TugeZine

all about tugs

Brazil, tanker fire and more...

vol. 2 **nr. 7**
August 2021

Summertime (2)

In our part of the world summertime is ending. I hope you all have been able to have your well-deserved time in the sun.

The construction of new tugs, however, did not stop and a fair number of new construction is on its way to completion in the coming months. The search for greener tugs is also ramping up with several paths now being walked at the same time. What the eventual winner(s) will be is still hidden in the mists of the future. That said it seems the order books are not on hold either with several multi-tug orders – and even new tug types - having been signed for. That, however, will have to wait. Holidays, you see . . An important new book has just been published and I have 322 pages to work through to keep up with the latest developments. Meanwhile I send you two greetings postcards of Hoek van Holland (in the past).

Job van Eijk (editor)

Photo frontpage:
MULTRATUG 32 – one of Multraship's carrousel tugs. The carrousel tugs features a winch sliding on a rail around the superstructure. The system when installed in older conventional tugs improves safety when such a tug is used as a braking tug. MULTRATUG 32 on the other hand is a powerful vessel able to perform in narrow confines with heavy loads *photo: Job van Eijk*

TugeZine
is published every even month in digital format only.

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Publisher
TugDoc International

ISSN 2667-1441

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Guardship “Varnebank”

Summer 1992. A caravan is parked in the driveway of the Reints residence being loaded for a three-weeks holiday. Until the phone rings, that is.

by Hans Reints

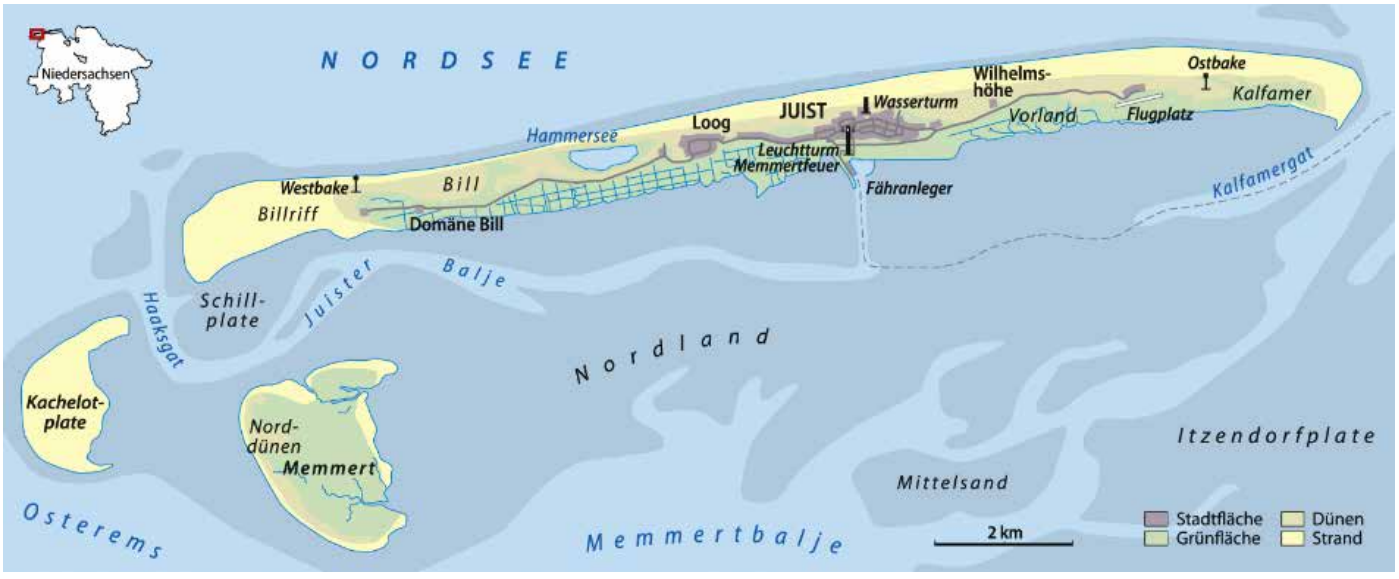
In 1992 Hans Reints is working for the (then former) Smit subsidiary NRS (Nieuwe Rotterdamse Sleepdienst -New Rotterdam Tug Co.). The NRS had been established on 31 May, 1960 by a consortium of ten Rotterdam-based tug operators with the intention to operate the powerful shiphandling tugs required for the fast growing Europoort, an industrial development area primarily intended to accommodate the chemical industry in the port of Rotterdam. The first four tugs were chartered from respectively P. Smit Jr. and L. Smit & Co. In 1988 the NRS became part of the Smit International organisation and integrated with other Smit subsidiaries into Smit Havensleepdiensten BV (Smit Harbour Towage Services).

VARNEBANK in NRS colours *photo: coll. Job van Eijk*

The integration also had consequences for the NRS personnel in that duty rosters changed with the city-based fleet taking the lead. There the custom was that those with school-going children were given preference for the summer holidays. So it was only in 1992 the crewing department finally found some space in mid-summer allowing the (former NRS) mate Hans Reints to go on holiday.

It’s shortly after 14.00 hrs that the phone rings. It’s Hans van Ewijk speaking from the Scheurhaven (Europort) crewing department. After the usual pleasantries Hans get’s down to business. He urgently needs to get a Mate to join *Varnebank* for max three weeks. No-one is available and he needs to get the tug at sea at 17.00 this afternoon.

I suspect that given the very late call none of the regular *Varnebank* Mates were inclined to leave their spot on the beach – the weather’s just too bright and sunny. I don’t like it either but my wife quickly did the sums and declared that after three weeks the off-season for the holidays had started steeply dropping the prices as well as availability of good spots for the caravan! I can’t beat that so I call the office to say I am on my way. As I am coming from Roosendaal they even pay me for the car kilometres! Very reasonable. However, as my wife drops me off the return trip is not compensated for, the reason being stated that it is not in the interest of the company to pay for my wife having use



Isle of Juist. The cable was landed in about the centre of the island from the North Sea side *map: coll. Hans Reints*

FLEXSERVICE 3 was built in 1983 at the Fosen MV yard in Norway for owners Northern Contractors International Ltd. 1992 lengthened by 13 meter to 114 m and rebuilt as cable layer (storage capacity 3.200 tons). Operated by Cable and Wireless (Marine) Ltd, for 3 years then sold to Sino-British Submarine Systems. 1998 renamed FU LAI under contract to China Telecom *photo: coll. Hans Reints*

of the car during my absence. After all, it was not a company car and neither was my wife employed by the company.

The Master (capt. Dirk Rotgans) explains we will be taking on the role of guard ship (generally known as the 'piss-off boat') working with *Flexservice 3.* Our duty is to warn (or force off) any ship that is coming close to the 0,5 nm perimeter that has been established to safeguard the cable. It seems *Varnebank* was hired because of the extensive array of radio frequencies monitored in the wheelhouse. These also cover the fishery frequencies, the most common threat to cable-laying operations. Furthermore we carry a fully certified and experienced crew, that also is able to address any problems in the Dutch, English, German and French language according to our employers.

FORMIDABLE was built in 1979 by Richard Dunston (Hessle) Ltd for account of Alexandra Towing Co. Ltd., Liverpool. 35,74 x 10,27 m, draft 4,22 m. 2x Ruston 8RK-3CM totalling 3.520 bhp. 54,6 tbp max. 1996 owner sold to Howard Smith, 2001 to Adsteam Towage. 2001 to Svendborg Bugser as EUROSUND. 2012 to Kiev Shipping & Trading as MIGNON. 2015 arrested at Rosyth after boarding by HM Customs while smuggling drugs. 2016 to Quest Underwater Services & Portland Towage Ltd as FORMIDABLE, 2019 changed to BVT FORMIDABLE. 2020 sold to Heinrich Ronner, Germany *photo: Jan Plug*

We also find that the British tug *Formidable* has been chartered to act as an extra 'anchor' to keep *Flexservice 3* on track. In case the circumstances so require the tug will hook up approx. midships to keep the vessel in position against the weather. If necessary, we will have to help as well – which happened twice during this period.

The cable

The cable being handled starts at Nova Scotia, Canada. The cable needs to be landed at the German Wadden island of Juist where it will be split into a German part and a Dutch part. The cable will then be returned to Flexservice 3 in order to re-attach to the subsea cable splitter and continue the laying operations to off Egmond aan Zee in The Netherlands where the remainder of the cable will be landed. Given the draught of *Flexservice 3* she has to stay approximately 3 nm offshore. A smaller shallow-draught vessel will take the cable ashore and return it after the split has been made.

Start of the contract

All crew is on board by 16.30 hrs: Capt. Dirk Rotgans, Mate Hans Reints, Chief Engineer Huig van Duin, Koos Kreuger 2nd Engineer, Cook Leentje van der Waal and AB's Huib de Kort and Henk de Graaf. With formalities like customs finished we depart Europoort. Once at sea head office informs us the *Flexservice 3*'s underwater plough is no yet ready so we are instructed take up station somewhere off the Wadden Islands to await further instructions. Meanwhile our Chief Engineer spots some familiar silhouettes on the horizon identified as fishing vessels originating from Katwijk and Urk. Huig was almost born and bred on a Katwijk fishing vessel and spend part of his career fishing. We make contact by VHF and in return for some bottles from the duty-free box we receive enough fish to keep us busy for a few days. Huig for the next few hours cannot be disturbed as he is busy cleaning the fish. The cook also is in his element now. A good start of the trip!

Guard and other duties

Early in the afternoon we were contacted by *Flex* – much easier than the full name – and directed to take up guard near the buoys marking the end of the cable on the bottom as they suspect fisherman

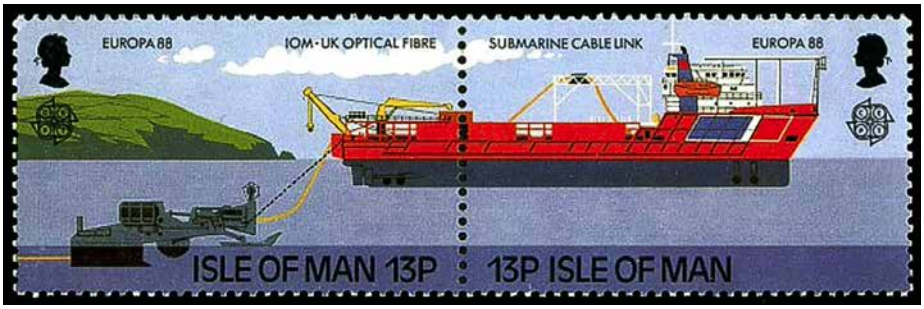
had taken a liking to the buoys. When we arrive there is not a fishing vessel in sight – lucky for them since Capt. Rotgans takes this business very serious and is not one to disagree with.

A day later *Flexservice 3* arrives accompanied by the Alexandra tug *Formidable*. Luckily it's on the ebb tide and the buoys are visible. We had earlier noticed that the buoys anchor lines were a bit short and at tides above average they disappeared under water. It seems *Formidable* has a likewise crew. Roughly more than double our crew count. We carry the minimum crew the law allows for the Smit Harbour / NRS tugs on seagoing duty: 7 persons in a 6-hour rota. We count at least two full crews in addition to the service departments!

Once on location *Flexservice 3* hoists the cable-end on board and connects the fibre-optic to the one on board. The cable is then lowered in the trench behind *Flexservice 3* and covered. To achieve this the vessel tows an underwater plough that digs a trench with a depth of 1 meter. The fibre-optic cable runs through the plough that is fitted with a backfill arrangement covering the cable once it's in the trench. The speed of this operation is one nm per hour maximum. This operation has to be halted, however, when another cable or pipeline has to be crossed. Such cables will have earlier been covered by dumping stone or rocks as a protection. The new cable must cross this rocky protection after which it will in turn be covered. This type of crossing takes a lot of time and is high-risk for the cable itself. Breaks are often. To repair these the pipelayer carries repair sets. In 1992 sets like these cost about USD 60.000 per set.

Every hour a guardship has to broadcast a 'sécurité' message indicating position, speed, course and nature of works. Just when we were convinced this was going to be a pleasure trip the plough got stuck on the bottom. The entire path for the trench had supposedly been surveyed to catalogue the obstructions like wrecks, cables, ammunition, mines, etc.

The object that halted the cable-laying operation happened to be a 250-meter 3" steel cable – bran-new. Probably lost or dumped after the survey had been carried out and at any rate not

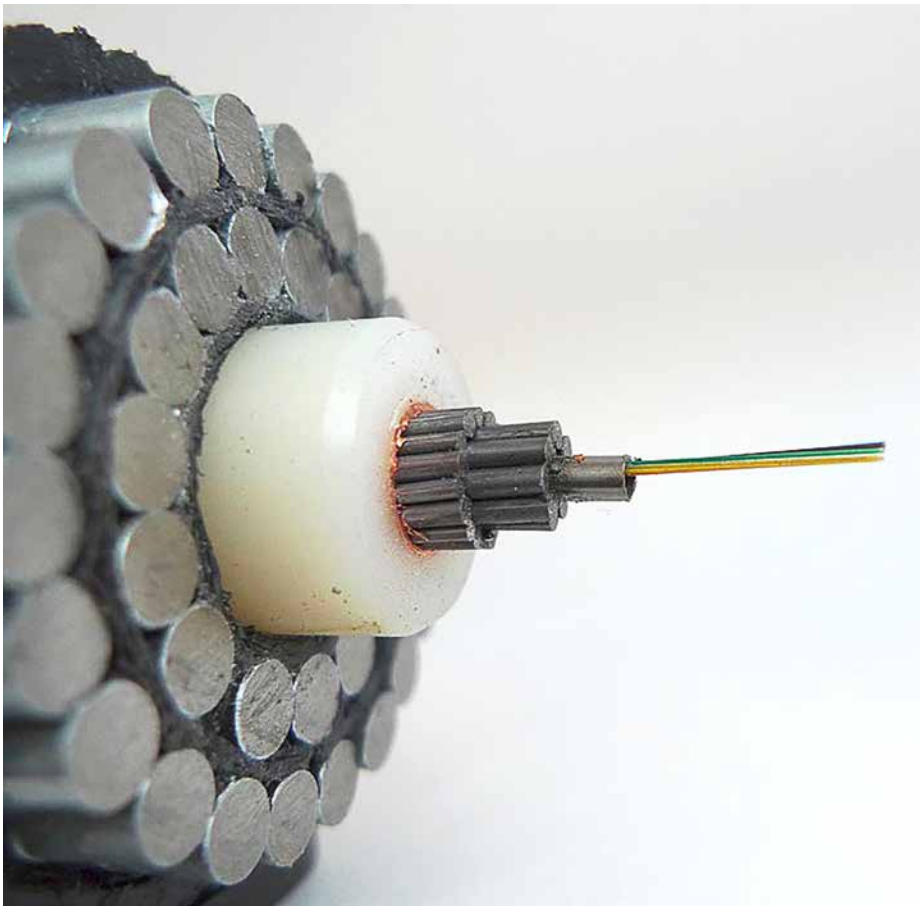


An Isle of Man issued stamp depicting FLEXSERVICE 3 at work *stamp: coll. Hans Reints*

reported. From now on we were to be an extra insurance. *Flexservice 3* provided us with a four-metre chain fitted with all sizes of claws we have to attach to our towing wire and drag behind us towing it at a speed of 0,5 knots. If we catch something we will have to try and remove the obstacle before *Flexservice 3* reaches us. It is a lot of work as every watch we twice have to haul the assembly back on board for the check.

After a few days of quiet our British colleagues signal an emergency. It appears they were having a BBQ on the aft deck and had just found their stores had insufficient liquid means to wash the taste of the BBQ away. This was a severe problem so we immediately went alongside to further empty our duty-free.

Off the Terschelling coast another buoyed-off area had been fitted with short anchor lines making the buoys disappear under water which we now have to replace with longer lines. Unfortunately the weather has turned nasty and the deck crew is drenched. Bad for morale even though the temperature is not too bad – It's summer after all. Our next task is to pick up more repair sets. These had been delivered to Emden so off we went. At Emden we discovered fish stand with the new herring. Great. But we had forgotten that the Germans like a different type of herring – not fit for use by those used to the herring from Scheveningen and Vlaardingen. We hurry back on board to deliver the repair sets.



A fibre-optic subsea cable. The centre ones are the fibres that count, all the rest is armour

photo: coll. Hans Reints

Port of Emden *map: coll. Hans Reints*

Pleasure boats

It's mid-summer and holiday season. Plenty of pleasure craft around. The coastguard regularly reports the harbours of Vlieland and Terschelling closed due to an overflow of sailing craft and motor yachts. One afternoon such a sailboat caught my attention although at first a could not pinpoint why. The boat was one a steady course which eventually would take her across the cable layer. Having it watched for some time and plotting it on the radar I decided to call her. Attempts on VHF 6, 8, 10 and even 16 went unanswered. No reaction to the sécurité messages as well. We then intercept the boat. No one is on deck and we sail alongside using the loudhailer and the horn.

Just when we decide there is no-one aboard so we need to go alongside and nudge her out of harm's way two people appear on deck. An older gentleman and a much younger female both missing some clothing and in an apparent state of bewilderment. They obviously had been carrying out some gymnastics down below but are wide awake now when they notice two huge vessels close by. They change course quickly. Their actions, however, had not escaped a patrolling cast guard plane which now requests us to take their sail number and port of registration to allow further action to be taken.

Den Helder

A new break in the cable necessitated a further supply of repair sets. This time they had been send to the port of Den Helder. Having become aware of this *Formidable* asked us to collect some stores as well. Their shopping list included a huge amount of whisky and beer so we scratched our heads trying to figure what their intake was per person.

When visiting Den Helder we always moor at the Paleiskade which happens to be across from the Dutch Navy's KIM (the Dutch Navy's officers training institute) and the submarine service. Our captain is a Naval Reserve Officer and as such by law entitled to fly his own flag – the Dutch flag with in the centre a white disc with a black anchor within. The thought appealed to him so he set out to find one. Unfortunately the flag was uncommon here even though Den Helder is the main Dutch Navy base!! Eventually a ship chandler was found willing to order one for him. As this had to be a special order – a one-off – the costs were to be approximately equal to a month's wages. This certainly ended Dirk's crave for his own flag.

Salvage

When again at sea and somewhere off Petten the Dutch Coastguard informs us of a yacht in distress near our position. They suspect the crew is panicking and can we please take a look. The lifeboat *Dolfijn* has also been informed.

It transpires that the sailboat is sinking with the very elderly crew of three – 2 man, one woman – doesn't know what to do and seems to have given up. The lifeboat duly arrived but did not have adequate means of salvage equipment. We asked Flex for permission to carry out the salvage operation to which they agreed. The sea was mirror-like so we took the sailboat alongside using our fenders and a couple of car tyres. The Chief Engineer hops aboard with a small air-driven barrel-pump which we connect to the compressed air tanks in our engine room. A search on board the yacht reveals a drain plug had sprung loose. That is an easy fix. We pump the yacht dry then make a towing connection using our messenger line wrapped around the yacht's main mast. Next we start a slow tow toward IJmuiden towing with the messenger on our towing bollard. To our surprise this operation later is good for a few extra Dutch Guilders in our pay pack.

Having completed the salvage we return to *Flexservice 3* and take up guard duty once again. It's only for a few days then we return to IJmuiden for more repair sets and a crew change. The three weeks have passed and it is time for my delayed holiday.

Thanks are due to Ron de Jong Beekhuijsen and Teun van der Zee for their assistance in completing this story.

VARNEBANK entering IJmuiden *photo: coll. Job van Eijk*

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Starnav Newbuilding

Fast growing Brazilian tug operator Starnav Serviços Marítimos has ordered a further four tugs to be fitted with Schottel propulsion. One of the tugs will be fitted with Schottel's Sydrive M technology.

by TDI Tugboat Publications

Lay-out of the Schottel SYDRIVE system to be installed in one of the Starnav newbuildings *artwork: Schottel*

Starnav contracted with its associated **Estaleiro Detroit** for the delivery of four 32 x 11,6 m escort tugs the first of which is for delivery in 2022. The drive train consists of two diesel-driven **Schottel** SRP 490 azimuthing thrusters with fixed-pitch 2800 mm diameter propellers fitted in the stern. Engine output is 2.525 kW / 3.434 bhp per unit. The total 6.868 bhp will result in a 80 tonnes plus bollard pull. Speed will be 12,5 knots maximum.

Schottel's patented Sydrive M system is aimed at reducing operating hours of the main engines thus reducing fuel consumption, reduced emissions and greater engine-maintenance intervals. Sydrive M is in fact a mechanical solution for driving two thrusters by a single main engine. There are no electrical components involved. It has three modes of operation: Light Operation / Free Sailing; FiFi and Full Thrust.

CEO Starnav Serviços Marítimos Carlos Eduardo Pereira**:** "By making use of SCHOTTEL hybrid solution, we are taking the initiative to increasingly seek a clean operation. Starting now is particularly important: the vessels that are built today will be in the water for decades to come. Our focus has always been the high level of reliability in the equipment, mainly safety and environment care. With 34 Schottel-propelled vessels in our fleet, we will continue expanding our operations and benefit from a strong partner with extensive know-how in Brazil."

With this project Starnav follows the International Maritime Organization's (IMO) strategy on reducing greenhouse gases. The strategy challenges all stakeholders in the maritime industry to find, develop and integrate new and more energy-efficient solutions, to meet GHG emission reduction goals for 2030 and 2050. IMO has published a set of toolkits, such as the Ship Emissions Toolkit and the Port Emissions Toolkit, provide practical guidance on assessing emissions from and identifying emissions reduction opportunities for the fleet. The Sydrive-M will enable Starnav to offer more profitable and emission-reduced towing services in Brazilian ports. It is worth noting the other three tugs will be delivered prepared for retrofit of the system once operational experience has been gained.

Starnav Serviços Marítimos

The roots of the company are in Chile where on 10 September, 1949, a trading company by the name of Jaras Limitado was entered into the Santiago Commercial Register.

Activities were the distribution of fuels and lubricants. Somewhat later the

STARNAV IZAR, a 80 tbp Schottel reverse tractor unit in the Starnav fleet *photo: courtesy Schottel*

company acquired the representation for Chile of Vauxhall Bedford and General Motors vehicles. In 1960, the company added the distribution of B.F. Goodrich tires. In 1976 this was dropped in favor of the exclusive representation of Detroit Diesel Corporation and Allison Corp's engines. These were later followed by MTU and Donaldson and this represent the core of the Engine Division. This division also provides technical assistance and sale of spare parts, especially in mining. As of 1985, the current controlling shareholders assumed senior management and began a period of consolidation and expansion of the business.

Camorim's C-DIAMANTE and STARNAV SIRIUS in May, 1919. Several Camorim and Starnav tugs in a number of ports are operating under a strategic alliance agreement *photo: Jan Plug*

In 1990 they started operation of the Puerto Montt shipyard. More than 100 workboats have been built since. The yard also provides maintenance and repair to vessels of the fishing industries, merchant marine, Chilean Navy and ferries and salmon boats that operate in the region. Ten years later, in 2000, logistics services for the salmon industry were started. Serious investment saw a fleet of newbuilds emerge as well acquisition and reconstruction of used vessels and the construction of port and storage facilities. The company has become a leading provider of live food and fish transport services for the national aquaculture business.

Detroit Chile S.A.
2001 and 2002 were important years. The name of the company was changed into Detroit Chile S.A. The Port and Maritime Services Division was created to handle the salmon boats and crew transports at Puerto Montt. Also a Tourism Division was created with a hotel being built and the transport of passengers on high-speed catamarans to the San Rafael lagoon and Aiken del Sur Park on the shores of Lake Riesco.

In 2002 the move was made into Brasil where the facilities of a shipyard in the city of Itajaí in the State of Santa Catarina were acquired. The subsidiary operation was named **Detroit Brasil Limitada**. The yard is now firmly established as a specialised yard for tugboats and offshore support vessels.

Starnav Serviços Marítimos
is a spin-off from the Brazilian operations. Starnav is in the position that the parent company operates a shipyard so most of the Starnav ships are built at the Itajai yard. The company has built up a modern fleet with powerful 60, 70 and 80 tbp tugs. The company is present in the main Brazilian ports of Santos, Rio de Janeiro, Itaguaí, Vitória, São Luis, Santarém, Vila do Conde, Paranaguá and Rio Grande. The growth of port activities and the construction of new terminals is an incentive to keep adding to the fleet.

In August 2017 Starnav and another Brazilian operator, **Camorim**, reached an agreement whereby a number of tugs operating in 10 ports along the Brazilian coast are working in a strategic alliance to their mutual advantage. Camorim has a likewise agreement with tugowner **Sulnorte**. The joint strategic alliance of the three operators encompasses some 60 tugs. The Starnav-Camorim alliance reportedly encompasses 31 tugs.

Apart from the tugs Starnav also operates a significant fleet of platform supply vessels supporting the oil and gas industry offshore Brazil.

Van Wijngaarden's GOUWESTROOM towing the dredging vessel HAM 1208 4 September, 2021, destination Breezanddijk, Waddenzee *photo Nico Giltay*

Regional

CONDOR on 2 September, 2021, in the Volkerak Locks en-route to Belgium to be delivered by Neptune Shipyards to the owners Verbeke *photo: Nico Giltay*

Seacontractors' SEA JULIETT with barge NP-289, seen here on 30 August, 2021, in the river Oude Maas *photo: Nico Giltay*

NERO - a Damen Multicat 3013 - outbound Hardinxveld for Kirkenes, 26 June, 2021 *photo: Nico Giltay*

FAIRPLAY TAMADABA at work in Europoort *photo: Ruud Zegwaard*

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The “Varnebank” series

During its lifetime the Nieuwe Rotterdamse Sleepdienst (New Rotterdam Towage Co.) - or NRS for short - built up a fleet of (mainly) Voith Tractors although the number of designs was limited. The “Varnebank”-series was the last.

by TDI Tugboat Publications

The NRS was set up by the Rotterdam-based shiphandling tug operators in order to avoid a deadly competition in the Europoort which at the time was being developed to accommodate the chemical industry. The tankers at the time were steeply increasing in size and more powerful tugs were needed. The two dominant players in this were L. Smit & Co’s International Towage Co. and P. Smit Jr.

In order to be ready from day one The two Smit’s each ordered two powerful tugs – powerful compared to the Rotterdam-based tugs that is. Their approach, however, was totally different. L. Smit wanted to keep its fingers in the then lucrative salvage business in the approaches to Rotterdam and on the Rotterdam Waterway. To this end they developed a harbour / coastal tug suitable for both jobs. The 30,38-meter overall tugs were diesel-electric driven but otherwise with conventional single-screw propulsion. P.Smit, however, was by origins a pure harbour and inland waters operator. Their research for a solution led them to invest in highly-manoeuvrable Voith Tractors. *Azie* and *Europa* had a length of 28,86-meter overall and were fitted with two 1.220 bhp main engines. The Voith at the time was not widely accepted and the tugs were world -wide the 32nd and 59th delivered after WW2. At the time there was only one Voith Tractor active in the Netherlands, the 1958-built 900 hp 24,45 m (oa) *Jan Goedkoop Jr.* operating at Amsterdam.

SCHOUWENBANK - the first dedicated ‘Europoort’ tug - on salvage station at Hoek van Holland

photo: coll. Job van Eijk

Steenbank and *Schouwenbank* entered service in 1960 quickly followed by the Voiths in 1961. The tugs were owned by the respective companies and later chartered to NRS. The NRS itself was formally established on 31 May, 1961 and the next day the four tugs carried out their first job. To avoid having to charter less powerful tugs from the Rotterdam fleet (900 hp was the maximum at the time) the new company ordered three Voith Tractors. The *Stroombank* series had a 26,35-meter (overall) length and a total main engine output of 1.000 bhp. In 1965 two conventional tugs were added to the fleet. The *Vikingbank*-class had an output of 1.320 bhp that within a few years was boosted to 1.800 bhp. Like the first conventional boats they were designed with salvage in mind and one of those was always on salvage station in Hoek van Holland, although they also were working the shiphandling business. The confidence in the Voith propulsion was such that the company ordered the most powerful Voith Tractor in the world, the 2.600 bhp *Indusbank* which entered service in 1968. This tug was designed as a dual-purpose shiphandling / salvage tug available for North Sea work. Her near sister Smithbank entered the fleet in 1970. NRS thus expanded its area of operation although Europoort remained the mainstay of the business.

Voith Tractor EUROPA - still in P.Smit Jr. colours - was the first Voith design for Europoort (and NRS)

postcard: issued by Spanjersberg (photo Tom Kroeze)

STROOMBANK was the second Voith class in use with NRS *photo: J.W.F. Smallegange*

INDUSBANK - at the time the most powerful Voith Tractor in the world

photo: courtesy Nationaal Towage Museum, Maassluis

From 1969 onward a series of seven 2.600 bhp Voith Tractors were added to the fleet. The 33,25 m (oa) tugs were intended for shiphandling duty only. In 1972 the last of the conventional tugs left the fleet. With the North Sea oil industry on the increase and as a consequence more offshore-related towage NRS ordered a series of four 3.490 bhp Voith Tractors suited for more extensive North Sea operations. The *Varnebank*-class that entered service from 1975 onward was the last of the Voith boats. The next to come were two 5.200 bhp stern drive tugs. The *Maasbank*-class was designed with offshore work in mind. In 1988 the NRS as an operation disappeared. The Europoort operations were from then on carried out under the flag of Smit International Harbour Towage.

The "Varnebank" class

Technical details for this class were: Tonnage: 253 grt – 0 nrt.Dimensions:34,32 (oa) / 31,95 (wll) x 9,57 (oa) / 9,20 mld x 3,80 m. Draught 5,20 m max. Main engines 2x 4st 9-cyl. (240 x 260) Stork-Werkspoor 9-FEHD-240 with a total output of 3.490 bhp at 1.000 rpm. Note that there is discrepancy in the documentation for the main engines which are generally listed as 1104 kW / 1.500 bhp. Propulsion: twin Voith-Schneider cycloidal propellers. Bollard pull: 35 tonnes. Speed: 13 knots. Accommodation 8 / 9 berths (Varnebank 6 single-berth and one.2-berth cabin). Towing gear: Norwinch towing winch with spooling gear with two drums with a capacity of resp. 1.000 m x 40 mm and 250 m x 48 mm wire and a warp head. 1x Mampaey tow hook.

The following vessel histories were compiled by Jaap Bijl:

mt. **VARNEBANK** (in the fleet 1975-1988) Built 1975 by Scheepswerven v/h. H.H. Bodewes, Millingen (bn 729). Keel laid 31-8-1975, launched 20-11-1975, delivered 16-12-1975. 1988: *Varnebank*, Smit Havensleepdiensten, Rotterdam. 1998: *Varnebank*, Smit International Deutschland (as operator), Hamburg. 2001: returned to Rotterdam, temporary lay-up. 2002:*Varnebank*, Smit Harbour Towage, Rotterdam. 2004: *Pallas*, Alfons Hakans OU, Tallinn, Estonia (owned by Alfons Hakans, Turku, Finland). 2014: *Pallas*, Alfons Hakans OY AB, Turku, Finland. 2017: (November) *Varnebank*, Varne B.V., Hoek van Holland, Netherlands. Vessel restored and emerged from this in full NRS livery. GT now 252, NT 87. 2020: advertised as for sale.

mt. **KWINTEBANK** (1976-1988) Built 1976 by Scheepswerven v/h. H.H. Bodewes, Millingen (bn 730). Launched 15-1-1976, delivered 1-3-1976. 1988: *Kwintebank*, Smit Havensleepdiensten, Rotterdam 2004: *Helios*, Alfons Hakans, Turku. 2019: *Badan*, Rundviks Rederi A/B., Rundvik (Sweden). Now 292 GT

mt. **BREEDBANK** (2) (1976-1976) Built 1976 by Scheepswerven v/h. H.H.

KWINTEBANK in February, 1990, leaving the Waterway on her way to a casualty *photo: C. van Staayeren*

Bodewes, Millingen (bn 731). Launched 11-2-1976, delivered 25-5-1976. 1976 (12-7): sold back to Scheepswerven v/h. H.H. Bodewes, Millingen. 1976: *Nimr*, Suez Canal Authority, Port Said. 249 GT

mt. **BRIELSEBANK** (2) (1976-1976)
Built 1976 by Scheepswerven v/h. H.H. Bodewes, Millingen (bn 732). Launched 22-3-1976, delivered 18-6-1976. 1976: (12-7) sold back to Scheepswerven v/h. H.H. Bodewes, Millingen. 1976: *Fahd*, Suez Canal Authority, Port Said. 249 GT

mt. **SANDETTIEBANK** (1977-1988)
Built 1977 by Scheepswerven v/h. H.H. Bodewes, Millingen (bn 735). Launched 31-3-1977, delivered 25-4-1977. 1978-1979: charter to Suez Canal

NIMR - ex BREEDBANK - under maintenance at the Suez Canal, 12 December, 2015 *photo: Ko Rusman*

BRIELSEBANK was in service for a short while prior to being resold to the builders for onward delivery to the Suez Canal Authority as FAHD *photo: Job van Eijk*

SANDETTIEBANK *photo: coll. Job van Eijk*

Co. 1979: (June) off charter, returned to Rotterdam. 1988: *Sandettiebank*, Smit Havensleepdiensten, Rotterdam. 2002: *Sandettiebank*, Smit International (Curacao), Willemstad. 2004: *Sandettiebank*, Smit International Harbour Towage Service (Panama), La Boca Ancon, Panama. 2011: *VB Furioso*, Tug Services Panama S.A. (Maritima de Panama S.A. as managers), Balboa. Subsidiary of Grupo Boluda, Spain. 2016: ownership reportedly changed to Empresa del Peru, Lima. 292 GT.

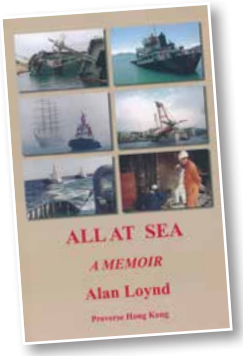
mt. **DORDTSEBANK** (1977-1988)
Built 1977 by Scheepswerven v/h. H.H. Bodewes, Millingen (bn 736). Launched 20-4-1977, delivered 7-6-1977. 1977 (1-9): shipped out to Dubai on barge *Giant 2* towed by *Zwarte Zee*. 1982 (May): returned to Rotterdam. 1988: *Dordtsebank*, Smit Havensleepdiensten, Rotterdam. 2002: *Dordtsebank*, Smit International (Curacao), Willemstad. 2011: *VB Brioso*, Tug Services Panama S.A. (Maritima de Panama S.A. as managers), Balboa. Subsidiary of Grupo Boluda, Spain. 292 GT.

DORDTSEBANK, last of the series, seen in Smit colours *photo: coll. Job van Eijk*

Books

This time we take a look at two technical books that will be of interest to a wider public than appears at first sight. And a long read about lifetime of events at sea by Alan Loynd

compiled by TDI Tugboat Publications



All at Sea – a memoir

Alan Loynd left school at sixteen and joined the merchant navy as a cadet. After serving for six years with the British Royal Fleet Auxiliary he joined the Swire Group serving with the China Navigation Company, Swire Pacific Offshore and with Hong Kong Salvage & Towage. For a period of two years he also ran the Tuvalu Maritime School.

He describes his experiences amongst which a number of salvage jobs, first officer on a passenger vessel, the lifting of an aircraft, the development of new tugs for HKST, etc. The stories also provide some insight in the eastern way of tackling problems. An interesting life with interesting jobs. He finally left Swire to set up as an independent consultant under the name of Branscombe Marine. As such he was involved in several court cases involving collisions and strandings.

The book is an easy read and thoroughly enjoyable. It is recommended reading and at an affordable price. The book can be ordered through Amazon or the Chinese University of Hong Kong Press.

All at Sea – a memoir - published 2021 by Proverse Hong Kong - Author: Alan Loynd – English language – 332 pages - 93 illustrations in b&w – full index and glossaryw of terms - size 21,6 x 1389 cm – cardboard cover - ISBN 9-789888-492206 – price: USD 22,00, EURO 22,00 (Eurozone), GBP 16,00 (U.K.), HKD 98,00 all excluding postage and where applicable customs charges. For buyers within the EU customs zone look at Amazon.com for the quickest delivery.

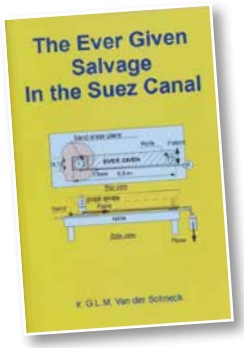
Tug use in ports – 4th edition

The new edition follows the format used in the previous editions. The chapter on assisting methods has been amended by incorporating a sub-chapter on the peculiarities when handling navy ships, including submarines. Other chapters include tug design factors, types of harbour tugs, assisting methods, tug capabilities and limitations, bollard pull required, interaction and tug safety, towing equipment, training and tug simulation, escort tugs, tug developments and balancing safety. Several appendices on specific subjects like stability rules for escort tugs and guidelines on preparing emergency towing procedures are included.

The content is at all time driven driven with the safety issue in mind and by the influence on shiphandling tugs and shiphandling operations. It is also written from the practical point of view of those who have to carry out these operations. All chapters have been updated with the latest developments and insights. A book like this heavily depends on illustrations and graphics to illustrate the points raised and it does not disappoint in this way: they are excellent and explanatory. Advantages but also disadvantages of various systems, equipment and practices have found their way into the text.

The book is essential reading for those actually operating the tugs but likewise for pilots. The latter group is often at the other end of the towing line and their decisions influence the safety of the tug at the other end. Also those involved in making decisions from the office will gain insights in the how and why of things. It also provides insights to tug designers and tugboat builders. And it will also appeal to those not directly involved in the towage industry but are interested in the technicalities of tugs and towage. A book well worth it's money. The book is well recommended!

Tug use in ports – 4th edition - published 2021 by STC Publishing - Author: Captain Henk Hensen – English language – 322 pages - full index, glossary of terms used and bibliography - size 30,4 x 21,5 cm – hardback – ISBN978-90-831243-4-6 - price: Euro 53,50 excluding postage. Where applicable outside the Euro-zone customers may experience import duties.



The Ever Given salvage in the Suez Canal

When a Dutch radio station broadcast a Q&A program on the subject of then ongoing salvage attempts to try and free the *Ever Given* aground in the Suez Canal it got Bart van der Schrieck thinking. To be sure, the questions raised came from the greater part from 'the best helmsmen ashore' but one of the questions raised in the program was whether a horizontal pull at waterline level would be more effective. This triggered him as Bart's graduation topic way back in 1978 had been about "Salvage of the Motor Vessel Stardust from the Beach at s'Gravesande, Holland,1978". He also for 20 years presented courses in dredging technology at the Delft University Department of Civil Engineering so is well versed in the prospective hydraulic engineering aspect of the salvage.

In this booklet the author analyses the basic problem of this specific salvage in more detail and describes a simple experiment to show how the job has been done. He explains the various forces – including the breakaway forces to collapse the state of the ground on which the hull is resting- including the calculations.

Even though it is a highly technical booklet for those of us less familiar with soil dynamics and fluid mechanics even for the non-informed the text is understandable.

Note: apart from the English edition a Dutch-language version is also available. Furthermore it is available as a Kindle e-book version.

The Ever Given salvage in the Suez Canal - published 2021 by GLM van der SCHRIECK BV, Aerdenhout, The Netherlands Author: ir. G.L.M. van der Schrieck - English language – 31 pages - illustrated – size 22,8 x 15,2 cm – cardboard cover - ISBN 979-874368252 - Price: Euro 7,25 at Amazon.com (printed version)

Starnav Serviços Marítimos Ltda

Note: identical ships are listed with one set of technical details listed with the first vessel that was delivered. Of the other ships in that series only specific details per vessel are listed. Years between brackets indicate a second-hand vessel.

fleetlist compiled by Jasiu van Haarlem

mt. STARNAV ANTARES
Built 2009 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: C-398. Design: DB-3270. Dimensions: 32,00 x - x 11,60 x 5,60 x 4,37 m. Tonnage: 488 GT,. Main engines: 2x 16-cyl. M.T.U., type 16V-4000-M63. Construction year: 2009. Built in hull: 2009. Output: 5000 bhp (3678 kW) at 1.800 rpm. Propulsion: 2x Schottel azimuthing thrusters. Bollard pull: 65 tonnes. Speed: 10 knots. In service: 18-11-2009.

Mt. STARNAV ALTAIR
Built 2014 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: C-398. Design: DB-3270. In service: 20-12-2014.

Mt. STARNAV ARIES
Built 2015 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: C-399. Design: DB-3270. In service: 27-11-2015.

msupp. STARNAV THOR (2010 - 2013)
Built 2003 by Astilleros Detroit Diesel M.T.U. (Chile) SA, Puerto Montt. Yardnumber: 70. Dimensions: 45,60 x - x 12,00 x - x - m. Tonnage: 532 GT,. Speed: 12 knots. In service: 15-02-2003 THOR / Catamaranes del Sur SA., Puerto Montt. Manager: Detroit (Chile) SA., Puerto Montt. 00-05-2010: *Starnav Thor* / Starnav Serviços Marítimos Ltd., São Sebastião do Rio de Janeiro, Rio de Janeiro. 00-10-2010: *Starnav Thor* / Detroit (Chile) SA., Puerto Montt. 00-10-2013: *Thor* / Detroit (Chile) SA., Puerto Montt.

STARNAV ANTARES - built 2009 - 65 tbp - design DB-3270 - propulsion: Schottel thrusters *photo: Jan Plug*

STARNAV SAGITARIUS - built 2013 - 65 tbp - design DB-3260 *photo: Jan Plug*

mt. STARNAV SIRIUS
Built 2011 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: C-338. Design: DB-3260. Dimensions: 32,00 x - x 11,60 x 5,60 x 4,37 m. Tonnage: 488 GT,. Main engines: 2x 16-cyl. M.T.U., type 16V-4000 M63. Output: 5.000 bhp (3.678 kW) at 1.800 rpm. Propulsion: 2x azimuthing thrusters. Bollard pull: 65 tonnes. Speed: 10 knots. In service: 12-05-2011. 30-01-2020 reported as under repair. 14-02-2020 back in service.

mt. STARNAV ORÍON
Built 2011 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: C-339. Design: DB-3260. In service: 10-05-2011.

mt. STARNAV PEGASUS
Built 2011 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: C-340. Design: DB-3260. In service: 15-06-2011.

mt. STARNAV SAGITARIUS
Built 2013 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Design: DB-3260. In service: 04-02-2013.

mt. STARNAV ALDEBARÁN
Built 2013 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Design: DB-3260. In service: 08-03-2013.

mtender CAMPO DE HIELO SUR (2012 - ??)
Built 1997 by Astilleros Detroit Diesel M.T.U. (Chile) SA, Puerto Montt. Dimensions: 23,60 x - x 7,00 x - x 1,90 m. Tonnage: 113 GT, 70 NT In service: 00-00-1997 *Campo de Hielo Sur* / Detroit (Chile) SA., Puerto Montt. 00-08-2012 *Campo de Hielo Sur* / Starnav Serviços Marítimos Ltd., São Sebastião do Rio de Janeiro, Rio de Janeiro. Note: vessel currently operating from Chile so probably reverted back to Chile flag.

msupp. STARNAV PERSEUS
Built 2013 by Estaleiro Detroit Brasil

Ltda., Itajai, Santa Catarina. Yardnumber: 368. Design: GPA 688 SC – PSV 4500. Dimensions: 90,00 x 84,67 x 19,00 x 7,75 x 6,34 m. Tonnage: 4.427 GT, 1.696 NT. Main engines: 4x 16-cyl. M.T.U., type M33S 4000 (diesel-electric). Output: 7.478 bhp (5.500 kW) at 1.600 rpm. Propulsion: 2x azimuthing thrusters. Twin Bow thrusters. Speed: 13 knots. In service: 08-07-2013.

msupp. STARNAV CENTAURUS
Built 2013 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: 369. Design: GPA 688 SC – PSV 4500. In service: 24-07-2013.

msupp. STARNAV URSUS
Built 2013 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: 370. Design: GPA 688 SC – PSV 4500. In service: 22-11-2013.

msupp. STARNAV REGULUS
Built 2013 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: 371. Design: GPA 688 SC – PSV 4500. In service: 18-12-2013.

msupp. STARNAV AQUARIUS
Built 2014 by Guangzhou Wenchong Shipyard Co. Ltd., Huang Pu, Guangzhou. Yardnumber: H 2337. Design: GPA 688 SC – PSV 4500. In service: 28-03-2014.

STARNAV DRACO - built 2015 - design GPA-688 / PSV-5000 *photo: Jan Plug*

STARNAV URSUS - built 2013 - design GPA-688 / PSV-4500 *photo: Jan Plug*

msupp. STARNAV TAURUS
Built 2014 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: 381. Design: GPA 688 SCT – PSV 5000. Dimensions: 90,00 x 84,67 x 19,00 x 7,75 x 6,34 m. Tonnage: 4.408 GT, 1.615 NT. Main engines: 4x 16-cyl. M.T.U., type M33S 4000 (diesel-electric). Output: 7.478 bhp (5.500 kW) at 1.600 rpm. Propulsion: 2x azimuthing thrusters. 2x bow thrusters. Speed: 13 knots. In service: 03-12-2014.

msupp. STARNAV ANDROMEDA
Built 2014 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: 382. Design: GPA 688 SCT – PSV 5000. In service: 17-12-2014.

msupp. STARNAV DRACO
Built 2015 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: 383. Design: GPA 688 SCT – PSV 5000. In service: 26-05-2015.

STARNAV ALDEBARAN - built 2013 - 65 tbp - design DB-3260 *photo: Jan Plug*

msupp. STARNAV PHOENIX
Built 2015 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: 384. Design: GPA 688 SCT – PSV 5000. In service: 16-09-2015.

msupp. STARNAV AQUILA
Built 2015 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: 385. Design: GPA 688 SCT – PSV 5000. Dimensions: 90,00 x 84,67 x 19,00 x 7,75 x 6,34 m. Tonnage: 4 427 GT, 1 608 NT. Main engines: 4x 16-cyl. M.T.U., type M33S-4000 (diesel-electric). Output: 11.312 bhp (8.320 kW) at 1.600 rpm. Propulsion: 2x azimuthing thrusters. 2x bowthrusters. Speed: 13 knots. In service: 04-12-2015.

msupp. STARNAV CEPHEUS
Built 2016 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: 386. Design: GPA 688 SCT – PSV 5000. In service: 17-03-2016.

msupp. STARNAV CYGNUS
Built 2016 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: 387. Design: GPA 688 SCT – PSV 5000. In service: 20-05-2016.

STARNAV CIRCINUS - built 2017 - design GPA-688-SCT / PSV-5000 *photo: Jan Plug*

STARNAV CETUS - built 2009 - 50 tbp - design DB-3270 *photo: Jan Plug*

msupp. STARNAV LIBRA
Built 2017 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: 391. Design: GPA 688 SCT – PSV 5000 – General Cargo. In service: 11-04-2017.

msupp. STARNAV CIRCINUS
Built 2017 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: 369. Design: GPA 688 SCT – PSV 5000. In service: 25-07-2017.

msupp. STARNAV DELPHINUS
Built 2017 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: 393. Design: GPA 688 SCT – PSV 5000. In service: 21-11-2017.

mt. STARNAV CETUS (2017 – now)
Built 2009 by ETP Engenharia Ltda., Ilha do Viana, Niterói, Rio de Janeiro. Design: DB-3270. Dimensions: 30,59 x - x 11,60 x 5,36 x 4,35 m. Tonnage: 488 GT, 146 NT. Main engines: 2x 16-cyl. Caterpillar, type 3516B HD. Output: 4.000 bhp (2.942 kW) at 1.800 rpm. Propulsion: 2x azimuthing thrusters. Bollard pull: 50 tonnes. Speed: 11 knots. In service: 09-12-2009 *C Neveiro* / Camorim Serviços Marítimos, São Sebastião do Rio de Janeiro, Rio de Janeiro. 14-09-2017 *Starnav Cetus* / Starnav Serviços Marítimos Ltd., São Sebastião do Rio de Janeiro, Rio de Janeiro.

mt. STARNAV CANIS
Built 2019 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: C-407. Design: DB-3280. Dimensions: 32,00 x 29,70 x 11,60 x 6,03 x 4,37 m. Tonnage: 496 GT, 148 NT. Main engines: 2x 16-cyl.

msupp. STARNAV VOLANS
Built 2016 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: 388. Design: GPA 688 SCT – PSV 5000. Dimensions: 90,00 x - x 19,00 x 7,75 x 6,34 m. Tonnage: 4.404 GT, 1.615 NT. Main engines: 4x 16-cyl. M.T.U., type M33S 4000 (diesel-electric). Output: 7.478 bhp (5.500 kW) at 1.600 rpm. Propulsion: 2x azimuthing thrusters. 2x bowthrusters. Speed: 13 knots. In service: 28-07-2016.

msupp. STARNAV SCORPIUS
Built 2016 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: 389. Design: GPA 688 SCT – PSV 5000. In service: 26-10-2016.

msupp. STARNAV HYDRA
Built 2017 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: 390. Design: GPA 688 SCT – PSV 5000. In service: 25-01-2017.

STARNAV TIAKI - built 2020 - 81 tbp - design DB-3280 *photo: Jan Plug*

Caterpillar 3516C-HD. Output: 6.866 bhp (5.050 kW) at 1.800 rpm. Propulsion: 2x Schottel SRP-490-FP azimuthing thrusters. Bollard pull: 81 tonnes. Speed: 12,5 knots. In service: 07-06-2019.

mt. STARNAV ALYA

Built 2019 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: C-408. Design: DB-3280. In service: 05-09-2019.

mt. STARNAV IZAR

Built 2019 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: C-409. Design: DB-3280. In service: 29-10-2019.

mt. STARNAV MIRA

Built 2019 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: C-410. Design: DB-3280. In service: 16-12-2019.

mt. STARNAV ELECTRA

Built 2020 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: C-411. Design: DB-3280. In service: 30-01-2020.

mt. STARNAV TIAKI

Built 2020 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: C-412. Design: DB-3280. In service: 07-03-2020.

mt. STARNAV CRUX

Built 2020 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: C-413. Design: DB-3280. In service: 27-03-2020

mt. STARNAV ALPHA

Built 2020 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: C-414. Design: DB-3280. In service: 27-04-2020.

mt. Under Construction C-417

Built 2021 / 2022 by Estaleiro Detroit Brasil. Design DB-3280. Tonnage: 496 GT,. Dimensions: 32 x 11,6 m. Draft 4,1 m. Main engines 2x Caterpillar 3516C-HD. Engine output total 3.800 kW (5.168 bhp). Propulsion: 2x Schottel azimuthing thrusters. Bollard pull 80 tonnes.

mt. Under Construction C-418

mt. Under Construction C-419

mt. Under Construction C-420

STARNAV ALYA - built 2020 - 81 tbp - design DB-3280 *photo: Jan Plug*

The following tugs belonging to the Brazilian operator Camorim Servicios Maritimos Ltda are operated under the Starnav-Camorim strategic alliance agreement where a number of resources are 'pooled'. *All tugs mentioned entered the 'pool' in 2017 except "C Esmeralda" and "C Tornado" which came from the builders in respectively 2018 and 2020. Note that 'pool tugs' may be exchanged over time.*

mt. C TORNADO

Built 2000 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: ?. Design: EI-2240. Dimensions: 22,90 x - x 8,40 x 3,70 x 2,60 m. Tonnage: 163 GT, 49 NT. Main engines: 3x 8-cyl. Caterpillar, type 3508B. Output: 3.150 bhp (2.317 kW) at 1.800 rpm. Propulsion: Twin propellors in Kort nozzles. Bollard pull: 43 tonnes. Speed: 11 knots. In service: 00-01-2000.

C-PÉROLA - built 2010 - 50 tbp - design DB-3050 - propulsion: HRP thrusters - owner: Camorim

photo: Jan Plug

mt. C DIAMANTE

Built 2008 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: ? . Design: DB-3260. In service: 00-12-2008. Dimensions: 30,00 x - x 11,60 x 5,36 x 4,53 m. Tonnage: 481 GT, 144 NT. Main engines: 2x 16-cyl. Caterpillar, type 3516B-HD. Output: 5.000 bhp (3.678 kW) at 1.800 rpm. Propulsion: 2x HRP-Holland Rudder Propeller azimuthing thrusters. Bollard pull: 60 tonnes. Speed: 12 knots.

mt. C BRILHANTE

Built 2008 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: ?. Design: DB-3260. In service: 00-10-2008.

mt. C CRISTAL

Built 2011 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: ?. Design: DB-3260. In service: 00-01-2011.

mt. C QUARTZO

Built 2011 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: ?. Design: DB-3260. In service: 00-01-2011.

mt. C OPALA

Built 2010 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: ?. Design: DB-3050. Dimensions: 27,91 x- x 11,60 x 5,29 x 4,70 m. Tonnage: 458 GT, 137 NT. Main engines: 2x 16-cyl. Mitsubishi, type S16R-MPTK. Output: 3.400 bhp (2.501 kW) at 1.600 rpm. Propulsion: 2x HRP-Holland Rudder Propeller azimuthing thrusters. Bollard pull: 50 tonnes. Speed: 12 knots. In service: 18-03-2010.

mt. C PÉROLA

Built 2010 by Estaleiro Detroit Brasil Ltda.,

C-TOPAZIO - built 2015 - 71 tbp - design C-3070 - owner: Camorim *photo: Jan Plug*

Itajai, Santa Catarina. Yardnumber: ?. Design: DB-3050. In service: 14-04-2010.

mt. C TOPAZIO
Built 2015 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: ?. Design: C-3070. Dimensions: 30,20 x 27,97 x 11,60 x 5,30 x 4,50 m. Tonnage: 431 GT, 129 NT. Main engines: 2x 16-cyl. M.TU., type 16V-4000-M63. Output: 5.562 bhp (4.091 kW) at 1.800 rpm. Propulsion: 2x azimuthing thrusters. Bollard pull: 71 tonnes. Speed: 11 knots. In service: 06-08-2015.

mt. C TURQUESA
Built 2015 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: ? . Design: C-3070. In service: 29-07-2015.

mt. C JADE
Built 2016 by ETP Engenharia Ltda., Ilha do Viana, Niterói, Rio de Janeiro. Yardnumber: . Design: C-3070. In service: 11-08-2016.

mt. C TURMALINA
Built 2016 by Estaleiro Detroit Brasil Ltda., Itajai, Santa Catarina. Yardnumber: ?. Design: C-3070. In service: 25-02-2016.

mt. C ÁGATA
Built 2017 by ETP Engenharia Ltda., Ilha do Viana, Niterói, Rio de Janeiro. Yardnumber: C?. Design: C-3070. Bollard pull: 72,8 tonnes. In service: 30-05-2017.

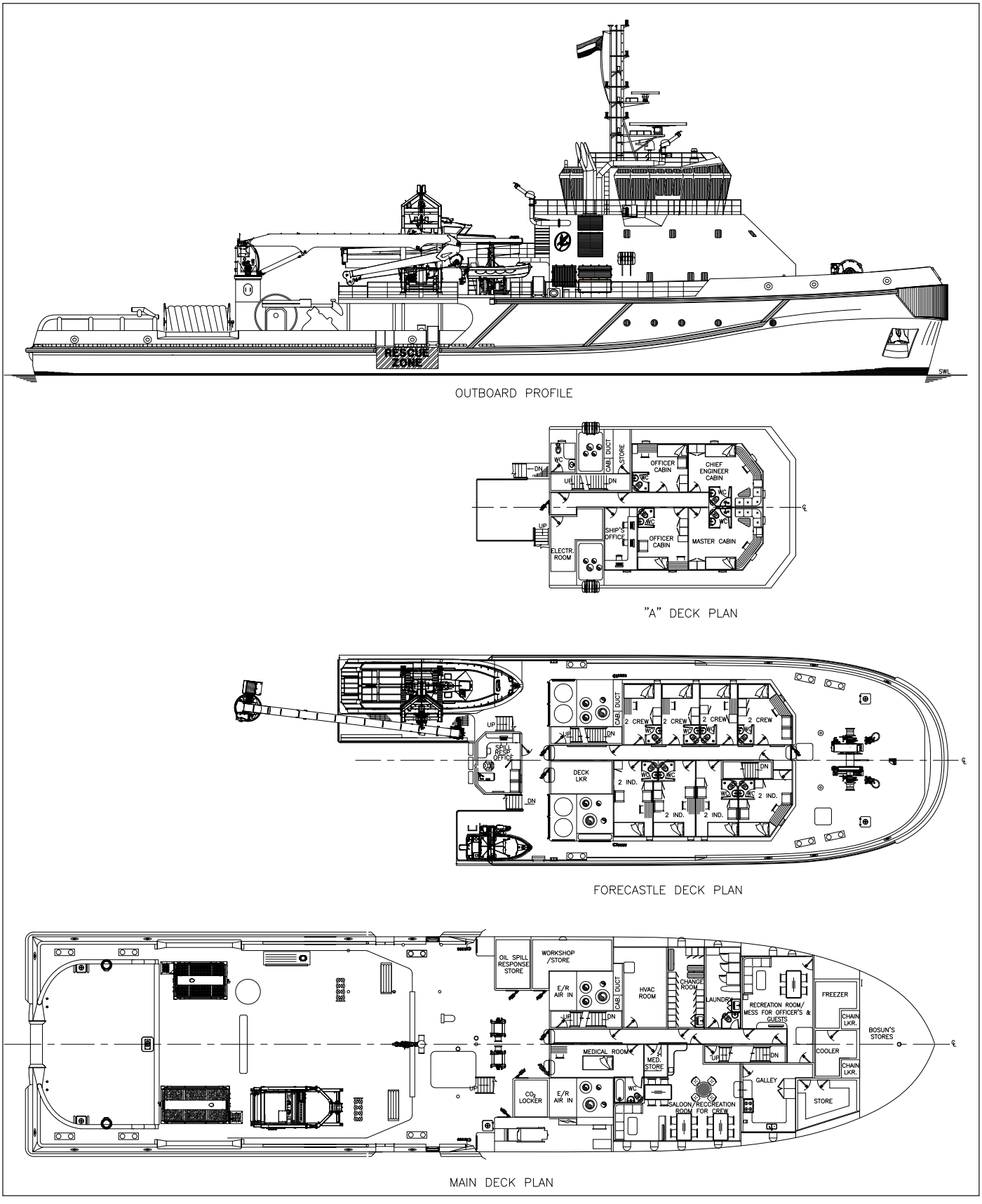
mt. C ESMERALDA
Built 2018 by ETP Engenharia Ltda., Ilha do Viana, Niterói, Rio de Janeiro. Yardnumber: C? Design: C-3070. In service: 28-03-2018.

VARNEBANK on 8 June, 2019, fully restored attending the bi-annual Maassluis tugboat festival Dag van de Zeesleepvaart (Ocean Towage Day) *photo: Nico Giltay*

Tug News – New Tugs

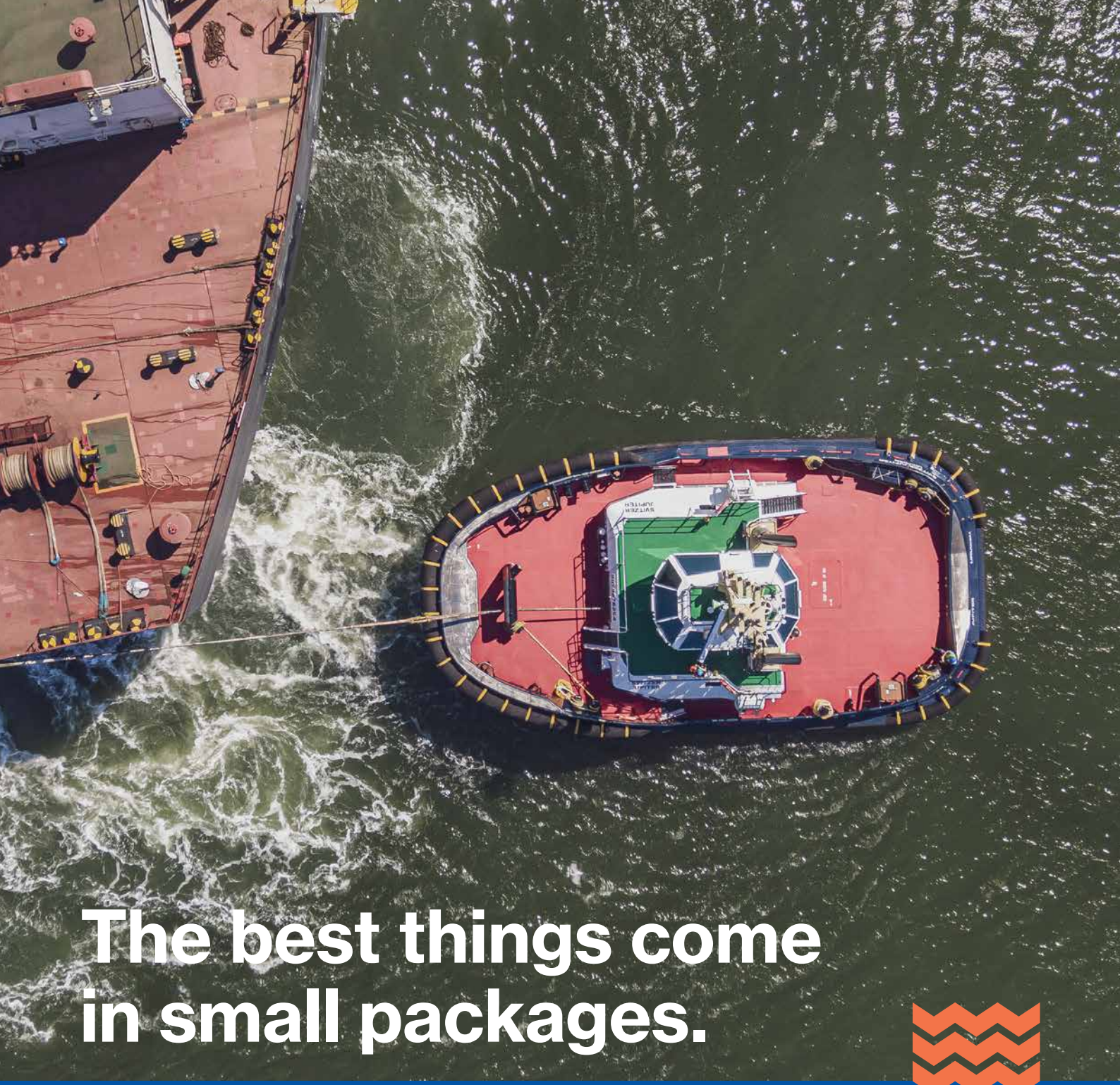
A wide array of news from the world-wide tugboat industry and its suppliers. We are happy to receive your press releases and additional info via tugdoc@upcmail.nl

compiled by TDI Tugboat Publications



General Arrangement KOC AL ZOUR

drawing: courtesy Robert Allan



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Damen tugs embody a mix of new designs and proven technologies, placing the future on a solid foundation. Our offer combines safety and sustainability with excellent performance, reliability and high value over the vessel's lifecycle.

Pictured here:
ASD Tug 2312

Find out more on **Damen.com**

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KOC AL ZOUR *photo: courtesy Robert Allan*

Svitzer to the Philippines

A 10-year charter contract secured by Svitzer will see four new 75-tbp terminal tugs head for the Philippines. The tugs will perform towage and vessel support services at an interim offshore terminal run by FGEN LNG. This company is a subsidiary of First Gen Corporation which owns the First Gen Clean Energy Complex in Batangas. FGEN LNG will deploy a floating storage and regasification unit (FSRU) that will be located here. For this purpose a five-year charter has been signed for the BW Gas 16.400-m^3 FSRU *BW Paris*. First Gen and its partner Tokyo Gas will be the first to import LNG to the Philippines.

In addition to assistance at the FRSU the tugs will supply firefighting, pollution control, port and vessel security services, pilot and boarding party transfer and fender management services. Operations are planned to begin as early as Q3 2022, and Svitzer will now take the first steps to set up operations in the Philippines, including hiring 72 seafarers and five onshore staff, all local Filipinos.

"KOC Al Zour" for Kuwait Oil

Recently Uzmar Shipyard delivered a 60-meter multi-purpose vessel to Kuwait Oil Company. The duties of *KOC al Zour* include oil spill response, oil spill containment and recovery, surveillance, offshore fire-fighting, logistics supply duties, towing services, offshore services and rescue operations and related duties in the area around Kuwait and nearby international waters.

Koc Al Zour is fitted with a as dynamic positioning capability and is also equipped with an oil recovery, storage, and transfer system of recovered oil to barges and/or shore facilities.

Design of the vessel is by **Robert Allan**. The hull is an adaption of the Rampage 6000 design. The vessels hull shape and the optimized location of the anti-roll tanks ensures that the best possible sea-keeping behaviour is always achieved while on stand-by at sea for long periods of time. The vessel is classed as: Lloyd's Register + 100 A1 Oil Recovery, Offshore Supply Ship, Fire – Fighting Ship 1 (2400 m^3/h) with water spray, DP (AM), + LMC, UMS.

Dimensions are 60.00 (oa) x 14.00 (mld) x 7,30 m with a maximum draft of 5,50 m. Tonnage: 1.865 GT. Recovered oil capacity: 758 m^3, fire-fighting foam: 7.2 m^3. Bollard pull is 48,1 tonnes, free running speed 13,2 knots.

Wilson Sons going green

The Brazilian port and maritime logistics operator has ordered four tugs with built at the group's shipyard in Guarujá. The tugs will comply with the IMO Tier III standard which means a reduction of over 75% in the emission of nitrogen oxides. The first two tugs of the series are slated for delivery in Q1 and Q3 of 2022. The 25 x 13 m tugs will have a bollard pull of 80 tonnes and are built to a **Damen** design with an escort tug class notation.

The tugs will also feature the twin fin arrangement that improves the improves the performance of the tug. For the same traction, less power is required resulting in a reduction in fuel consumption and consequently emissions. Wilson Sons, will also use its Towage Operations Center to provide optimum route planning allowing the tug to mob / demob at speeds that minimise gas emissions thus further reducing its ecological footprint.

In another development Wilson Sons has acquired a minority stake in Israeli startup Docktech along with a commercial agreement to use the

MULTRATUG 8 is the latest addition to the Multraship fleet. This is the former Amsterdam Port Authority patrol boat PORT OF AMSTERDAM 8 (HEPHAISTOS) built in 2001 by IHC Delta. Engine output 2.450 hp. Fitted with three fifi monitors *photo: Arie Boer*

ZHOU GANG TUO 40 *photo: Jiangsu Zhenjiang*

YONG GANG XIAO TUO 9 *photo: Jiangsu Zhenjiang*

TIAN MU 02 *photo: Jiangsu Zhenjiang*

HAIYE TUO 2 *photo: Jiangsu Zhenjiang*

SU GANG TUO 1 *photo: Jiangsu Zhenjiang*

company's maritime technology to monitor berth and waterway depth in Brazilian ports.

With the digital technology developed by Docktech integrated with data collected by its fleet of 80 tugs, Wilson Sons will be able to understand silting behaviour in port areas, predicting how certain factors affect navigation conditions and security.

This will help to avoid underutilizing the cargo capacity of ships and curb the waste and thus costs of dredging. Under the system, the tugs will collect and process bathymetric data (depth measurement) of the ports where they are operating and, using the Docktech algorithm, monitor the depth of the berths and waterways access in real time.

Bouchard Transportation

The bankruptcy case of Bouchard Transportation was concluded on 26 August when the plan presented to the court was finally approved. It was reported to the court that all of the debtor objections had been cleared after the creditor committee negotiated a settlement with Wells Fargo Bank. The settlement with Wells Fargo provide the possibility for the unsecured creditors of Bouchard to receive distributions against their claims.

17 Bouchard tugs and 12 barges would be sold to JMB Capital Partners. Wells Fargo was to acquire 8 tugs and 10 barges. An earlier plan initiated by Bouchard in Q2 2020 was to solve the problems by reorganising the company. In early 2021, however, they reported they had been unable to find a partner.

Going green (2)

China's first locally-built all-electric tug was delivered to its new owners in August, 2021. *Yungang Electric Tug No 1* was built by Lianyungang Port Holding Group. Dimensions are 35,5 x 10 m with a maximum draught of 3,5 m. The 5,000 kWh lithium-ion phosphate battery pack that can be fully charged in as little as two hours.

Jiangsu Zhenjiang Shipyard

has experienced a busy period since June, 2021. Several tugs were either delivered, launched or had their keel laid. The yard builds in sections so the first act in the process is the steel-cutting ceremony. The tugs are then assembled from sections then launched for the final outfitting.

The yard was established in 1951. In 2003 it moved to its present location east of the Run Yang Bridge. The company has five 100% subsidiaries in China amongst which Jiangsu Lan Bo Shipbuilding Co. and Zhenjiang Lan Bo Ship Design Co. The company also has shareholdings in two overseas marine companies. Currently, the shipyard covers an area of about 500.000 m^2 with a waterfront of 700 meters. Three slipways are available suitable for respectively for 80.000, 20.000 and 5.000 tons vessels. Furthermore there are two fixed quays and one outfitting dock. Maximum lift for the sections is 600 tons. With additional 30-tons crane capacity. According to the yard their domestic market share for stern drive tugs is approximately 70%.

First steel cut

15 June,2021: steel cutting ceremony held for the construction of a 2.942 kW / 4.000 bhp ASD tug for Shanghai Hailong Shipping Service Co.

18 June, 2021: steel cutting ceremony held for the construction of a 4.400 hp ASD tugboat for Jiangsu Haifu Technological Development Co.

16 July, 2021: steel cutting ceremony held for the construction of a 5.220 kW / 7.100 bhp ASD tug for Jiangsu Wisdom Shipping Co.

18 July, 2021: steel cutting ceremony held for the construction of a 3.676 kW 5.000 bhp ASD tug being built to for a domestic owner.

23 July, 2021: steel cutting ceremony held for the construction of two units 3.840 kW / 5.222 bhp ASD tugs for account of Fugang Port.

Keel laying

1 June 2021: for the 5.000 hp ASD tug *Zhougang Tou 40* for Zhoushan Haitong Port.

12 June, 2021: for a 5.200 hp ASD tug with FIFI and oil recovery capability under construction for a domestic owner.

15 June, 2021: keel laid for the 6,800 hp ASD tug *Zhougang Tuo 41* for Zhoushan Haitong Port.

Launched

16 June, 2021: the 2,942 kW / 4.000 bhp ASD tugs *Tian Mu 01* and *Tian Mu 02* under construction for Nantong Tianmu Shipping.
18 June, 2021: the 2.942 / 4.000 bhp ASD

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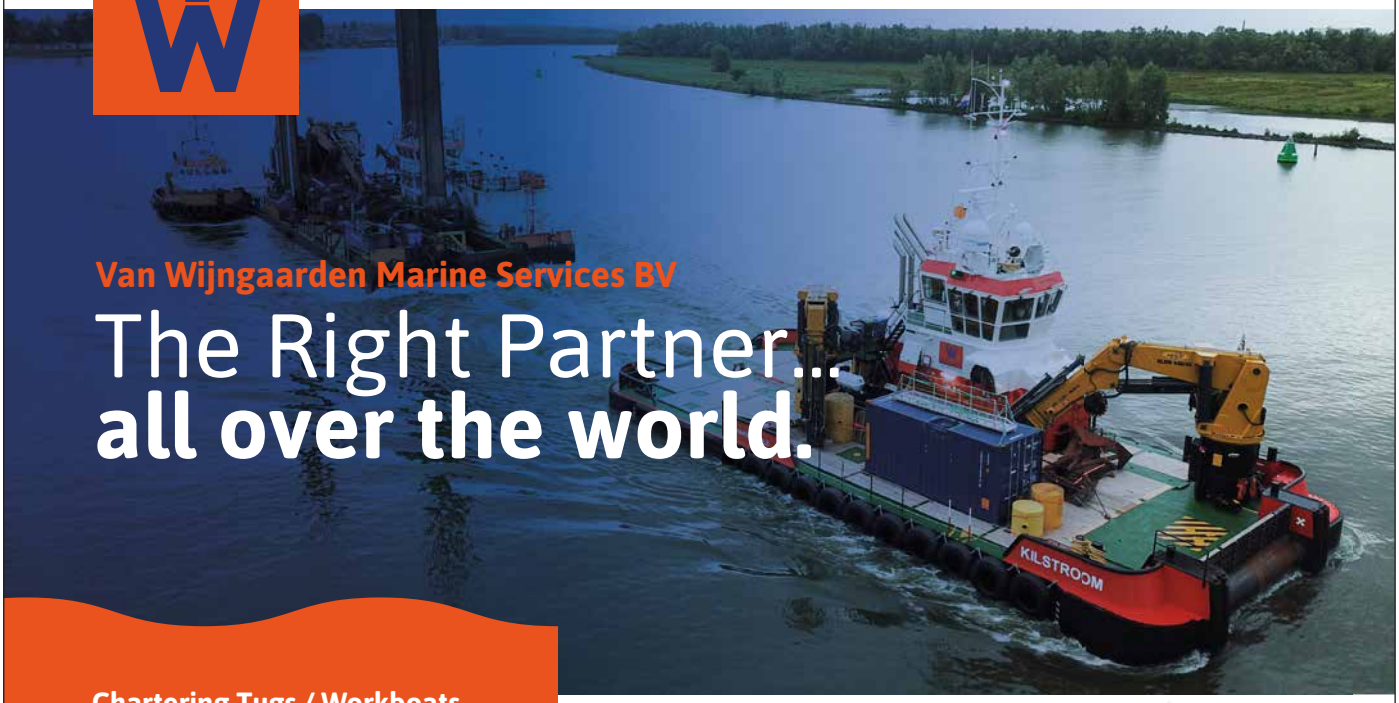

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tugs *Gu Gang Tuo 3* and *Gu Gang Tuo 4* under construction for Zhangzhou Gulei Tugboat Co.

20 July, 2021: the 5.200 hp ASD tug *Haiye Tuo 2* under construction for Qingdao Haiye Ruibang Shipping Co.

28 August, 2021: the 6.800 hp ASD tug *Zhou Gang Tuo 41* under construction for Zhoushan Haitong Port.

29 August, 2021: the 5.200 hp ASD tug *Haiye Tuo 1* under construction for Qingdao Haiye Ruibang Shipping Co. The tug will be equipped for fire-fighting and oil recovery.

On 1 September, 2021, the ASD tugs *Zhou Gang Tuo 39* and *Zhou Gang Tuo 40* under construction for Zhoushan Haitong Port.

2 September, 2021, the 6.800 hp ASD tug *Zhou Gang Tuo 42* under construction for Zhoushan Haitong Port.

Delivered

9 June, 2021: the 5.600 hp ASD tug *Yong Gang Xiao Tuo 9* was delivered to Ningbo Yonggang Tugboat Co. Dimensions are 42,50 (oa) x 11 x 5,05 m, Bollard pull 70,2 tons ahead, 64 tons astern. Range 1.200 nm. Speed 13,4 knots. Fitted with fifi gear.

12 June, 2021: the 3.676 kW 5.000 bhp ASD tugs *Xu Wei Gang Xiao 1* and *Xu Wei Gang Xiao 2* were delivered to Lianyungang Xuwei Port Co. Dimensions are 38,65 (oa) x 10,.4 x 4,8 m. Bollard pull ahead 65,6 tons, astern 60,3 tons. Range 1.200 nm. Speed 13,4 knots. Fitted with FiFi gear.

7 July, 2021: the 3.676 kW ASD tug *Hua Hai Tuo 6* was delivered to Qinzhou Huaxi Tugboat Engineering Co. Ltd. Dimensions are 36,7 (oa) x 10,6 x 4,8 m. Bollard pull ahead 63,9 tons, astern 57,5 tons. Range 900 nm. Speed 13,6 knots. Equipped to FiFi-1 standard.

12 July, 2021: the 3.234 kW ASD tug *Su Gang Tuo 1* was delivered to Sugang Shipping Engineering Co. Dimensions are 37 (oa) x 9,8 x 4,4 m. Bollard pull astern 55 tons. Speed 14,7 knots. Equipped to FiFi-1 standard.

"Kurtarma 15"

Is the latest addition to the fleet operated by the Turkish Directorate General of Coastal Safety. This owner is, among other things, responsible for the tugs used for emergency response escort services and assistance towage in Turkish waters.

KURTARMA 15 *photo: courtesy Sanmar*

Kurtarma 15 is an escort tug based on the exclusive **Sanmar** RAstar 2900SX design from Canadian naval architects **Robert Allan** Ltd and is powered by two MTU 16V-4000-M73L main engines each producing 2.700 kW / 3.672 bhp at 1.850 rpm driving Schottel ASD units to achieve a bollard pull in excess of 90 tonnes. The tug is thus the most powerful escort tug in the Directorate General of Coastal Safety fleet.

The RAstar escort / offshore terminal tug features a sponsoned hull form that gives a significantly enhanced escort towing performance. Escort forces are enhanced by the effects of the sponsons

Sanmar Shipyards and Corvus Energy have signed a Memorandum of Understanding with the objective of equipping and building zero-emission and hybrid tugs. From Left: Gary Dockerty (Sanmar), Ipek Gurun (Sanmar), Ronald Hansen (Corvus), Ruchan Civgin (Sanmar), Vimal Choy (Sanmar) and Roger Rosvold (Corvus)

photo: Sanmar Shipyards

as well as by the prominent foil-shaped escort skeg forward. Deck equipment on the 29,4 x 13,3 x 5,5 m tug includes a **Palfinger** 18500MC marine grade hydraulic knuckle-boom / folding boom deck crane. Tank capacities include 169 m^3 of fuel oil.

Previous tugs in this range from Sanmar have had accommodation for up to eight crew, but this has been expanded to ten crew on *Kurtarma 15*. All accommodation complies with MLC standards, with the captain and chief engineer's cabins with en-suite WC and showers above deck, along with the mess / lounge and a separate galley, and four 2-person cabins with shared two WCs and showers, and a laundry below deck.

Ali Gurun, Vice President of Sanmar, said: "The service that Directorate General of Coastal Safety provides in Turkey's coastal waters is vital, their crews save lives and prevent disasters time and time again, often in very challenging conditions. At Sanmar we are proud to be able to provide them with a tough, technologically-advanced and powerful new tug that is ideally suited to help them carry out these essential operations. We have worked closely with both Directorate General of Coastal Safety and the designers to match and often exceed their specifications."

Med Marine

has launched the RAstar 4200 (MED-A42120) being built for account of Kenya Ports Authority. The as yet unnamed *Eregli 94* when delivered will be operating at Mombasa. The tug is part of Kenya Ports Authority's modernisation and maintenance programme that aims to enhance efficiency and safety at sea. The tug will also be able to perform coastal towing and salvage and resue operations. With a bollard pull of 120 tonnes it will be the most powerful tug on the East African coast.

Stan Tugs 1606 for Abu Dhabi

Abu Dhabi National Oil Company's Logistics & Services Department has acquired six line boats for service at Abu Dhabi petroleum ports. The six **Damen** Stan Tug 1606 type were contracted from Sharjah-based Albwardy Damen. The Caterpillar main engines provide nearly 16 tonnes of bollard pull. As line boats the tugs will assist in berthing and unberthing of tankers as well as handling hoses at the oil terminals.

For use at private island

In May, 2005, Seabulk Angola was delivered by Labroy Shipbuilders, Singapore, at their Nanindah Mutiara yard in Batam. She was the first of the RAmparts class of offshore / terminal support tugs developed by **Robert Allan** Ltd. Seabulk Angola has used the tug in support of offshore oil terminal operations off West Africa. Dimensions are 49,50 (oa) x 15,00 (mld) with a draft of 4,75 m. A pair of **MaK** 9M25 main engines, each producing 4.035bhp (2.970 kW) at 750 rpm, drive Schottel SRP-3030-CP azimuthing propulsion units. On trials this combination delivered a sustained bollard pull of 104 tonnes, and a free running speed of 14 knots. She was fitted with a Plimsoll double drum, 'waterfall' style hydraulic winch, with a maximum brake capacity of 350 tonnes. One drum was set up for towing operations with 1.000 m x 64 mm diameter steel wire. The other drum was used for anchor handling, with 1.000 m of 64 mm diameter SWR. Also installed is a shark jaw, and towing pins rated at 350 tonnes, a stern-roller, capstan and tugger winch.

This vessel differs from a typical AHTS in that it combines the additional role of tanker assistance. For this purpose, heavy duty fendering is fitted around the bow and a single drum towing winch with a brake capacity of 250 tons was installed on the foredeck fitted with with 600 m of 64 mm steel towing wire. Fire pump rated 1.500 m^3 / hr at 14 bar are driven by each main engine. These pumps serve two 1.200 m^3 / hr monitors mounted on the wheelhouse top, plus a self-drenching system.

The tug, now renamed *MSC Ocean One* has been purchased by Mediterranean Shipping Co. to be used in support of its cruise operations in the Bahamas at the Ocean Cay Marine Reserve. MSC will use the vessel for towing and assistance to the ships of the group that will dock at the island of Ocean Cay. This island is now owned by MSC and they will use it to provide guests with a Caribbean experience. The island was once a former sand mining site located in the Bahamas, 20 miles south of Bimini and 65 miles east. of Miami, Florida, where millions of tons of coral sand used for industrial purposes around the world have been mined for over half a century. At the end of 2015, the mining operations were seized and the yard was abandoned shortly after. MSC Cruises wanted to transform this industrial site into a marine reserve where to recreate a biodiverse and sustainable environment to be able to propose it as a tourist attraction for its guests. *MSC Ocean One* at the La Nuova Meccanica Navale shipyard in Naples underwent repairs to the engine and generators on board, as well as the installation of new propellers and the painting of the hull.

Regional Brazil

C-ITACURICA - a 3.053 bhp 255 GT linehandler / tug operated by Camorim *photo: Jan Plug*

WS PROCYON, a Damen ASD TUG 3212 design built in 2016 and operated by Wilson, Sons. in Brazil (85 tbp) *photo: Jan Plug*

HARIS is a Damen ASD TUG 2810 design - one of a class of 14 operated by Wilson, Sons. Built 2005 - 3.500 bhp - 45 tbp *photo: Jan Plug*

The 75 tbp HELIO FERRAZ I was built in 2011 by Detroit Brasil for account of Vale but is now in the fleet of SAAM *photo: Jan Plug*

The “Sitakund” case

The previous issue of TugeZine was dedicated to the (French) ETV service, tugs on salvage station and tanker spills. This month’s back-page photo shows a tanker fire. Below is the story.

compiled by TDI Tugboat Publications

In 1951 Eriksberg Mekaniska Verkstads delivered the tanker *Sognefjell* to Olsen & Ugelstad which had her registered under A/S Dovrefjell. In 1964 she was sold to Tschudi & Eitzen and re-registered under Skips-A/S Avanti, Skips-A/S Glarona og Skips-A/S Navalis. She was renamed *Sitakund*.

SITAKUND - the result of the three explosions *photo: press clipping coll. Job van Eijk*

On 20 October, 1968, *Sitakund* (Capt. Ole Terjesen) was making its way south in the English Channel en-route from Wilhelmshaven, Germany, to Ez Zueitina in Libya. She was unladen but had seawater in the bottom ballast tanks. At about 20.00 hrls local time when between 17 and 25 nm off Beachy Head (sources differ - ed) two huge explosions just forward of the aft accommodation set the tanker on fire and blew a large gap in one of the side tanks. It appeared that the tanker had not properly vented the empty tanks resulting in the accumulation of explosive gasses. Three of the crew were killed but the other 31 were by some French trawlers that were in the neighbourhood. A Royal Navy frigate – *HMS Mohawk* – followed and took up the role of on-site coordinator taking on board the survivors. Captain Terjesen and a small number of crew members had remained on board trying to fight the fires but were soon forced to abandon ship.

At Newhaven the port tug crew of the tug *Meeching* was alerted. Both Capt. Frank Gilbert and Capt. Alex Pringle came on board because it was a potential salvage job and in such a case it was the rule the tug sailed with both Masters. The 1960-built tug had an output of 1.320 bhp resulting in 14 tbp. She was owned by British Rail – the port owner – and normally would assist ships in the port and work with the local dredger towing the dump barges out to sea.
As the tug was nearing the casualty a third heavy explosion occurred when the tanker’s bunkers ignited. She was the first to arrive and after some consideration it was decided to tow the tanker towards Pevensey Bay. Here the tanker was to be beached off Langley Point where there is a sandy bottom. With the vessel aground the fire was to be put out after which the tanker could be refloated. As it went the tanker had its own ideas which resulted in her grounding on rocks off Dukes Mound.

MEECHING was instrumental in the salvage of SITAKUND *photo: A. Duncan*

Meanwhile other tugs had also been alerted and Smit’s 9.000 hp *Zwarte Zee* was racing towards the location at 20 knots and all the time offering salvage on basis LOF ‘No Cure No Pay’. Also *Kendal* – a unit from the J.P. Knight fleet on the Thames and Medway - appeared on scene. Neither tug was either contracted or sub-contracted. Another tug, however, had been send from Dover. It was the Harbour Board’s *Dominant* and she was to play a role in the salvage. The tug, incidentally, was a near sister of *Meeching* featuring the same hull design although at 1.220 bhp slightly less powerful.

Meeching was put against the stern of the burning tanker and AB Graham Ware managed to climb aboard to make the connection. The tug started pulling the tanker towards the shore with *Dominant* fighting the fire from alongside. On 21

MEECHING fighting fire on board SITAKUND. DOMINANT stand-by *photo: coll. Job van Eijk*

October at 11.00 hrs the tanker was aground *Meeching* started fighting the fire using the fifi-monitor on her wheelhouse and with the use of her salvage pump. *Dominant* was tasked to ferry local fire brigades over to join in the fight from aboard the tugs and later on board the tanker.

Firefighting and cooling continued for two days. With the fires out she was left abandoned sitting on the rocks as a total loss. Months later she was cut in two. In the summer of 1969 the slightly damaged fore part was then towed to Falmouth by United Towing's *Englishman*. A few months later the stern section was also removed and towed to the breakers in Spain.

Details "Sitakund"
Built 1951 by Eriksberg Mekaniska Verkstads. Deliverred as *Sognefjell* to A/S Dovrefjell (Olsen & Ugelstad), Norway. Tonnage: 15.567 grt, 9.400 nrt, 24.350 dwt. Dimensions: 184,46 (oa) / 173,36 (bp) x 23,53 (oa) x 13,07 m with a draft of 9,48 m max. Tanks: 28. Main engine: 1x 2-st 9-cyl. Burmeister & Wain, output 6.975 bhp. Speed 13,5 knots. Classed LR 100-A1. 1964 sold to Skips-A/S Avanti, Skips-A/S Glarona og Skips-A/S Navalis (Tschudi & Eitzen, Norway) renamed *Sitakund*. 20-10-1968 on fire after explosions. 21-10-1968 beached. Declared CTL. Remains cut in half. 30-12-1968: forepart towed to Falmouth for gas-freeing and cleaning before being towed to Spain for demolition. Arrived 14-3-1969 at Gandia, Spain for demolition by Hierros Ardes. Aft part refloated 16-6-1969. Arrived in tow 18-7-1969 at Bilbao, Spain for demolition by Hierros Arbulu.

Details "Meeching"
Built 1960 by P.K. Harris Ltd, Appledore, U.K. (bn 127). Delivered as *Meeching* to British Transport Commission, London. Tonnage: 152 grt, 0 nrt, 70 dwt. Later 173 grt, 51 nrt. Dimensions: 29,26 oa / 27,73 (bp) x 7,68 (oa) / 7.76 (mld) x 3,68 m. Draft 3,11 m max. Main engines: 2x 4st. 8-cyl. Lister-Blackstone ERS-8M. Output: 1.320 bhp (total). Bollard pull: 14 tons. Twin screw fixed-pitch propellers. Speed: 12 knots. 1963: British Railways Board - Shipping & International Services Division – London. 1979: Sealink UK Ltd – Newhaven. 1989: owner purchased by Sea Containers Group. 1990: Newhaven Port & Properties Ltd - London (subsidiary of Sea Containers Ports / Sea Containers Group. 199x: sold to Subsearch Marine (Dave Miller) at Newhaven (holder of the Newhaven towage concession). 2000: sold to Tug Manning Ltd (Grahame Jewiss) – Gravesend. 2012: to Nore Maritime Services Ltd a.k.a. Murray Tugs (Nicholas E. Murray) – Sittingbourne. Shiphandling at Ramsgate, renamed *Nore Crest*. 2018: still in service.

Details "Dominant"
Built 1958 by P.K. Harris Ltd, Appledore, U.K. (bn 108). Delivered as *Dominant* to Dover Harbour Board, Dover, U.K. Tonnage: 161 grt. Dimensions: 30,23 (oa) / 26,83 (bp) x 7,60 x 3,84 m. Draft 3,08 m max. Main engines: 2x 4st. 8-cyl. Lister-Blackstone. Output: 1.220 bhp total. Bollard pull: 16 tons. 1984: sold to Frank Pearce (Tugs) Ltd – Poole. 1984: sold to OTC - Oil Transport Co SA - Santa Domingo, renamed *OTC Kenneth*. Panama flag, 154 grt. 199x: flag changed to Dominica and homeported at Santo Domingo. 2001: deleted from LR as 'existence in doubt'.

Backpage: tanker SITAKUND ablaze in The Channel
photo: press clipping coll. Job van Eijk

DOMINANT played an important role in the salvage as firefighter, tug and ferry for land-based firefighters brought in to assist *photo: John Clarkson*