Zee* was constructed in 1933, but *Seefalke* and other Bugsier motor tugs were most certainly an influencer in the decision to go for motor instead of steam. She was fast with a trial speed of 16,7 knots, and a fierce competitor of the Dutch salvage tugs. In 1945 the tug was bombed and sank at Kiel. She remained there until the occupying forces had decided to clear wrecks for scrap. Bugsier then 'kidnapped' their tug by raising her from the bottom – an illegal act at the time - and moving her under water to a safe spot where they left her on the bottom.

In 1950 she re-entered service after a lengthy refit.

Most of the tugs reaching the 100-year mark are built of steel. Nevertheless some wooden-hulled vessels are still around, like the Canadian *Master*, which was the subject of the article in TugeZine 3 of January, 2021. In the Far East as well as South America many wooden-hulled tugs have operated, but are there any survivors in those regions?

Contact us via info@tugezine.com or tugdoc@upcmail.nl with your 100-year finds. We greatly appreciate your efforts.

OSCAR HUBER was built in 1922 as H. PAUL DISCH VIII – WILHELM VON OSWALD. 1927 sold to Raab Karcher as RAAB KARCHER XIV – FRITZ THYSSEN, renamed OSCAR HUBER in 1940. Sank 1945. In 1954 refitted to oil-burning. 1966 in lay-up. In 1968 a preservation society was established. Open for public in 1974. Currently owned by Museum der Deutschen Binnenschiffahrt, Duisburg, Germany.

A 100+ success story in preservation that began 412 years ago: the seagoing steam tug *Furie* (ex *Holmvik*, ex *Holmen III*, *ex Gebr Bodewes VI*).

In 1609 Count Johan of Ostergotland established Holmens Bruk, a weapons manufacturer. In 1806 they switched over to paper manufacturing. In 1899 Holmens started using tugs to transport the logs to the factory. Rafts of up to 600 x 50 meters were hauled along the coast. One of the tugs was *Holmen III*, acquired in 1918. She was built at the shipyard of G & H Bodewes, Martenshoek, The Netherlands. The Bodewes shipbuilding dynasty was started by Geert Joosten Bodewes who in 1812 had married Geertje Wiekes Bijlholt. The yard due to lack of work during WW1 had turned to building 'on spec'. *Gebr Bodewes VI* was one of these, finished in 1916.

It was 1918 before Holmens Bruk turned up as a purchaser. They adapted her for the towage of log rafts. Dimensions are 30,28 (oa) x 6,07 x 3,68 m. Draft is 3,10 m. Speed is 9 knots. The tug was sold in 1968 to her Master, Capt. Akerlund. He renamed her *Holmvik* and chartered her back to Holmens Bruks.

In 1975 the Dutch **Avro Television** was considering a TV-series of the famous Dutch book "Hollands Glorie" (Dutch Glory) by author Jan de Hartog - a novel about Dutch deepsea towage. It was published during WW II and was an instant though illegal hit seen as a patriotic publication – little man against the bullies. AVRO Television approached the recently founded **Lekko International Tug Enthusiasts Society** asking whether they could find a suitable tug of the relevant period. Lekko located *Holmvik* and the tug became a TV star. With filming finished AVRO was stuck with a steam tug in working order. Lekko recognised it as a unique chance to obtain a working exhibit as a reminder of the origins of 'Dutch Glory'. However, the 'first refusal' offer to the Society fell through and she was sold to a steam enthusiast. The series was broadcasted in 1977 with great success so Henk de Haas (shipyard De Haas) initiated the **Hollands Glorie Foundation** to preserve the tug at Maassluis, home of Dutch deepsea towage. On 17 February, 1978, she was towed to Maassluis. In 1980 she made her official first trip amidst an event which today is still held every year: the 'Furiade'. In 1990 she was recognised as a working exhibit and in 1998 listed on the Dutch National Register of Shipping Monuments.

On the occasion of her 100th birthday the Dutch National Towage Museum set up an exhibition about *Furie* that was officially opened by Frits Loomeijer (Rotterdam Maritime Museum) and Thecla Bodewes, owner of a successful yard group and granddaughter of the Bodewes that built her in 1916.

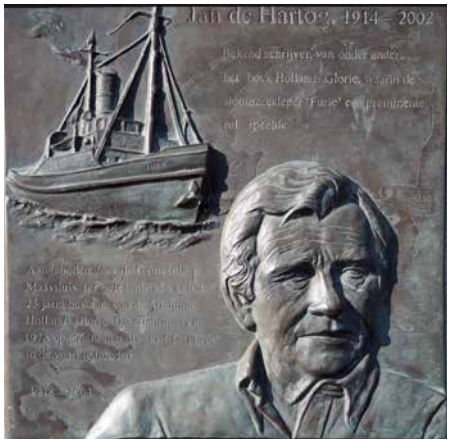
Note: this potted history was derived from much larger articles published in 2016 by Cock Peterse and Job van Eijk.

FURIE in 1980 first time under steam

photo: Job van Eijk

Thecla Bodewes recalling how as a child she was allowed to stay up late and watch the TV series

photo: Job van Eijk



Plaque commemorating Jan de Hartog

photo: Job van Eijk

New for Hadera and Shanghai

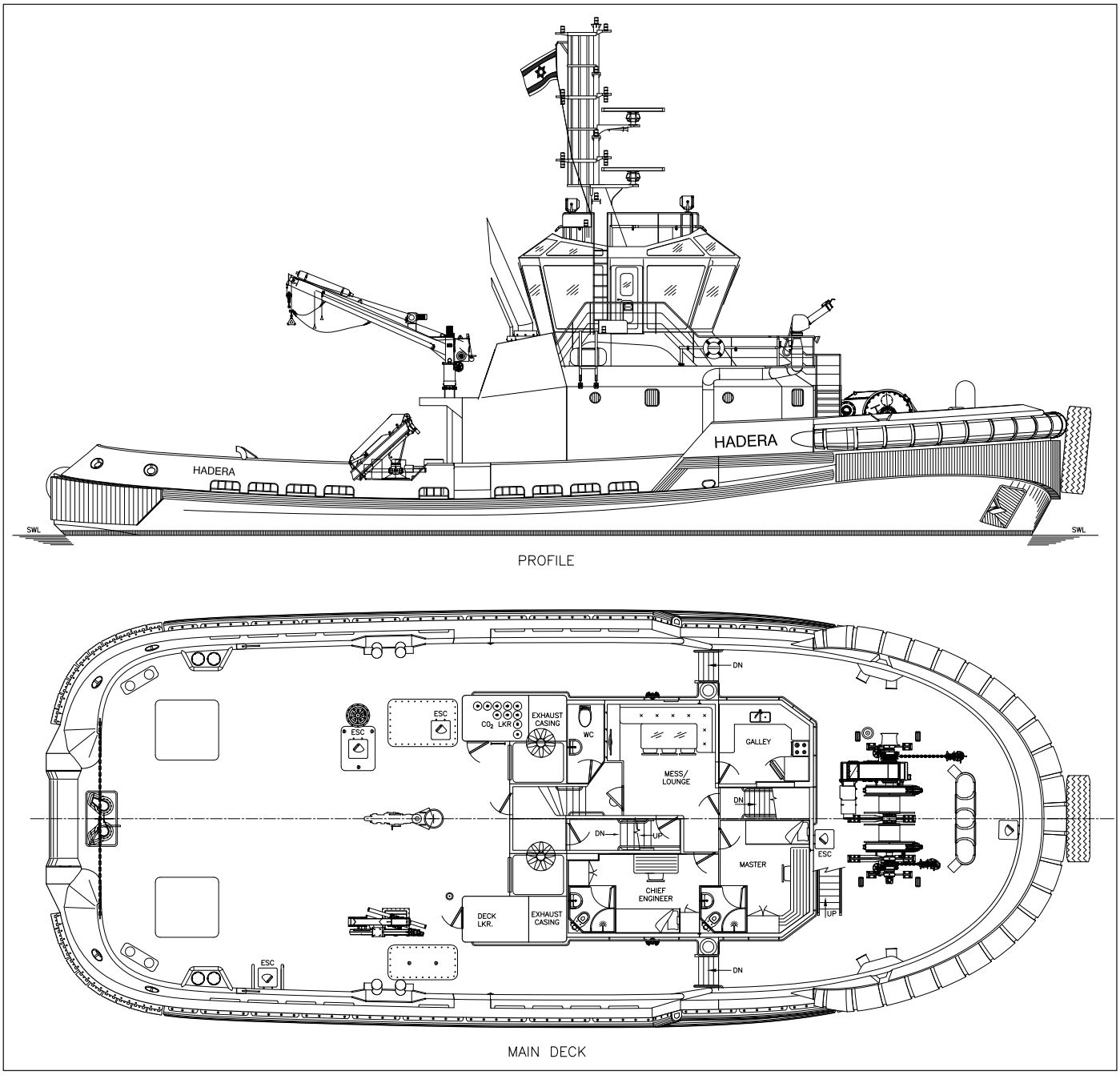
RAmparts designs delivered by Medmarine to the port of Hadera while Sanlin Shipyard delivered one to the port of Shanghai.

by TDI Tugboat Publications

Hadera is a Robert Allan designed RAmparts 3200-SD stern drive tug built at **Med Marine**'s Eregli shipyard. Owner is the National Coal Supply Corporation of Israel. Characteristics of the tug are a large deadweight capacity, a shallow full load navigational draft of 4,81 metres and high standard noise control. Reportedly she is a very quiet boat, especially in the wheelhouse and crew cabins located in the deckhouse and on the lower accommodation deck.

Dimensions: 31,50 oa (excl fenders) x 12,60 (mld) x 5,40 m. Maximum navigational draft is 5,00 m. Tonnage: 494 GT. Main engines are two Caterpillar 3516C diesels driving the two **Schottel** azimuthing drives. The engine room is fitted with an acoustically isolated switchboard room. Bollard pull ahead is 77,5 tonnes, free running speed ahead is 14 knots. Tank capacities are: fuel oil 181,9 m^3, potable water 37,4 m^3, ballast water 20,2 m^3 and FiFi foam 7,2 m^3.

The hull
is protected at the bow by an upper row of cylindrical fenders and a lower row of W-fenders. Sheer fendering consists



General arrangement HADERA

drawing: courtesy Robert Allan

HADERA *photo: courtesy Robert Allan*

of D-type rubbers with W-type block fendering at the stern, both at main deck level. The D-type rubber fendering is also fitted at the after end of the semi-raised forecastle deck.

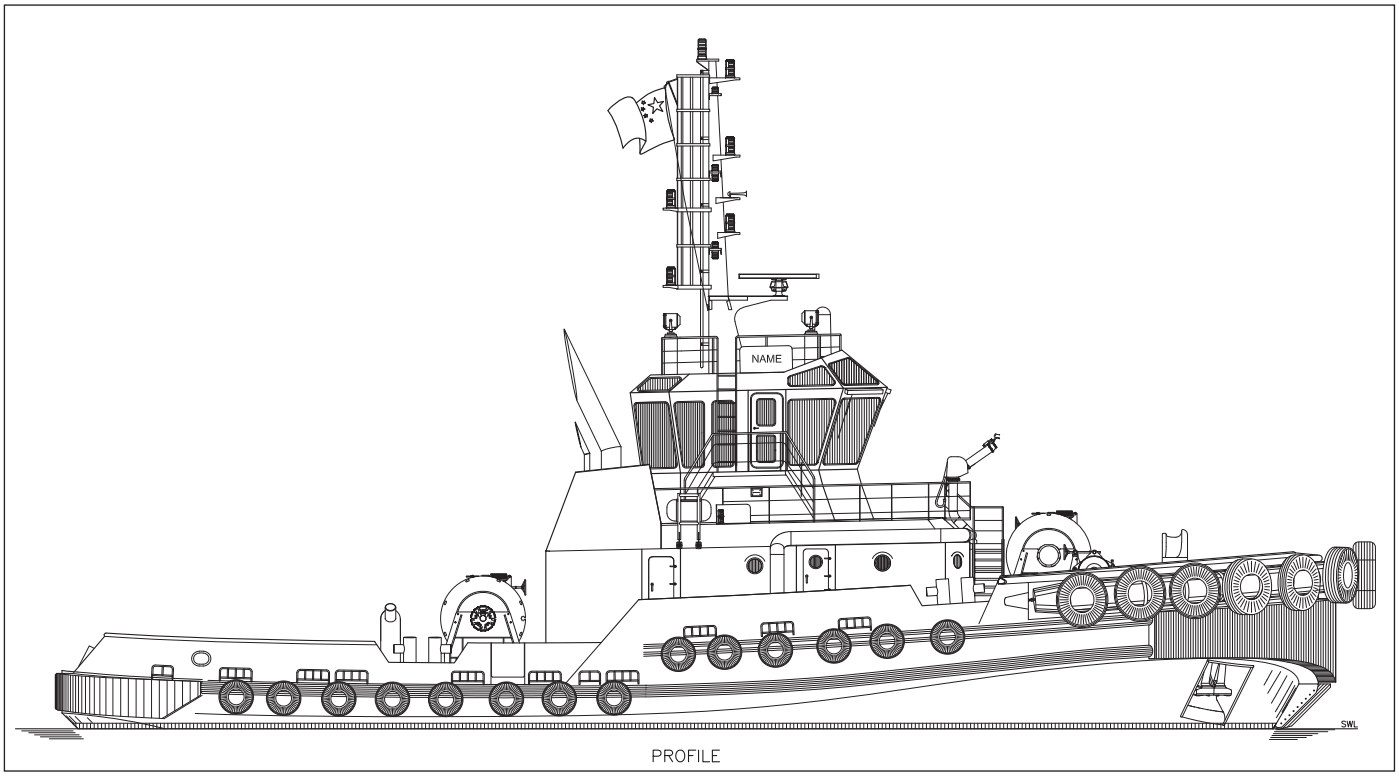
Deck gear
The semi-raised forecastle deck is fitted with a double-drum **THR escort towing / mooring winch**. On the port side the winch is fitted with a warp head. The towing staple sits in front of the winch. The towing deck aft is fitted with a tow hook only. Furthermore, at the aft end of the deck, a stern roller was fitted with a set of tow pins. To starboard a deck crane was fitted. Another smaller crane is fitted at the aft end of the boat deck, to starboard. It services the workboat that is stored at the same deck aft of the wheelhouse.

The accommodation
is outfitted for a crew of eight. The superstructure is entered from the towing deck. To port are a toilet space, the messroom / lounge area with the galley forward. To starboard are the Chief Engineer's cabin and at the forward end of the superstructure the Master's cabin. Both cabins are fitted with an ensuite sanitary space with toilet, shower and wash basin. At the aft end of the superstructure behind the exhaust casing are the CO2 locker to port and the deck locker to starboard.

The lower deck
is fitted with three double cabins with ensuite toilet. There are also a provision store and laundry on this deck. Records taken during sea trial show none of the crew cabins have noise level higher than 54 dB(A). This means the extremely quiet boat will provide comfortable working and living environment for its crew.

The wheelhouse
is designed with a single split control station which provides maximum all-round visibility with exceptional visibility to the bow and side fendering, as well as to the operation on the aft deck. Forward of the wheelhouse two fifi monitors were fitted. The tug is also fitted with a self-protection water spray system.

The owner
The National Coal Supply Corporation was established in 1981 as a subsidiary of Israeli Electric Corporation. The company handles the purchase and transport of coal from overseas to the coal power stations at Ashkelon and Hadera. The company also provides ship agency services. Import of coal by the company was 8,4 million tonnes in 2019. This coal arrived at the ports in 74 Panamax and Cape Size bulkers. For the future it is expected that the use of coal will downsize as a consequence of the switch to LNG which was discovered off the coast. Another tug operated by the company is *Kesaria I*, the former *Metro Tug 12,* ex *Bogazici 12*, built in 2013, 32,5 x 11,7 m, output .5.706 bhp.



HAI GANG 501

drawing: courtesy Robert Allan

RAmparts 3200-W for Shanghai

Recently Sanlin Shipyard, Shanghai, delivered the 3.680 kW (5.400 bhp) *Hai Gang 501* to the owners Shanghai Harbour Fuxing Shipping Company. The tugs operated by the company are all named 'Hai Gang' which translates into English as 'harbour'. This tug will operate in the port of Shanghai and is the first Robert Allan designed tug to do so. Shanghai currently is China's busiest port and the number one container port in the world. The delivery by itself is interesting since **Sanlin Shipyard** - a subsidiary of the tug owners – has previously built over ten RAL-designed tugs for export and domestic China clients.

The RAmparts series is designed for handling large vessels in the harbour but also capable of coastal towing services should the need arise. The standard design was altered slightly to suit the selected machinery and equipment and the accommodation arrangement that the crews are familiar with.

Dimensions: 32,00 oa (excl fenders) x 12,00 (mld) x 5,42 m. Maximum navigational draft is 5,29 m. Tonnage: 498 GT. Main engines are two **Niigata** 6L-28HX diesels with a total output of 2x 1.840 kW at 750 rpm (total 5.400 bhp) driving - via a cardan shaft system - the two Niigata ZP-41A **Z-Peller** azimuthing drives fitted with 2.600 mm diameter fixed-pitch propellers. Bollard pull ahead is 68,2 tonnes, free running speed ahead is 13,3 knots. Tank capacities are: fuel oil 190 m^3, fresh water 31 m^3, ballast water 86 m^3 and FiFi foam 7 m^3.

HAI GANG 501, aft view

photo: courtesy Robert Allan

The hull

is protected at the bow by an upper row of 800 x 400 mm cylindrical fenders and a lower row of W-type fenders. Fendering consists of 300 x 300 mm hollow D-type fenders along the sheer at deck level and the knuckle with W-type block fendering at the stern.

Deck gear

The elongated semi-raised forecastle deck is fitted with a double-drum **Karmoy** hawser winch. Each drum is fitted with 250 m of towing line. The towing staple sits in front of the winch. The anchors are served by two anchor winches to port and starboard. The towing deck aft is fitted with a single drum **Karmoy** towing winch and a single towing staple. Fire-fighting equipment is fitted to FiFi-I standard with the two monitors located at the forward end of the boat deck.

HAI GANG 501 at speed *photo: courtesy Robert Allan*

The accommodation
The accommodation at main deck level houses the galley and the messroom area to port with the Master's and Chief Engineer's cabin to starboard. The accommodation is outfitted to MLC compliant standards for a crew of up to ten. There are six single cabins and two cabins for two arranged in the deckhouse and on the lower accommodation deck.

Robert Allan is also working on the design of a *RAmparts 3200-W* and a *TRAktor 3200-V*. The tugs will be operated by Taiwan Navigation Co. Ltd. under a long-term charter contract for CPC Corporation, Taiwan. PT. Graha Trisaka Industri, an affiliate of PaxOcean Group, Singapore with a shipyard located in Batam, Indonesia, awarded the contract to RAL.

PaxOcean and Robert Allan Ltd. have earlier worked together on the dual fuel tug *RAmparts 2800-DF* design for PSA Marine, Singapore. Four other *TRAktor 3200-V* tugs for Formosa Chemistry and CPC Corporation respectively are also under construction at the same shipyard.

Another recently completed job was the lengthening of the Robert Allan designed service boat *Salim Düzgit* (ex *Poyrazkoy*) from 19 to 24 meters. Dimensions are now 24,7 (oa) x 7,0(mld) with a draught of 1,8 m. The free deck area increased from 55 m^2 to 82 m^2.

When the vessel was originally designed a possible future lengthening operation was taken into account. To this end a short section of the midbody was put into the design to allow for easy cutting of the hull. **Sanma**r Shipyards carried out the job.

Salim Duzgit was lengthened *photo: courtesy Robert Allan*

Tug News – New Tugs

A wide array of news from the world-wide tugboat industry and its suppliers. We are happy to receive your press releases and additional info via tugdoc@upcmail.nl

compiled by TDI Tugboat Publications

One for Belgium

Neptune Marine, Aalst, The Netherlands, currently has under construction the multi-purpose tug *Condor* for account of Verbeke Shipping, Antwerp. The vessel is a variant of Neptune's **EuroTug** line of tugs. The EuroTractorTug-2410 design for Verbeke is of the tractor type fitted with Voith cycloidal thrusters. Once completed it will be the 6th unit in the fleet that otherwise comprises of four multipurpose vessels and a flat top barge.

Condor will be propelled with a pair of main diesel engines complying with IMO Tier III emissions requirements, driving two **Voith** propellers. The emissions reduction will be a plus for a vessel operating in a port environment. It will be outfitted with a compact deck crane, anchor handling winch, an A-frame and a dredging plough, the machinery being to Verbeke's specifications.

Verbeke, a family-run company was best known for Verbeke Bunkering. In 2010 the bunkering operations were sold to Aegean Marine Petroleum Network Inc. Verbeke at the time operated 18 bunkering vessels nine of which were owned. With the sale completed Verbeke started in port support operations like towage, dredging and plough operations. The *Condor* name came about because Verbeke's great grandfather owned a tugboat in the early 1900's named *Condor*.

One for Jifmar

Neptune Marine is also at work for the French operator **Jifmar**. The order is for a unique vessel typified as the world's first large sailing cargo vessel. *Canopée* will be equipped with four 30-m high Oceanwings. These sail panels, with an area of 375 m^2 each, will positively affect fuel consumption of the diesel direct mechanical propulsion systems. The controllable pitch propellors can be put in feather mode when the **Oceanwing** wind system delivers enough power for the vessel under speed, resulting in a shutdown of both or one of the two Wärtsilä main engines.

Stan Tugs to New Caledonia

Two Damen Stan Tug 1606's were sold by Australian owners to the mining company SMGM (Societé Miniere Georges Montagnat) in New Caledonia. The tugs will be used to transport barges loaded with cobalt-nickel ore in the French archipelago. Brokers **IMC** were instrumental in the transaction that was completed just prior to January, 2021.

The identical sisters (believed to be *Rhumb Melba* (bn 503168) and *Rhumb Matilda* (bn 503164)- ed) were built in 2012 by **Damen Changde**, China. Dimensions of the tugs are 16.67 (oa) / 14,83 (bp) x 5,50 (mld) x 2,54 m with a draught of 2,28 m. Displacement approximately 95 tonnes. Main engines are two Caterpillar C-18 TA/B totalling 894 kW (1.215) bhp at 1.800 rpm, each driving – via a **Reintjes** WAF 264L 4.5:1 gearbox – a fixed propeller in an Optima nozzle. Bollard pull is 16,8 tonnes. Speed 11,1 knots. Deck equipment includes a **Heila** HLM 3-2S crane, capable of lifting 0,5 tonnes at 6,9 m reach, a **Mampaey** disc-type towing hook with a SWL of 25 tonnes, a capstan and two manually operated coupling winches. A crew cabin provides accommodation for 4 crew.

CONDOR is under construction for Verbeke *artwork: Neptune Shipyard*

The first Verbeke-owned CONDOR *photo: Neptune Shipyard*

RHUMB MELBA was sold for service in New Caledonia towing ore barges *photo: Rhumb Marine*

GORDO joins the Somat fleet in Sicily *photo: courtesy Med Marine*

Cafimar's latest

Turkish shipbuilder **Med Marine** Eregli recently delivered the newbuilding *Gordo* to the Italian owner Somat SpA, part of the Cafimar Group. The tug will be put to work in Sicily where Somat is the towage licence holder in the ports of Palermo, Trapani and Marsala. In 2018 they also obtained the licence for Porto Empedocle through acquisition of the then licence holder Compagnia Trasporti Petrolio S.r.l.

Contract for the new tug was signed in September, 2021. *Gordo* is a unit of Medmarine's MED-2575 design, a Robert Allan RAmparts 2500-W design adapted to Med Marine's requirements. Dimensions of the tug are 25,20 (oa) x 12 x 4,60 m. Main engines are two Caterpillar 3516-C diesels with an output of 2.100 kW at 1.600 rpm each (5.712 bhp total). The engines drive the two Rolls-Royce (**Kongsberg**) US-255-SP-30 azimuthing thrusters with fixed-pitch propellers. The forward towing winch is by **THR Marine**. The tug is fitted to FiFi-1 standard with a 1.400 m^3/hr fire pump and two foam / water monitors.

Tug Malta

On 15 January Damen Shipyards delivered an RSD Tug 2513 to Tug Malta. *Senglea* is named after the historic city of the same name. The design incorporates elements of both tractor and stern drive tugs. The result is a more or less double-ended tug that makes it equally suitable for bow as for stern assists. The tug is equipped to FiFi-1 standard for firefighting purposes.

Tug Malta is a subsidiary of Rimorchiatori Mediterranei Spa that belongs to the Rimorchiatori Riuniti Group. The 80-tbp tug was built by Damen Song Cam and features the Damen Twin Fin skeg to enhance directional stability and provide higher indirect towing force. The tug is also fitted with Damen Triton – a digitalised remote monitoring system that collects data from sensors throughout the vessel. The system paves the way for more efficient sailing, reducing both fuel consumption and emissions, and for maximising uptime via preventive maintenance.

Svitzer newbuilding

In December, 2020, Svitzer signed with Damen for the delivery of an ASD Tug 3212. *Svitzer Thames* will operate in the Port of London and is the fourth Damen ASD Tug 3212 in the company's UK fleet. Delivery was slated for the first quarter of 2021 made possibility by the use of a stock hull.

The ASD 3212 design and its 80 tbp will be in demand to handle the large container vessels today entering the Port of London.

Bergen Engines sold

In February it was announced that Rolls-Royce signed an agreement to sell the Bergen Engines medium speed gas and diesel engines business to TMH International, for net proceeds of approximately EUR 150 million. TMH Group, based in Russia, is a leading engineering company in rail transport technologies and the world's fourth largest supplier of rail rolling stock. It offers a full range of products and services including medium-speed engines for rail applications with current production of more than 850 engines a year. Established in 2002, TMH is privately-owned and employs 100.000 people across 25 sites worldwide. The acquisition of Bergen Engines, based in Bergen, Norway, is part of TMH's strategy to diversify its

BUILT TO LAST

passionately **made in Europe**

MED-A2360 | RAmparts 2300-MM
SVITZER VESTRI

MED MARINE
SINCE 1993

HEAD OFFICE: ÖMER AVNİ MAH. İNEBOLU SOK. NO:21, 34427, SETÜSTÜ-KABATAŞ, BEYOĞLU-İSTANBUL/TURKEY
Phone: +90 212 311 18 00 Fax : +90 212 252 16 80 E-mail : info@medmarine.com.tr Web : www.medmarine.com.tr

SENGLEA is the latest addition to the Malta Tug fleet *photo: courtesy Damen Shipyards*

business activities, expand its product portfolio and international footprint.

Bergen Engines will be operated as a stand-alone business by TMH International, which is headquartered in Switzerland. The sale includes the medium speed engine factory, service workshop and foundry in Norway; engine and power plant design capability; and a global service network spanning more than seven countries. Since 1946, Bergen Engines has supplied over 7.000 engines to marine and power generation customers worldwide, of which around 4.000 are still in operation. mutually beneficial commercial opportunities worldwide."

Bergen Engines has been a part of Rolls-Royce since 1999 and has approximately 950 employees, with the majority based in Bergen, Norway. The transaction has been approved by the boards of both Rolls-Royce and TMH and is expected to close in the second half of 2021.

Final touch-up for SVITZER THAMES prior to delivery *photo: Arie Boer*

Sea Machines Robotics

On 2 February, 2021, Damen Shipyard and Sea Machines Robotics signed an alliance agreement to further investigate the adoption of collision avoidance functionality on board of Damen ships. For the past four years **Damen Shipyards** Group has been investing in autonomous shipping technologies. The alliance aims at speeding up the adoption of several navigating technologies to increase autonomy levels on Damen-built vessels.

By participating in this alliance, Damen will first adopt the Sea Machines SM300 autonomous-command and remote-helm control technology in its test environment. This way it is possible to predict the integration complexity and system performance on any kind of Damen vessel. By adopting this solution in software models, a digital twin of the ship becomes reality and will display the benefits of autonomous technology even before it is installed on board.

Damen foresees ships where a number of tasks are automated, allowing crew to have a more focused approached to those tasks that still require the human element, such as the various activities that take place when the vessel arrives in the port. In some situations a full autonomous ship may be required, in

other cases only parts of the activities will be automated in order to support the onboard crew, thereby increasing safety and efficiency.

The Recotug Project

On 23 February, 2021, Svitzer A/S, Kongsberg Maritime and ABS announced that they have signed an agreement to jointly develop RECOTUG™, the world's first fully operational, and fully remotely controlled tugboat. **Svitzer** is bringing the needed operational experience, a newly built tug with crew as well as tug-specific technical solutions, **Kongsberg** Maritime will provide the remote control systems and the autonomous technology and lead the integration of systems and technology while **ABS** will bring the guidance and expertise necessary to obtain regulatory approval.

ARA - pennant number Y-730 - was one of the 250 hp tugs the design of which was compared to that of the Concarneau harbour tug (see article) *photo: Job van Eijk*

The aim of the RECOTUG™ project is to develop a remotely controlled tug that will be able to perform a full towage operation with all operations controlled from a remote operations centre. The solution and the achieved safety level shall lead to maritime authorities (class and flag) approving the technology, ultimately permitting Svitzer to conduct commercial remote tug operations in the port of Copenhagen. The project is expected to run for the years to come.

The project is a natural continuation of the first Svitzer / Kongsberg Maritime (formerly Rolls-Royce Marine) project announced in 2017 centred around remotely operated navigation of the *Svitzer Hermod* tug in the Port of Copenhagen. As a result of the project, the partners safely conducted a number of remotely controlled, non-towage specific manoeuvres on water. From the quay side in Copenhagen harbour the vessel master, stationed at a remote operating centre, berthed the vessel alongside the quay, undocked, turned 360°, went for a sail and safely docked again.

SAAM buys Intertug

This purchase gives access to the Colombian towage market with the added bonus of strengthening its position Mexico and Central America. Reportedly the price for the 70% stake in Intertug was USD 49,7 million.

Preceding this move Intertug S.A.S. in 2020 merged four companies creating a larger group that operated nearly 40 vessels 25 of which are tugs. The merger concerned Intertug, Panama Tugs, Atlantic & Pacific Supply Services and Intertug Investments Holding – all part of the same group. SAAM Towage operates a fleet of some 150 tugs in 70 ports in Central and South America.

Jifmar Offshore Services

sold its *Jif Xplorer* tot the Lithuanian Garant Group. A former fishing vessel that emerged as a DP-1 survey vessel from the refit following the purchase by Jifmar, some 10 years ago. Normally stationed at Bayonne the vessel has been working in the Bay of Biscay performing a variety of tasks for the French Ministry of Defence. She was also involved in the development of the first French offshore windfarms. In 2019 she was replaced at Bayonne by the crew transfer vessels *Jif Gyptis* and *Jif Lacydon*. These will continue with more or less the same type of work for the Ministry of Defence and others in the area. *Jif Xplorer* has been renamed *Baltic Explorer* by the new owner. She will be

(continued on page 29)

Regional

DUTCH POWER en route Southampton towing Boskalis' NORDIC GIANT - seen off Puttershoek, 14 February, 2021
photo: Nico Giltay

EN AVANT 1 (Muller Dordrecht) towing the barge LOUIS entering the Rotterdam Waterway, 17 February, 2021
photo: Ruud Zegwaard

The Vanuatu-flagged LEOPARD arriving from Szczecin with the hull of the German inland waters tanker GAS 94. Steering assistance provided by GEPKE III, 19 February, 2021 *photo: Nico Giltay*

DUKE OF NORMANDY with the Van der Grijp barge G 901 outbound Dordrecht for Southampton assisted by MAJOR (ex JOHANNA VAN DER WEES) at the stern of the tow *photo: Nico Giltay*

LEKSTROOM V with the barge LIESBETH on 17 February, 2021, off Hoek van Holland destination Europoort *photo: Ruud Zegwaard*

“Rejowijn II” – a 100+-year old

“Rejowijn II” was built in 1896 in Dordrecht, The Netherlands. The tug is still around albeit with a different purpose in life. Her early history is somewhat of a mystery. Will she be scrapped or become a major renovation project?

by Olaf Engvig

Rejowijn II dates from 1896 when she was delivered to the owners by the Dordrecht shipyard C. Gips en Zoonen (C. Gips & Sons). With a length of just over 18 meters and fitted with a 110 ihp steam engine she was - for the time - a fairly sized tug.

In 1917 the tug was sold abroad. Bjaaland Lægter Co, at Skien, Norway, renamed her *Trosvik*. In approximately 1921 she went to Grenland Lægtercompani, also based at Skien. In 1934 she was sold to Captain Anders Johannesen, another inhabitant of Skien. The tug sailed the Norwegian coast towing lighters and barges as well as bundles of floating logs for the saw- and pulp mills in the Grenland area of Southern Norway.

It is unclear what the tug was doing during the invasion and the war in Norway during the spring of 1940. Also, nothing has surfaced of her activities during the occupation of Norway from 1940-1945. It is not unlikely that at times she carried out clandestine missions for the Norwegian resistance – something done at one time or another by a lot of small tugs and fishing vessels.

Trosvik seems to have been in the Bergen area during or shortly after WWII. Anyway, in 1946 she was listed as registered in Bergen. The Norwegian slogan at that time was “*Bort med dampen*” (Goodbye to steam). It was a time of rebuilding and renewing of the country after five abusive years of war. Hundreds of old steamers were scrapped. The more than 50 years old *Trosvik*, however, must have been very well built by the Dutch as she was not sent to the breakers but became one of the few old ships that got a new life.

In 1953, the old tug was converted into the coastal freighter *Skjellsund*. A 242 hp Detroit diesel was installed and a cargo hold constructed. She came out of this conversion measuring 44 grt. In 1979 the small coastal freighter was taken over by a new generation of owners that enlarged the loading capacity. She now measured 95 grt. Eight years later the 91 years old *Skjellsund* was once more enlarged, now the gross tonnage became 108.

A few years later the coaster was converted again into a transporter for live fish and renamed *Svanholm*, still homeported at Bergen. The dimension now were 28,7 x 5,9 x 2,9 meters, tonnage 110 grt. Within a year or so she was transferred to Levende Fisk Transport (Live Fish Transport) at Rong, Bergen. In 1996 and 1997 she had no less than two new owners in the same area.

In the summer of 1997 *Svanholm* was sold to Gåsøy, Hamarvik and registered in Trondheim under her new name *Midnor Viking*. This was short-lived as a year later she was sold to Frøy Sjøtransport A/S, Hamarvik. In 2002 she was renamed *Smolten*. The former tug now became somewhat of a world pioneer ferrying baby salmon (‘smolt’) from the fish hatcheries to the fish farms where they were bred to slaughter-ready salmon. The old Dutch tugboat, by now more than a hundred years of age, got involved in this business when the ship moved to Trondheim in 1997. This is the area of Norway where modern-day fish farming started. It has grown to become a world industry, with salmon production

TROSVIK (centre) in approximately 1920 in southern Norway when owned by Bjaaland Lægter Co. To the left fleetmate SKELSVIK *photo: coll. Olaf Engvig*

LYDIA at Maloy in 2015 *photo: coll. Olaf Engvig*

around the globe. This industry that started in Trøndelag (Mid Norway) has had its 'gold rush' with unbelievable high payoffs and new investments on a large scale in fish farms, boats as well as every other aspect connected to the fish farming industry.

Old *Smolten* with its inside tank for baby fish soon became obsolete. In 2008 the ship was sold to its present owner who renamed her *Lydia*. Owner Sven Melkersen from Mausund purchased her in 2008. He used the ship to transport herring and mackerel remains ('kutt') from Florø, Kalvåg and Selje to Måløy under contract to Norway Pelagic at Måløy. After 10 years the charter ended in 2018. The former *Rejowijn II* was still in fine operational shape but was now retired as a private yacht. Quite a journey of over 122 years from tug to coastal freighter to live baby-fish carrier, to fish remains transporter, to yacht.

Lydia today is still in excellent condition, with no work to be done in her 125th year. She is too good to be sold to the breakers, but that could be the future finale for a ship that old. The owner has registered her as a private yacht and says he will have no problems sailing her back to Holland. The hull is all original iron or mild steel as far as is known. If someone wishes to keep *Lydia* ex *Rejowijn II* as a private yacht and a memory of days long gone, now is the time to act. The owner is willing to sign her over for a price slightly over what the breakers will offer. All her certificates are OK. The owner has plans to scale back so she is up for sale.

LYDIA at Trondheim *photo: coll. Olaf Engvig*

Note:
There are several gaps in the history of this tug. Any information about her time in the Netherlands is welcome. Also we are curious about het time I Norway during World War II. Pictures of the vessel in its different guises are rare so pictures of her during her career are equally welcome.

C. (Cornelis) Gips was the owner of the shipyard that built Rejowijn II. At the time the tug was built the yard was already in decline although she was one of the most important of the Dordrecht-based yards in the time of wood and sail. The Gips family name itself has changed somewhat over the years. It began with Gregory Gibbes, who was in the British garrison that was stationed at the Dutch city of Den Briel in 1587. In Dutch the name was apparently 'Dutchified' as Gregorius Gibs. A son, Gregorius Gibs (but sometimes spelled as Gips) married a Dordrecht girl. This was the start of the Dordrecht line in the family. It was Pieter Gips that started the yard in 1749. His son Cornelis worked at his father's yard and in 1822 inherited the big yard of Dirk Boest, his father-in-law. He passed away in 1843 and the yard was then run by three of his sons. It was them that renamed the yard C. Gips en Zoonen, the company by then consisting of several yards. The above explains why the yard name can be found as Gibbs, Gipps or Gips, but officially it was always Gips.

SAPPHIRE towing BOKABARGE 10 from Dordrecht destination Rodbyhavn, Denmark, seen here 24 February, 2021 *photo: Nico Giltay*

TOLBUKHIN preparing for the departure of the cargo ship TAMBEY (ex ANKERGRACHT), 9 February, 2021, at Sabetta *photo: via Wim Plokker*

To allow TAMBEY to depart Sabetta, Russia, on 9 February, 2021, it needed two powerful icebreakers (TOR to the right is a former Swedish icebreaker acquired by Russia in 2000) to free the vessel *photo: via Wim Plokker*

JIF EXPLORER was sold to Lithuania *photo: Jifmar*

Tug News *(continued from page 24)*

used in the Baltic and North Sea area in support of the offshore wind industry. For over 30 years **Garant Group** offers diverse services ranging from equipment maintenance to marine supplies, diving services, underwater construction and salvage. It operates world-wide. The other vessels in the fleet are the dedicated research vessel *Mintis* and the multi-purpose offshore support / crane vessel *Baltic Worker*.

Baltic Worker has dimensions of 35,36 (oa) x 10,34 m (oa). Draught can be varied between 1,42 en 2,39 m as the service requires. Tonnage: 359 GT, 107 NT. Propulsion by 4x Schottel Pumpjets. Bollard pull 6 tonnes, maximum deck load 5 t / m^2, free deck space 150 m^2.
A 4-point mooring system is fitted. Crane capacity is 178 tm for the deck crane and 40 tm for the forward hydraulic crane.

BOATMAN 2 was built by Damen Shipyards Changde as a stock vessel. The Corps van Vletterlieden (Boatmen Association) at IJmuiden signed the contract on 2 October, 2020. The Stan Tug 1004 (bn 501113 - 4 tbp - 8 knots) was outfitted at Damen Hardinxveld to the owner's special requirements, including a crane, gen set and coupling winches. Seen here at Hardinxveld prior to delivery in 2021 *photo: Arie Boer*

The latter has a maximum reach of 14,3 m. A 1.600 m3 / hr dredge pump is also fitted. *Baltic Explorer* was built in 1991. Dimensions are 45,6 (oa) x 11,5 (oa) m with a draught of 2,3 m. Tonnage: 498 GT, 153 NT. Main engines 2x Mitsubishi V-16 each 625 kW driving **Schottel** STP-550 azimuthing thrusters. Fitted with a 14 tm and a 40 tm hydraulic crane, a 50-tonne towing winch, 10-tonne tugger winch and 50-tonne anchor-handling winch.

VB SOLEA at Tenerife 6 December, 2018 *photo: Ko Rusman*

End of story

The Spanish tug *Sertosa Nueve* was sold for demolition. She was built in 1966 by Hijos de J. Barreras, Vigo, for account of Sertosa – Servicios Auxiliares de Puertos. The 26,80 m tug was powered by a 2.250 Deutz main engine. Bollard pull was 33,7 tonnes. She will be scrapped by Logiscrap at Las Palmas. Other tugs awaiting scrap at Las Palmas are *VB Solea* and *R. Mazagon*.

(continued on page 38)

Utility Tug CTV Service - Offshore Supply

AMASUS

0596 64 98 00
uctv@amasus.nl

Borkumweg 5
NL 9979 XJ Eemshaven

Postbus 250
NL 9930 AG Delfzijl

www.amasus.nl

Tug and Workboat Company
Herman Sr. b.v.
Trusted Quality since 1992

Chartering shallow Tugs and Workboats on a worldwide basis for Maritime projects

T: +31 (0)78 619 25 07
E: chartering@hermansr.com
www.hermansr.com

Five months aboard “Clyde” (2)

In our previous issue “Clyde” had arrived in Beaumont, Tx, to collect a scrap tow for Bilbao, Spain. Sailing of the transport was prohibited by a passing hurricane in the Gulf of Mexico, but now it’s time for departure.

by Ron de Jong Beekhuijsen

The local tug W. STORMS assisting during departure *photo: Bart Kuijsten*

Down the Sabine River. Hans van de Marel, Bart Kuijsten, Hans de Wit and Willem van de Hoek enjoying the view *photo: coll. Ron de Jong Beekhuijsen*

It’s mid-October, 1964, when we set sail for Portugalete, near Bilbao, Spain. Our tow consists of two T2-type tankers – *Shabonee* and *Saucon* - dating from the Second World War. Destination is the scrap yards in Spain. Each of the tankers is manned by a runner crew of four. They will take care of the navigation lights, watching the towing connection and inspecting the tankers to check for developing leaks and other problems. In case of a break in the towing line they will be able to recover the connection at their end and carry out repairs for which they have the spares on board.

“Shabonee”

Built 1943 by Bethlehem-Sparrows Point Shipyard, Sparrows Point, USA. Tanker, type T3-S-A1. Dimensions 501.8’(oa) / 487.6’ (bp) x 68’(mld). Draught 29.8’. Tonnage: 9.880 grt – 5.960 nrt – 16.100 dwt. Tanks: 8 centre tanks, 8 port and starboard wing tanks. Main engines: 2 steam turbines totalling 7.700 shp. Speed 15 knots. 1963 sold for use as an airline bunkering station. Resold, probably because intended use did not materialise. February 1965 scrapped at Bilbao.

It is of interest that this was the second tanker of this type with the same name. The first one was built by the same yard, launched as *Shabonee* but completed as *Escalante* for the U.S. Navy. That one was modified for Navy purposes and armed with 1x 5”, 4x 3” guns and 8x 40 mm AA guns. In 1947 renamed *George MacDonald*. In 1960 she was lost after an explosion ruptured the seawater casing and flooded the engine-room. She finally sank 47 nm off Charleston bar.

“Saucon”

Built 1943 by Bethlehem-Sparrows Point Shipyard, Sparrows Point, USA. Tanker, type T3-S-A1. Dimensions 501.8’(oa) / 487.6’ (bp) x 68’(mld). Draught 29.8’. Tonnage: 9.880 grt – 5.960 nrt – 16.100 dwt. Tanks: 8 centre tanks, 8 port and starboard wing tanks. Main engines: 2 steam turbines totalling 7.700 shp. Speed 15 knots.
Delivered as *Wellesley*. 1945 renamed

SHABONEE takes a sheer running down the Sabine River *photo: Bart Kuijsten*

In the Gulf of Mexico. Ron de Jong posing between the towing wires *photo: coll. Ron de Jong Beekhuijsen*

CLYDE being refuelled as seen from BARENTSZ-ZEE *photo: F.J. Steketee*

BARENTSZ-ZEE deck crew *photo: F.J. Steketee*

Saucon. 1963 sold for use as an airline bunkering station. Resold, probably because intended use did not materialise. February 1965 scrapped at Bilbao.

Into the Carib

We take one tanker – *Shabonee* – down river. The pilot is on board and the local tug *W. Storms* will assist in steering the tow. The other tanker will follow towed by local tugs. Once we reach open water we will take no. 2 in tow. To this end we veer *Shabonee* to create enough space for the other tugs to bring *Saucon* close enough for the towing connection to be made. The connection is quickly made and both wires are slowly veered until an appropriate length of wire sits between tug and tows. Half speed is enough but once we reach deep water the towing wires are veered even further to create enough catenary and the engines are put are revved up to full speed. The weather is fine and the sea like glass. The next day the tankers follow obediently, speed 7 knots. Time to work on our private colour scheme. In the sun, on deck, with a cigarette and beer within reach.

Last time I crossed the Atlantic was in *Zwarte Zee* in about the same period of the year so I know that mid-October is the period the weather can go in every direction. So far we are lucky with the 7 knots on average. We pass the Florida Straits and set a more northerly course. To port are Fort Lauderdale and West Palm Beach. To starboard is Grand Bahama where *Zwarte Zee* spent a month on salvage station. Leaving Grand Bahama behind us we alter course heading for the Azores.

The Atlantic

Some days later the weather changes and the tankers start sheering. Sometimes they are to port of us, sometimes to starboard. When the sleds protecting the towing start breaking we have to replace them. A dangerous job with the tug rolling to extreme angles and with two towing wires that seem to have a life of their own. Oh happy days in the sun in the Gulf!

Head-office informs us *Barentsz-Zee* (Capt. Westein) is en route to meet us for refuelling. That's great as we can now pass the Azores to continue the voyage uninterrupted. The meeting is planned for 4 November so it's a matter of days.

We have towed some 1.700 nm since passing the Bahamas when in the early morning of 4 November *Barentsz-Zee* arrives with the fuel. She passes to starboard and sends over the heaving line followed by the floater and the 'Hoekse' wire. We establish the towing connection by belaying the towing wire on a pair of bollards. Next the fuel hoses are hauled on board and connected. The tugs are rolling and pitching in the increasing swell but after some four hours of pumping we have topped up our tanks and we disconnect first the fuel hoses and then let go of the towing connection. Three blasts on the horn and

CLYDE seen from BARENTSZ-ZEE during refuelling operation *photo: Piet de Jong*

BARENTSZ-ZEE as seen from CLYDE. The towing connection visible to the right, to the left the fuel hose *photo: Bart Kuijsten*

Replacing one of the sleds on the rolling towing deck *photo: Bart Kuijsten*

The tankers taking a sheer and trying to overtake us. Note the tension on the gob rope photo: Bart Kuijsten

Now you see me . . .
photo: coll. Ron de Jong Beekhuijsen

Now you don't . . .
photo: coll. Ron de Jong Beekhuijsen

Chasing the runaway SAUCON
photo: coll. Ron de Jong Beekhuijsen

SAUCON drifting photo: Arnold

Trying to reconnect SAUCON
photo: coll. Ron de Jong Beekhuijsen

our refueller disappears in a westerly direction to commence other work.

Full Gale

Bunkering was just in time as the weather starts to worsen. The SSW wind increases to storm force and *Clyde* is rolling heavily. The tankers get a life of their own and decide to move to our port side. In the evening sometime after 20.00 hrs 'all hands' are piped on deck. *Clyde* is now taking extreme rolls to port. The sea has turned ugly with high seas crashing on the towing deck leaving the bosun, the AB's and the seaman up to their waist in water. The gob ropes restraining the movement of the towing wires are slacked off a bit to avoid breaking. An attempt to manoeuvre *Clyde* in front of the tows fails.

We, the rookies – are explicitly forbidden to venture out on the towing deck. 'Stay put and watch what's going on' is the order. By now it's a force-10 gale with the tankers have crept forward and now abeam of us. The starboard wire can no longer withstand the pull and breaks.

Break Away

In no time *Saucon* – which was nearest to us – drifts out of sight at least as seen from the deck our sight being blocked by the spray. She is, however, still on radar. Chief Runner Hartog calls us from the drifting vessel telling us it was the towing chain on board the tanker that broke.

Pennant aboard, making the connection with the stretcher photo: Bart Kuijsten

Stretcher about to run overboard photo: Bart Kuijsten

The deck crew succeeds in pulling the towing wire midships, remove the sleds and start hauling the 700 meters of wire, the nylon stretcher (or spring) and 60 meters of steel towing pennant back on board. *Clyde* is still rolling some 35 degrees when with a bang the port wire breaks leaving just some five meters on deck. Free from the pull exerted by *Shabonee* the tug now unexpectedly flips over on its other side.

We heave-to to stop the excessive rolling and keeping the towing deck relatively free of water. This greatly facilitates the work of clearing the deck and seafastening everything that is floating around. 'Sparks' meanwhile informs Rotterdam of our plight. They instruct *Barents-Zee* to go to our assistance. Another message that is send to 'all ships' warns of the two runaway tankers in position approximately 33.0 North 46.0 West. *Barentsz-Zee* reports she is on her way but still in the teeth of the storm.

Nothing more can be done util daylight although *Clyde* keeps tracking the two runaways. The deck crew retreats into the accommodation. The portholes are covered by the storm blinds and the watertight doors shut. We relax a bit with the traditional 'schoot-an' – a round

At Portugalete - the tow under the transporter bridge in the hands of the local tugs

photo: coll. Ron de Jong Beekhuijsen

Arriving at Portugalete *photo: coll. Ron de Jong Beekhuijsen*

Local interest in our tug

photo: coll. Ron de Jong Beekhuijsen

of drinks poured by the second Mate. A reward for all the hard and wet work. Those of us off-watch now turn to our bunks not forgetting to put the 'rolling board' into its slot to avoid ending on deck during our sleep.

Failed to reconnect

The next morning it's an early rise for us. *Clyde* is standing by near the *Saucon* while *Barentsz-Zee* has tracked *Shabonee*. The intention is for each of us to reconnect to a tanker and continue the tow to Spain. On board 'our' tanker the runner crew has finished preparing the connection. The spare towing chain has been secured on the bollards with the spare fore-runner attached. The fore-runner is loosely fastened to the tanker's railing. A manilla messenger line of some 150 meter is attached to the fore-runner and will be used by *Clyde* to winch the gear on deck. Although the storm has come down to a stiff breeze the sea is still running. After several attempts to get close enough to the tanker to get the heaving line on board we give up. It's unclear why we didn't use the line gun to make the connection but this is probably due to a favourable weather forecast for the next day.

Meanwhile the Chief engineer and some of the black gang have readied the portside winch to receive the 1.000-meter spare towing wire. The end of the new wire is fastened onto the winch with four large bolts. The new wire is led criss-cross over the full width of the tow bitts to ensure it sits firmly on the winch. It takes an hour to spool the wire on the winch. A well-deserved 'schoot-an' and a hot shower, that's it for today.

The next morning

at daybreak the crew is ordered on deck for the next attempt to hook up to the tanker. The weather has improved considerably and the swell died down quite a bit. The runner crew is ready at the railing to throw the heaving lines on our towing deck.

We make a pass within reach and the first line lands on deck. Success! We quickly retrieve the messenger and the attached pennant. The nylon stretcher is quickly shackled to the pennant and *Clyde* slowly steams ahead while the runners cut the lashings on the pennant wire which we pull off the deck.

The towing winch veers the wire until some 850 meters are overboard. At that point the brakes are applied. We put the protective sleds under the wire where it passes the tow bars and over the fantail. Two Cobra-type gob ropes are fitted to keep the wire approximately midships. We set up the guide rollers on the fantail and put the guiding pins in the tow bars. This set-up is intended to prevent the wire to be pulled to one side of the tug.

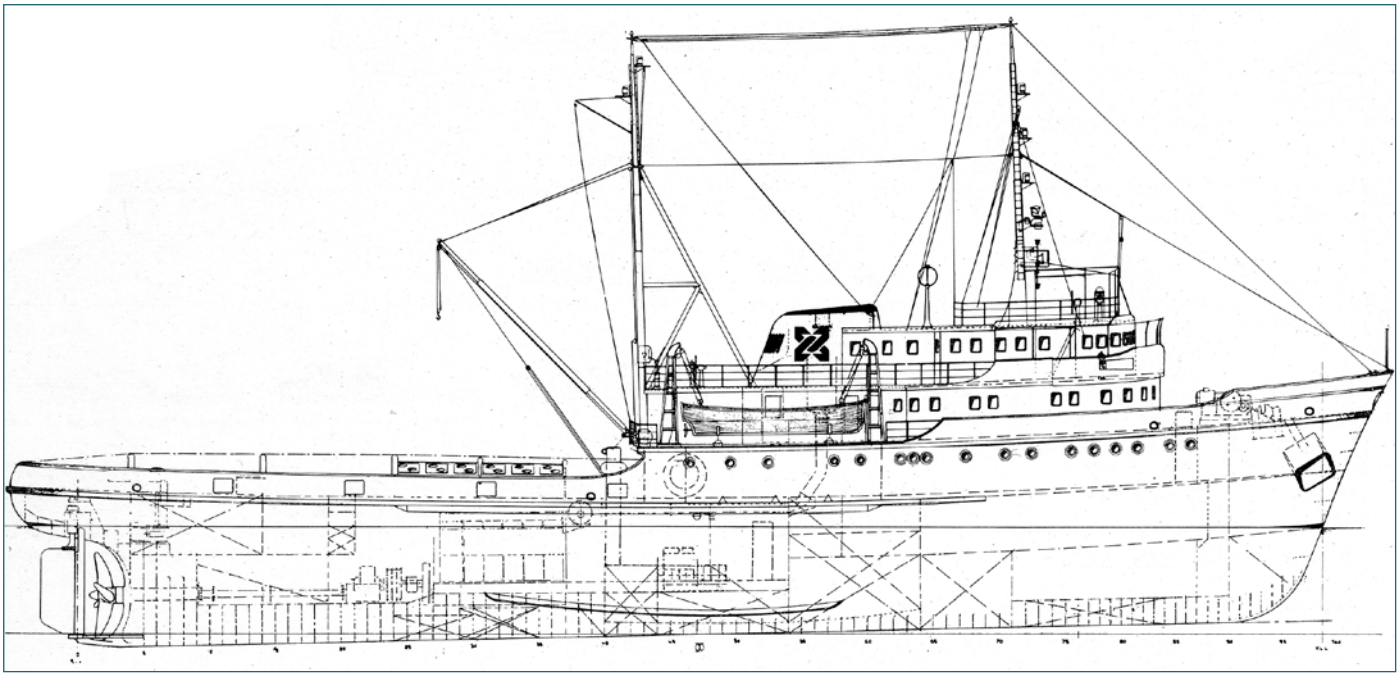
To Portugalete

We set sail for Portugalete with one tanker in tow. *Shabonee* is still drifting. Runner captain Willem van Es and his men awaits the task of recovering the full towing spread hanging down from their bow including 900 meter of our towing wire. *Clyde* is making 7 to 8 knots and we still have some 2.000 nm to our destination. After a week we pass the Azores. The North-Atlantic is treating us to nice weather even in the Bay of Biscay. Some days later we arrive at Portugalete.

We shorten the wire until the stretcher is on deck and enter port. Two local tugs will take *Saucon* further upriver. As soon as they have connected the runners disconnect. *Clyde* starts to winch the remaining part of the towing connection aboard. Unfortunately the tanker had drifted to starboard so the towing gear is now on the bottom in an awkward position. While making an effort to pull the stretcher over to the fantail and centre it between the tow pins *Clyde* is moving slowly ahead with port rudder. The stretcher is dragged below the hull and is caught by the propeller.

With the propeller stopped we are drifting in the centre of the harbour entrance. The anchor is dropped and a diver ordered. Once arrived the diver

IERSE ZEE preparing to connect to SHABONEE as seen from BARENTSZ-ZEE *photo: Piet de Jong*



CLYDE *drawing: coll. Job van Eijk*

Runners aan boord van de sleepboot
Clyde: W. J. van Es, F. J. v. d. Meijde, L. I. Hartogh, P. J. v. Gils, H. v. d. Bosch, P. Eckhardt, J. Hoogendam, J. L. M. Kemmers.

inspects the situation and surfaces to report the stretcher is only loosely entangled with the propeller blades. The engineers down below turn the propeller by hand. This is enough to free the propeller and we quickly recover the remainder of the towing gear. The stretcher is a write-off but otherwise no damage to the propeller is reported. We up-anchor and move over to our designated mooring just past the big transporter bridge after completing a 4.700 nm tow.

Our four runners return to *Clyde*. The next day the spare towing gear and the runner equipment is delivered back on board. We are informed on 14 November the second tanker was taken in tow by our *Ierse Zee* (ex *Zwarte Zee III*), some 300 nm from the original position. Luckily the drift was in the right direction . This raises some eyebrows as *Barentsz-Zee* thus appears to have been on standby near *Shabonee* for some nine days without connecting the drifting tanker. Anyway, *Ierse Zee* is now making for Portugalete.

Clyde needs to top up the bunkers and provision. More important, propeller and propeller shaft need to be carefully inspected for damage. This takes a few days so we are allowed to take in pleasures of Bilbao (Portugalete in fact is an outskirt of Bilbao). Head Office next directs us to proceed to *Ierse Zee* and take over the *Shabonee* to complete the tow to Portugalete. We sail 23 November to meet the transport the next day.

24 November

It is decided to first feed – can't work on an empty stomach, can you - the crew before starting the sequence of the take-over. After lunch *Ierse Zee* starts winching her towing wire until after half an hour or so she is close to the bow of *Shabonee*. Capt. Jan Bruins signals the tanker to haul in the messenger that has been attached to the pennant. Once that is accomplished *Ierse Zee* disconnects the pennant and moves away from the tanker to make room for *Clyde*.

We approach the tanker stern first. A heaving line is thrown on our towing deck. Connected to this is the messenger and the pennant wire. We put the heaving line on our capstan and haul the towing gear on deck. As soon as we have the pennant on deck it is shackled to our stretcher. The messenger is cut loose and the stretcher runs off the deck. We steam ahead slowly veering the towing wire until we have enough distance between us and *Shabonee*. The brake is put on the winch and we start fitting the gob ropes and put the sleds on the wire. Three long blasts on the horn and we part ways. Our noon position is 43.26 N - 09.59 W, approximately 70 nm West of Ferrol.

Portugalete again

On 26 November we arrive at Portugalete and deliver *Shabonee* without a hitch. We return to our previous mooring, take on board

IERSE ZEE shortening her tow *photo: Bart Kuijsten*

Approaching POOLZEE *photo: Bart Kuijsten*

Lowering the lifeboat to transfer equipment to POOLZEE *photo: Bart Kuijsten*

four more runners and their gear with the spare towing gear arriving in the afternoon. We have a last night ashore before sailing the next day bound for Holland and home. Not so as Head Office has decided we have to venture into the Bay of Biscay and meet our smaller fleetmate *Poolzee*. We have to take over her tow consisting of the floating sheerlegs *St. Joris* and the pontoon *No. 4*. That transport is coming up from Cadiz and is en-route to Rotterdam. *Poolzee* has to divert and assist *Ierse Zee* leaving Bordeaux for the first stretch of the tow of the *GEM-109* platform to Douala. Next she has to take over a barge from our sister *Elbe* for onward delivery to Chittagong.

The "Poolzee" tow

We leave port on 27 November into a North-Northwesterly force 2 to 3 to meet Poolzee some 200 nm offshore. We meet the transport the next day at 13.00 hrs in position 47.24 N – 06.19 W. With the wind increased to North-Northwest 5 to 6 our Captain and Capt. Jaap Pannekoek decide to execute the process running before the wind, heading Southeast.

First we have to transfer all kinds of equipment to *Poolzee*. This is necessary as otherwise she would be left with almost without towing gear. We use our starboard lifeboat for the deliveries bringing towing chain, towing pennants, pumps, hoses and a nylon stretcher suitable for the less powerful *Poolzee*. With the sea playing up this is not an easy task.

As luck would have it we have on board a couple of extra hands in the form of eight runners. So while the lifeboat ferries the goodies we prepare both

The two small tows transferred from POOLZEE for onward delivery to Rotterdam

photo: coll. Ron de Jong Beekhuijsen

our towing wires and the necessary gob ropes. When the lifeboat has finished it is hauled back on board, lashed down on the chocks and covered over. This takes about a quarter of an hour. Then we close in on *Poolzee*'s starboard side to take over the towing connection to the pontoon. This is shackled to our starboard wire. We veer the wire to a suitable length to create manoeuvring space to enable us to make the second connection. *Poolzee* meanwhile hauled the sheerlegs close with the nylon stretcher just inboard. We use a Cobra to haul the stretcher on board so we can make the connection to our portside wire. Next we veer both wires until the tows are at a suitable distance. The whole process is finished at 16.15 hrs. Three long blasts and we start the tow in the direction of The Channel. And into a force 6 coming from the Northwest. The two relatively small tows are pitching and every now and then disappear out of sight behind the spray. For the two runners on the sheerlegs *St. Joris* it will be an uncomfortable ride.

To avoid breaking things we slow down somewhat and keep us – and them – out of trouble. It's deep into the night when we enter The Channel. The Southwest coast of the U.K. now offers some shelter - the swell is a bit lower now.

We are nearing the end of the voyage so we start packing our things and cleaning the cabins, cupboards, sanitary spaces, engine room and galley. Everything looks bright, so we can hand over a clean tug to the shore crew. When nearing Dover Straits we shorten the tow somewhat. The ferries from France to the U.K and vice-versa are crossing at high speed and sometime pass very close. Not a good place to be especially in a fog.

2 December

we enter the North Sea. It's early in the morning when we arrive off Hook of Holland. We haul the tows close to our stern and enter the Waterway. Near

Lifeboat alongside POOLZEE delivering the goodies

photo: Bart Kuijsten

Rotterdam the tow are handed over to the port tugs for onward towing to their final destination. The towing gear is stowed on the towing deck. Capt. Willem Verschuur puts the helm hard-over and we sail downriver to Maassluis. Two tugs of the 'red' fleet await us and assist us stern-first into the harbour. As soon as the gangway is ashore we are stormed by customs, shore personnel and family. With the formalities handled we say our goodbye's. With some other crewmembers living at Vlaardingen I take a taxi home for another furlough. The trip was not been very long but still eventful. All that's left now are the photographs.

"Clyde"

Delivered 29 January, 1957, by J.& K. Smit's Scheepswerven NV, Kinderdijk. Launched 5 September, 1956. Yard number 858. Tonnage: 820 grt when delivered, later 797 grt – 135 nrt – displacement 1.500 tonnes. Dimensions: 58,12 (oa) / 52.00 (bp) x 10,83 x 5,45 m. Draught 4,95 m. Main engines 2x 4st 6cyl M.A.N. RB-666 (bore 450 mm x stroke 660 mm) via Lohmann & Stolterfoht reduction gear drive a single propeller. Twin rudders. Engine output 2.780 bhp (total), advertised as 4.500 hp. Speed 16 knots. Bunker capacity suitable for a range of 17.000 nm. When delivered fitted with single fifi-monitor and manifold with eight $2^1/_2$" hose connections and a 6" fifi / salvage pump, two 6", one 4" and one 3" transportable salvage pumps, diving gear, cutting and welding gear and a heavy salvage anchor with wires and tackle.

1973 reconstructed and in October renamed *Smit Salvor*, registered with Smit Internationale Sleepbootmaatschappij 'Smit Salvor' BV and intended for salvage work

in the Caribbean operated by Smit International Antilles. August 1978 sold to Loucas G. Matsas & Sons, Piraeus, as *Matsas Salvor*. December 1990 sold to Wolfgang Olszewski, Hamburg, as *Seawolfe*. Slightly reconstructed used for diving charters and light salvage and towage work in the Caribbean. 1998 to Blue Wolf Ltd. for use as an expedition yacht. 2002 renamed *Seawolfe C*. 2004 to Orchard Technology as *Dolce Far Niente*. 2008 registered under 6875904 Canada Inc. (Mr Mike Potter). Renamed *Seawolf*. Changed hands again in 2019, name retained (also see TugeZine vol 1 no 2).

"Barentsz-Zee"

Delivered 5 June, 1957, by Scheepswerf L. Smit & Zoon NV – Kinderdijk. Launched 8 January, 1957. Yard number 936. Tonnage: 526 grt – 70 nrt. Dimensions: 46,18 (oa) / 43,88 (bp) x 9,60 x 4,80 m. Draught 4,00 m. Main engines 2x 4st 6cyl Deutz (240x280). Engine output 920 bhp (total), advertised as 1.650 hp. Single propeller. Speed 13 knots. When delivered fitted with one 6" salvage pump, one 3" rotary pump and two 3" portable salvage pumps. July 1966 re-engined with 2x 4st 8cyl Kromhout. Engine output 1.700 bhp (total), advertised as 3.000 hp. Re-registered with Sleepbootmaatschappij "Barentsz-Zee" BV. 1977 transferred to Smit International South East Asia Pte Ltd, Singapore, as *Smit Jakarta*. 1979 sold to Nor & Way Enterprises, Panama, as *Dr. Daniels*. 1982 to Gulf Caribbean Towing, Port Everglades (registered in the Cayman Islands). Same name. 1984 to Buzcador S.A., Panama, as *El Buzcador*. Same year re-registered with Buzcador Shipping Ltd, Kingstown. 1985 with Lorena International Offshore Shipping Inc., Panama, as *Cart II*. 1986 registered with Charger Navigation Inc., Panama. Same name. Scuttled by own crew while being chased by the Coastguard due to suspected drugs smuggling.

"Ierse Zee"

Delivered 3 October, 1933, by Scheepswerf L. Smit & Zoon NV, Kinderdijk. Launched 2 June, 1933. Yard number 872. Tonnage: 793 grt – 77 nrt (1933); 836 grt – 53 nrt (1948). Dimensions: 63,35 (oa) / 60,10 (bp) x 9,76 (mld) x 5,90 m. Draught 4,65 m. Main engines 2x 4st 6cyl Werkspoor-Lugt VMWS (500x650). Engine output 3.100 bhp (total), advertised as 4.200 hp. Speed 17 knots. After WW II reportedly fitted with two 6" centrifugal salvage pumps, one 6" electric underwater pump, one 4" and one 3" centrifugal salvage pumps, diving gear, cutting and welding gear and a heavy salvage anchor with wires and tackle. *Zwarte Zee* was the first-ever Dutch deepsea motor tug and thus also the first-ever Smit deepsea motor tug. The tug was for many years the most powerful in the world. The engines by itself were also a first. Werkspoor had initially offered five types – other offers came from Stork, M.A.N., Sullzer and B.& W. Some were too long. Too heavy or too complicated. The 6-cylinder offered by Werkspoor came in two versions. One was their regular tried and tested type, the other a similar but untried version – none had ever been built - with a considerably lower height of build and less weight, which suited the design of the tug. The engine was the brainchild of Werkspoor's chief designer G.J. Lugt. 10 May, 1940, requisitioned by Dutch Royal Navy (Koninklijke Marine) to tow incomplete destroyer *Isaac Sweers* from Vlissingen to the U.K. 20 August, 1940, bombed at Falmouth, partially sunk. Raised and repaired. 1941 assigned pennant number *W. 65*, in service with Rescue Tug Department. 24 July, 1945, returned to Maassluis. 31 December, 1951, collided with mv *Björn Clausen*, serious damage. Towed to Rotterdam via St. Nazaire for repairs. January 1961 renamed *Zwarte Zee III*. July 1962 renamed *Ierse Zee*. 27 October, 1966, towed to Hendrik Ido Ambacht for demolition by NV Frank Rijsdijk.

"Poolzee"

Delivered March, 1942, by J.& K. Smit's Scheepswerven NV, Kinderdijk. Launched 14 June. Tonnage: 328 grt – 76 nrt. Dimensions: 40,13 (oa) / 37,00 (bp) x 7,65 x 3,94 m. Draught 3,84 m. Main engine one 4st 6cyl M.A.N. (450x600). Engine output 650 bhp, advertised as 1.000 hp. Speed 12 knots. After WW II reportedly fitted with one 6" centrifugal salvage pump, one 3" rotary pump and one 3" portable salvage pump. 1941. Requisitioned by German

BARENTSZ-ZEE *postcard: photo F. Stigter, card issued by Spanjersberg*

IERSE ZEE, ex ZWARTE ZEE III, ex ZWARTE ZEE *postcard: photo F. Stigter*

occupying forces. 27 August, 1941, to Bergungsschiffe Verband (Salvage Vessels Unit, a German operation) as *BS 11*. 1 April, 1942, renamed *Friesland*. 17 August, 1942, transferred to Nederlandsche Zeereddingsdienst (Dutch Sea Rescue Organisation, effectively a German operation). 1943 as *Friesland* attached to Kriegsmarine Werft – Kiel. May 1945 repossessed by Dutch Government. 23 December, 1945, arrived at Rotterdam. 1 May, 1946, re-entered service with Smit. April 1967 sold to Archirodon Construction as *Nereus* (registered with J.V. Archirodon S.A. – Panama. 1977 transferred to Architug Shipping Co., Piraeus, as *Hydra*. 1986 scrapped at Perama.

POOLZEE *photo: coll. Job van Eijk*

Tug News *(continued from page 29)*

Start of story
Sheridan Shipyard, South Point (OH) in February delivered the pushboat (towboat) *Dwain Harper* to McGinnis Inc (the parent company of Sheridan Shipyard). The vessel was officially named by Becky Harper, the namesake's wife. Dimensions are 21x3 x 7,92 m. Propulsion is by two Mitsubishi S6-R2 Tier 3 main engines each producing 800 bhp driving two Michigan Wheel 1.727 / 1.371 mm propellers via **Twin Disc** MG-5321 reduction gears.
The vessel features a retractable pilot house and **Schuyler** fendering. Designer was John Sebastian of the Shearer Group. Dwain Harper is a 41-year employee of McGinnis.

Cooper Marine & Timberlands Corporation - a subsidiary of the Mobile, Alabama-based Cooper Group – in February received the pushboat *Mary Lynn Cooper*. The boat was constructed by **Blakeley BoatWorks**, Mobile. A second but larger vessel – *Gretchen Cooper*, is under construction. *Mary Lynn Cooper* measures 21,33 x 8,53 x 3,04 m with a draught aft of 2,43 m. Propulsion is by two Caterpillar C-32 Tier 3 main engines with an output of 800 bhp each driving the Southeastern Propellers 1.778 x 1.524 mm 4-blade props via **Twin Disc** MGX-5222 reduction gears (6.10:1). The boat will service the company's fleet between Baton Rouge, La, and Head of Passes on the Lower Mississippi River. Blakeley BoatWorks was formerly known as C&G Boat Works, acquired some seven years ago by the Cooper Group.

MIESZKO H-2 is a reverse tractor for the Polish Navy *photo: Remontowa Shipyard*

Polish Navy
Remontowa Shipbuilding is nearing completed of a six-tug order for the Polish Navy. On 24 February, unit nr 5, *Lesko* (pennant number *H-12*) was delivered from Gdansk to the naval base in Gdynia. Other tugs of the B-860 type already delivered are *Semko* (*H-12*), *Bolko* (*H-11*), *Gniewko* (*H-1*), and *Mieszko* (*H-2*). The last unit – *Przemko* (*H-13*) - will be delivered later this year. Displacement is 490 tonnes and the tugs are fitted with a 35-tonne towing winch on the aft deck. On the fore deck a partly covered anchor / towing winch was installed. Main engines are two MTU-12V-4000 engines with an output of 1.193 kW (1.622 bhp) each. These drive the **Schottel** SRP-360 azimuthing thrusters with 2.000 mm propellers. The tugs are built according to Finnish-Swedish Ice Class 1A for year-round deployment in the Baltic

26 January, 2021. The Damen ASD 3010-ICE tug TOLBUKHIN at the Yamal-Nenets Terminal, Gulf of Ob, Russia *photo: via Wim Plokker*

CLYDE - seen here on 2 February, 1968, at Mobile from where she was to take a double tow of scrap vessels to Santander, Spain - was completed in 1957 for account of L. Smit & Co's International Towage Co. It was the first of a series of yacht-like Smit tugs designed by Smit's naval architects Gerrit Langelaar and John Hoogenbosch

photo: Welton Broadwell