Tug Zine Anti-

a Duchess, greenies and a funnel...



SAILOR



vol. 2 **nr. 8** October/November 2021

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Another hi-spec offshore support vessel that changes career

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DUCHESS is the latest addition to the fleet of Jersey Ports. The Damen Shoalbuster 2711 allows Jersey Ports widen its operational window compared to their earlier DUKE OF NORMANDY, a smaller type of Shoalbuster

photo: R. & F. van der Hoek



From the editors

While starting this editorial we were informed that The Netherlands is once again entering into a – partial – lockdown. Although a necessity it does not make us any happier so a writer's block pops up. We therefore give this column over to some rectifications / updates regarding TugeZine no.7 instead.

Rectification to TugeZine no.7

The article on the *Sitakund* tanker fire omitted to mention Andrew Gilbert as author of the original article from which the first part of the published article was drawn. Andrew's father was the late captain Frank Gilbert mentioned in the text. Andrew is also the official historian for the tug *Meeching* and one of the historians of Newhaven Port and of the 'Our Newhaven' website. Apologies to Andrew for the omission.

Andrew also pointed out that '*Dominant*' was only asked to join the fire-fighting **after** *Sitakund* had grounded, not while she was being towed. Furthermore he reports *Dominant* as sunk. A photograph shows the tug sunk by the stern and in derelict condition alongside some other junk. At that time she was registered as *La Carriere*.

The **editorial** in TugeZine no. 7 showed two **greeting cards** of Hoek van Holland. We received several questions as to which vessels were shown. The b&w card shows (clockwise from top left) the Panamanian cargo ship *Faustus*, the British collier *Spanker* and the Norwegian freighter *Gatt*. As requested we will come back on the three mentioned to explain the finer details of the casualties.

The second card shows the Hoek van Holland lighthouse (top left) which today is a museum and two Smit ocean tugs assisting the Holland-America Liner Rotterdam in the Waterway probably to assist in mooring at Hoek van Holland from where people could board international trains prior to continuing to Rotterdam to disembark the remaining passengers (top centre). Bottom centre is the monument for the lost lifeboatmen. The man is looking out to sea (at least that was the case in the time prior to Europoort and Maasvlakte. Bottom right shows the Hoek van Holland Berghaven in its early days.

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!

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Cock Peterse (editor)

TugeZine

is published every even month in digital format only.

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DTP Dtpplus - Spijkenisse

Branding & Webdesign Studio DBLY - Rotterdam

Publisher TugDoc International

ISSN 2667-1441

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OPV / ETV for Iceland

Recently the Icelandic Coastguard was strengthened through the addition of a second powerful multi-purpose vessel taking advantage of the downturn in the offshore support business.

"Freyja"

The newly-acquired patrol ship annex ETV Freyja has arrived in Siglufjördur her designated home port - after a fiveday voyage from Rotterdam where she left on 2 November, 2021. The vessel was escorted to her berth at Hafnarbryggja accompanied by the patrol ship Tyr, the Coast Guard's helicopter and the rescue ships of the Landsbjörg Accident Prevention Association. The Coast Guard's special operations team fired three shots of honour from a cannon when the ship came into view. Her arrival was watched by many people including, on the quayside, Guoni Th. Jóhannesson, President of Iceland, Aslaug Arna Sigurbjörnsdóttir, Minister of Justice, and Elias Pétursson, Mayor



E.R. VITTORIA at Aberdeen

G.H. ENDURANCE off Hoek van Holland, 31 May, 2020

of Fjallabyggo. They welcomed the ship to Iceland and congratulated the Coast Guard and the Icelandic nation with the new patrol vessel.

The purchase

It all began in March, 2021, when Aslaug Arna Sigurbjörnsdottir announced that a purchase would be made for a patrol vessel to replace the ageing patrol vessel *Tyr*. A tender was put out to which five bids were received. Reportedly in September the deal was finalised with the purchase of a second-hand 200-tbp anchor-handling tug / supply vessel from the German private-equity owned operator United Offshore Support (UOS). Purchase price reportedly was USD 12,9 million (approx. 11,4 million Euro). *GH Endurance* is a UT 786 CD design vessel. On 11 October the vessel arrived at Damen Shiprepair Schiedam, The Netherlands, where she was made ready for her new job. The vessel was delivered by the yard on 1 November. A day later she left for Iceland.

photo: Ruud Zegwaard

photo: Albert Braad

The Director of the Icelandic Coast Guard, Georg Lárusson, said: "We are extremely pleased with the outcome of the tender and the nation will receive a very high-quality and well-equipped patrol vessel. *Freyja*'s towing capacity is, for example, almost twice as large as the towing capacity of the patrol vessel Thor, or just over 200 tonnes. There are also portable cranes on the ship's aft deck that make rescue and other crew work easier. We at the Coast Guard are extremely excited to have this great ship in the fleet. With the arrival of *Freyja*, a major step forward has been taken in the nation's rescue work"

The motivation

Motivation for the new acquisition was found in the increasing number of ships operating in the Arctic and using the routes along the east and north coast of Iceland. These include large cargo vessels and tankers. An increase in the number of cruise ships on these routes is also expected. As has been proven elsewhere in the world in case of emergency adequate towage and or salvage capability is needed at short notice. The availability of deepsea tugs on salvage station or nearby a casualty can no longer be relied upon so the





E.R. VITTORIA on 6 August, 2016, leaving Aberdeen photo: Albert Braad



ITENET /

FREYJA, ex G.H. ENDURANCE, on 2 November, 2021, departing Schiedam for Iceland on her delivery trip photo: Hans Hoffmann

G.H. ENDURANCE, ex E.R. VITTORIA, on 31 May, 2020, in the Rotterdam Waterway photo: Hans Hoffmann

ETV service needs to be state funded and carried out either by governmentowned or chartered-in tonnage. With tug / supply vessels law enforcement same owners had, in October 2017, purchased the entire offshore fleet belonging to the financially struggling Hartmann



FREYJA

and inspection work are tasks that can easily be carried out next to the towage, salvage and rescue work. Light armament can be carried as well. Warship design on the other hand does not sit well with the requirements for towage and salvage work.

Vessel history

The vessel had been built in South Korea by Sekwang Heavy Industries at Ulsan (yn 1187). E.R. Vittoria was delivered to Nordcapital Holding GmbH & Co. KG. At the time Nordcapital already operated a fleet of seven platform supply vessels but also had on order seven big anchorhandling tug / supply vessels and a further three platform suppliers. The UT-786-CD design was delivered to Nordcapital in 2009. E.R. Offshore - the operator – had been formed in 2006 by E.R. Schiffahrt to serve the offshore oil industry. E.R. Schiffahrt itself had been established in 1998 by Erck Rickmers and at the time ran some 80 vessels, mostly bulk carriers and container ships. As a note of interest, the Rickmers family has been active in the shipbuilding and shipping business since 1834 when Rickmer Clasen Rickmers founded a shipbuilding company.

In 2018 the vessel and her sister *E.R. Luisa* were sold to private equity owners Breakwater Capital and Hayfin Capital. The Group. Hartmann's UOS – United Offshore Support, based at Leer, Germany, was to act as commercial manager with Hartmann Offshore as the technical manager. *E.R. Vittoria* was renamed *GH Endurance* and her sister *GH Atlantis*.

Technical details

GT is 4.566 with a deadweight of 3.600 tonnes and a NT of 1.370 tonnes. Dimensions were 85,80 (oa) / 73,50 (bp) x 19,90 (mld) x 8,80 m with a draft of 7,30 (design) / 8,80 (max) m. Main engines are two 4-st. 12-cyl. **Bergen** B 32:40 main engines totalling 12.000 kW / 16.320 bhp driving two c/p propellers in Kort nozzles. To enhance manoeuvring the vessel was fitted with **Becker** type flap rudders. In addition a bow (tunnel) thruster (1.224 bhp) was fitted as was a retractable 2.040 bhp azimuthing bow thruster. Furthermore two 1.200 bhp stern tunnel thrusters were fitted. Service speed is 12 knots, maximum speed 17 knots. Free deck space 40 x 16,6 m with a maximum load of 10 t/ m². And 1.200 tonnes maximum. The hull is DNV / GL classed as ICE-C. The vessel is fitted with fire-fighting gear up to FiFi-2 and a Rolls Royce ICON dynamic positioning system Class-2.

photo: Hans Hoffmann

The **Brattvaag** waterfall type SL-400W-3T triple-drum towing / anchor-handling



THOR on 27 October, 2011, arriving from the builders in Chili

photo: Claus Ableiter / Wikimedia Commons







THOR seen on 29 September, 2015, during exercise Northern Challenger

winch has a pull of 350 tonnes with a 500 tonne-brake. The anchor-handling drum holds 2.500 m x 90 mm wire, the towing drum is fitted with 1.185 m x 83 mm wire and the work drum holds 172 m x 83 mm wire. The secondary winch holds 4.000 x 76 mm wire and 1.600 m x 203 mm synthetic rope. Further deck gear consists of two pairs of 800-tonne shar jaws, two sets of towing pins with locking arms, two quarter pins each with a lifting height of 600 mm max, two 24-tonne tugger winches and two 12-tonne capstans, in addition to two travelling anchor-handling cranes with a SWL of 5 tonnes at 10 m reach. The two stern rollers each have a width of 2,29 m and a diameter of 4.500 mm. A stores crane with a SWL of 15 tonnes at 15 m reach is also fitted. Accommodation for 35 crew in 7 single berth and 14 2-man cabins. (note: the technical specs originate from the vessel's period in the offshore industry - ed.)

The Icelandic Coastguard

(Landhelgisgaeslan) was formally established on 1 July, 1926, although the first purpose-built guard ship -Islands Falk - became operational in 1906. The first own ship was acquired in 1926. This was a former Danish trawler purchased in 1920 by the Björgunarfélag Vestmannaeyja for use as a rescue vessel. She was sold by them to the Icelandic Government for use in the Coast Guard. They renamed her Thor.

The current *Thor* is the fourth vessel in the history of the Icelandic Coastguard

to bear that name. The name *Freyja* on the other hand is a first. Best known ships in the Icelandic Coastguard are the 1960-built Odinn (decommissioned in 2006, now a museum ship) the1968built *Aegir* (the second ship of that name, decommissioned in 2020) and the 1978 built *Tyr*. They regularly hit the headlines during the 'cod wars' - the dispute over the fishing rights in the Icelandic exclusive economic zone - where they clashed with the British Royal Navy, British-flagged fishing vessels and British government-chartered deepsea tugs and offshore supply vessels.

photo: Lpht Iggy Roberts, Crown Copyright

The other ETV

Thor joined the Iceland Coastguard in 2011. The acquisition process for this vessel was started on 4 March, 2005, when the Icelandic Government approved a plan for a new vessel for their Coastguard. On 31 September the Coastguard submitted the results of an analysis made of the intended operational capabilities for the new ship. Patrolling. law enforcement, search and rescue, pollution control and – unusually – in-flight refuelling of a SAR helicopter were a few of the nominated tasks.



TYR was built in 1975 in Denmark as an offshore patrol vessel. Displacement 1.500 tons - engine output 13.200 bhp - speed 20 knots. Fitted with 20-tbp towing winch. Sister to AEGIR built 1968, since decommissioned photo: Kjallakr via Wikimedia Commons

Tug Zine



Based on this tenders were put out to which fifteen applications from 12 countries were received. Ultimately five bids were received with the difference between the lowest and the highest amounting to 9 million Euro. The winning bid was just under 28 million Euro. On 20 December, 2006, a contract was signed with ASMAR Shipyard in Chile. On 27 February, 2010, with the vessel nearly ready a powerful earthquake off the Chilean coast caused a devastating tsunami that severely damaged the shipyard at Talcahuano. Delivery was delayed by a year until she was delivered in China on 23 September, 2011.

Thor was built to an Ulstein design, the UT-512-L. The basic design is near identical to that of the Norwegian patrol boat / ETV Harstad although the latter is smaller. Displacement is 4.000 tonnes. Dimensions are 93,65 (oa) x 15,50 (mld) x 5,00 m, Main engines are two Bergen B-32/40-L diesels driving two KaMeWa c/p feathering propellers. Total output 9.000 kW (12.240 bhp). Speed 19,5 knots. Range: 10.000 nm at 13 knots. To assist in manoeuvring two bow thrusters were fitted, one stern tunnel thruster and one retractable azimuthing thruster. accommodation is available for a crew of 35. The vessel is armed with one 40-mm AA gun.

For towing operations she is fitted with a 250-tonne towing winch and tow pins and shark jaws. Bollard pull generated is 120 tonnes. External fire-fighting is to FiFi-1 standard. Oil recovery operations can also be performed and for this purpose oil booms and oil skimmers are carried on board.



GEPKE towing Hapo's crane barge MISSING LINK (blt 1967 - 2.000 dwt - 250 tonnes lifting capacity). Further propulsion is provided by SHADOW (not visible) at the stern photo: Nico Giltay

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"Brielsebank" – the final week

At the time this story played out it was customary for the relief crews to call the Europort office to find out which tugs they would be working the upcoming week. In this way I learned I was to start as 'Acting Master' of Brielsebank.

by capt. Hans Reints



BRIELSEBANK being altered into SMIT HAMBURG

The Acting Master was told that 'Briel' was still being repaired. She was to be found at the Van der Bent premises at the Maassluis outer port. I was to be joined by the Engineer Leo Kooiman and the AB Piet Dupon.

Thursday morning 10 o'clock I find myself at Maassluis. It's raining cats and dogs and no *Brielsebank* to be seen. The only tug in port is a German one. Smit *Hamburg* though is in front of the Van

photo: Teun van der Zee

der Bent repair shop. On approaching the vessel I discover this is actually Brielsebank disguised as a German tug. Engineer Leo and AB Piet are already there and inform me on the fact that apart from us three there are four Russians and one Polish national on board. It seems the office has left a lot out of the briefing of the Captain!!

I am welcomed on board by the Polish national who claims to be the Chief



BRIELSEBANK in the livery of Nieuwe Rotterdamse Sleepdienst

Officer. He apparently assumes he is the boss and tells us - difficult to understand as his grasp of the English language is not up to scratch - that Brielsebank has been taken over by Smit Germany. They are employed by Smit Germany and not by Smit Harbour. *Brielsebank* no longer exists and they now sail under the German flag. We from Smit Rotterdam have nothing to do with the tug anymore so could we please make ourselves scarce and go back to where we came from.

This obviously needs some rectification so I tell the guy in no uncertain terms that a) we are in Rotterdam, b) Smit had assigned me as Master and no-one else, c) therefore I am the law on board and d) to shut up or leave the boat. Unless counterorders come from head office, the deck crew will be subordinate to AB Piet Dupon and the engine crew to Chief Engineer Leo Kooiman. And, I assure him, "while I am in command the Dutch flag will be flown no matter what it says on the stern".

Having spoken my mind I go on an inspection tour of the tug accompanied by the Polish Mate, Leo and Piet. It later transpired the Polish Mate was no Mate at all but a deckhand that had tried to step into bigger boots. During the inspection we find that Van der Bent has carried out some major alterations.

After all those years we finally have an inside access to the wheelhouse. To satisfy the Shipping Inspectorate a watertight hatch had been constructed next to the chart table in the wheelhouse. The stairs by itself were in an enclosed compartment which had been fitted with an escape hatch to portside. This construction took up a part of the messroom. As the bunker capacity on this class of tugs was limited additional fuel tanks were constructed in the engine room and the rope store including all of the required pipework and valves.



Being no longer one of the youngest in the fleet there had been problems finding replacement parts so the old steering system consisting of rods, cog-wheels and cardan couplings had been replaced by a wire system. In the wheelhouse we discover an autopilot and gyro compass. Also installed was a modern satnav system. The magnetic compass had been returned on board just hours ago, been fitted but as yet not been calibrated.

The deck gear has also been changed. Large vertical rollers have been fitted where the midship bollards had been. The tow hook has been moved to a different location and on deck several guides and pad-eyes were fitted. Noone on board, including myself, has the faintest idea as to their purpose – it's clear, however, that these adaptions are not intended for shiphandling.

The 'German' crew is still a bit rebellious about the changed management situation and AB Piet let it be known to the deck crew that next to the Master he is their law on board. But while we were busy inspecting the ship, however, some painters had arrived that quietly re-painted the name Brielsebank and homeport Rotterdam on the hull. It was done in the pouring rain so we had not noticed this change but the 'German' crew did so they were now a subdued bunch. The reason for this I learned later was that the Rotterdam head-office had been late in preparing the paperwork for the re-flagging and the hand-over. The local office, however, had handled this like it was a done deal.

Midday we notice that it had become extremely quiet on board. All the Van der Bent people had quietly disappeared. It transpired that their office had also closed down: due to New Year's Eve all had gone home early. Great. Nobody had bothered to inform us whether the repairs had been completed. Or that perhaps they were to return next Monday. Calling our own office was useless as they had gone home also.

The Chief Engineer tells me that the changes in the engine room were more extensive than first thought. Starting up is no longer a matter of pushing a button. Myself, Leo and Piet held council. Leo refused to allow any



coll. Hans Reints



BRIELSEBANK

fuel to go to the engine unless there had been a thorough inspection and familiarisation with the changes and their consequences. It would not be the first time a yard had forgotten to tighten a camshaft or to remove cleaning materials from inside the fuel tanks. It is usual in case of major work for checks to be carried out by the nautical and / or technical inspectors but we have not seen or heard from them and we received no briefing either. Useless to call the Europort office – they have also gone home so no help to be expected. As Piet is a bit worried about the deck crew I promote him to honorary Bosun for the duration - necessary because normally we sail with just three crew and the chain of command is clear. The

photo: coll. Job van Eijk

foreign gang on board are just ballast, so they simply have to follow our orders – no political correctness here.

Just when we have come to the conclusion we will remain in Maassluis 'Giel' – the Van der Bent foreman – appears at the quayside yelling what the f... we were doing here – you have to leave now or you will be firmly on the bottom with the tide running out. I replied that we had only been told to man *Brielsebank* which was under repair. 'Giel' disappears. As he has more or less told us indirectly that the works had been completed we decide to leave port anyway just to be sure. We have enough fresh water, fuel oil and victuals on board.

Tug Zine

Leo carefully starts up the main engines and with all seemingly OK I tell Piet to let go forward and aft with the reluctant assistance of the 'ballast'. Once out of port I inform Tugboat Control (the dispatch centre that directs all the shiphandling tugs operating in the Rotterdam / Rijnmond area) that Brielsebank left Maassluis and is on its way to Europort for further duties. The Centre comes back remarking rather surprised that the tug is still listed as being repaired "and anyway you are no longer with Smit Harbour". They never awaited my answer but instead ordered us to head full speed to Hoek van Holland where the ferry for the U.K. was awaiting tug assistance to help her off the quay and swing in the river.

I tell them this was a no-go as we were first to test the entire engine room so we were basically drifting with the ebb tide. They did not like that but who cares - it is not them that have to write the damage reports. As it was we had discovered that amongst the 'ballast' was a competent engineer so Leo was now the unofficial Chief Engineer. Together they tested all the equipment including the winch that had also been altered. Just to be safe Piet had allocated another one of the Russians to man the anchor winch to be ready if things went belly-up.

Already when leaving port I discover that manoeuvring was less easy compared to what we were used to on this class of tugs. The engine controls require the



BRIELSEBANK in Smit International livery

photo: R.& F. van der Hoek



Europoort to Vlissingen: blue inshore route, red deepwater route

combined force of two hands, two feet and my not inconsiderable weight. The same goes for the steering wheel. It is near impossible to handle both at the same time. The problem appears to be the autopilot which is permanently 'on' and cannot be switched off or disconnected. Improvising will become the name of the game as everything has to be handled using the autopilot - in port, while assisting a vessel and at sea.

This may be a problem as the Shipping Inspectorate strongly disapproves the use of auto pilots in ports. I choose to ignore the problem well aware that the pilots are in extensive use on the inland waters and the River Rhine. Later, when moored in Europoort, several colleagues pay us a visit to admire the internal entrance to the wheelhouse. Invited to have dry run trying the steering they agree that it's better me then them to handle the boat.

Anyway, after an hour drifting with the tide the engineers give the 'all clear' to go full ahead. Great. I inform the dispatcher we are now fully operational. That makes him happy and he orders us back to the Hoek van Holland ferry still waiting at the quay. It took some wrestling with the controls but we manage to hook up fairly quickly and pull the ferry off the quay and help her to swing round. Having completed this job we head full speed to the Europoort tugboat station in the Scheur Harbour.

Not so. The dispatcher informs how many crew is on board. As I tell him it is the three of us, the guy asks where we have left the Russian and Polish citizens. When I admit they are still on board but just as supernumaries the dispatcher excitedly concludes that we thus have a total of eight people on board so could we please head full speed for Vlissingen where they need an extra tug. According to the boss over here you have everything you need so bye-bye.

I refuse as the tug is not ready for an overseas trip: we don't have the right charts, the appropriate books are missing, the compass needs to be adjusted, there is not a pencil on board, the satnav is not working and the supernumaries are an untrained crew. The dispatcher explodes and seeks help from up high in this case the Eurpoort







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boss Van Eyk (no relation to the editor – ed). He in turn is pissed-off because it's New Year's Eve and now he is facing an unwilling (his words) Master. He accuses us of being incompetent and unfit for the job. During this exchange of pleasantries the engineers have found the source of the satnav trouble. After having traced all the cabling and tested the individual cables they reported that all was properly installed but that it would help if someone had thought of installing the required batteries which were probably left behind in Maassluis or had been delivered to the wrong address. That shuts up the boss. We decide to start scrounging the other tugs to obtain all the missing items including the charts. After a successful tour of the other tugs we are now fully equipped and put to sea.

According to the 'rules of the road' in those years it was not allowed to set course via the so-called Adriana Buoy. One had to take the longer route via Maas Centre buoy and part of the Euro Channel change course for the



BRIELSEBANK operating at Vlissingen photo: coll. Hans Reints

Schouwenbank Buoy and finally the Oostgat. I choose to forget that one and after passing the Maas East buoy I swing to port. In case anyone bothers to call us we state – depending on where we are at that moment - a destination of Stellendam or Neeltje Jans, the latter being further South – eventually mentioning our job has changed and we now have to head for Vlissingen. Obviously, it's useless to turn back and later again take the outer route, isn't it?

The weather is fine and clear and we navigate on radar to pass between the Banjaard and Schouwenbank buoy heading for the Oostgat. From here we seek out the leading lights of West Kappelle. There's a current running so we need to make sure we maintain position on the leading lights until we pass Vlissingen Boulevard. Here we receive a call from van den Akker's duty radio officer (van den Akker being a local subsidiary of Smit -ed) that we may use the so-called Molasses Jetty. This particular jetty is in the Vlissingen Outer Port and normally used by Smit's local tugs Drado and Smit Frankrijk. . Vikingbank - the third Smit tug - is a large one so she normally is on the Navy Jetty across from the Molasses Jetty. Seeing it's New Year's Eve they also moved to the Molasses Jetty. We find a spot on the inside so the four of us together are cosy for the eating and drinking and the midnight celebrations.

Not so. Around 22.00 hrs the dispatcher calls for *Drado*, *Vikingbank* and *Smit*



DRADO (1976 - 2.370 bhp - 31,02 (oa) x 9.63 m - twin screw) in the livery of U.R.S. working in the Westerscheldt area photo: Nico Ouwehand

Frankrijk to assist an incoming vessel bound for the sea locks at Terneuzen and into the canal Gent – Terneuzen. We are left behind at the deserted jetty 'all alone and nowhere to go'. Not the festive mood I had imagined!

At midnight we watch the fireworks display over Vlissingen – the festivities will be going on for quite a few hours. On board we exchange happy new year / best wishes in Dutch, Polish, English and Russian, although without the kissing! Furthermore it's time to sound the horn until it runs out of air and we go on VHF to wish our colleagues all the best. Since we are here in a stand-by / emergency role I allow a limited amount of alcoholic drinks – although our Russian friends have a different opinion of 'limited'. Bosun Piet, however, keeps a check on them and sure enough shortly after midnight we are called out to assist the incoming gas tanker Coral Meandra with destination Braakman, Terneuzen. Our non-Dutch crewmembers are nonplussed: port service at Rotterdam and Vlissingen, a seagoing trip and festivities. All the while during this specific period of the year the work continues while back home they probably would have been in a deep alcohol-induced sleep.

We inform the Traffic Centre Vlissingen and are on our way to a position off Zeeuws-Vlaanderen (opposite Vlissingen - ed). As we were early - or the pilot late - Coral Meandra asked us to wait for them near the Springer buoy and then to hook up aft. It was night and a long wait can is not good for you when you are sleepy. As luck would have it Bosun Piet is full of stories so time flies. It's nice and cosy in the wheelhouse – until the Polish AB notified us we were getting very close to the red buoy to starboard. What the f.... is this - I am unaware of a red buoy near our position. Until I realise that the ebb flow has taken us into the shallows. Reversing back along the track we drifted we manage to clear the shallows and run full power to where we are expected to meet the tanker. Luckily the pilot didn't notice this even though he was a bit surprised at the direction and angle from which we approached. The assist went according to plan and the tanker was safely delivered to the Braakman port area.



We were then tasked to assist the other three tugs handling a vessel through the sea locks at Terneuzen. The regulations state that a vessel has to have two tugs at the bow and two tugs at the stern. We had to hook up to the port side stern next to *Vikingbank*. As it was we were of little use as the assisted vessel as well as tug next to us made such a whirlpool of the water that we were kicked in all directions – it was very difficult to maintain position, let alone manoeuvre.

After leaving the locks the assist was taken over by the canal tugs belonging to U.R.S. - another Smit subsidiary. We returned to Vlissingen but the other tugs were ordered to the Sloe Harbour to assist at the Schelde yard. When we were about to enter the Vlissingen outer port Brielsebank was ordered to assist a vessel sailing from the Container Quay. The pilot noticed our enormous deck crew and when told that they were Russians and Poles he appeared to be in shock "Oh no, not on the (Smit) shiphandling tugs as well". I think I forgot to tell him they were supernumaries that were to take the tug to Germany.

Approximately at 0400 hrs we were back at the jetty and took a moment to take in the clear starry sky. There was no wind at all and the sea was like glass. Apart from the cold this could be a night in the Carib or the PG. Just three hours later the Rotterdam office woke us up with a the rather suspicious announcement that we would be required in Europoort in two days from now but what were our plans: to stay at Vlissingen or to return home. It was only later we realised why he had called us at this ungodly hour.

Whilst talking to Rotterdam I notice that in the past three hours the wind has picked up and I see whitecaps appearing. Not good. I call Traffic Centre Vlissingen and the Westerhoofd Lighthouse (Stellendam) to ask for the weather reports. I learn that in the coming day(s) we'll get a south-westerly gale force 8 increasing to 10. I raise Bosun Piet and c/e Leo to tell them the good news. I explain we have to go now or never. In the three hours between a glass-like sea and the current show of force it's unlikely the sea has built much so we will be able to make it home no problem. If we wait any longer we'll be in the middle of a watery hell (that's the



Outside the Hoek van Holland pierheads with the 'paddestoel' - in the distance the storage tanks of Europoort -Maasvlakte photo: Job van Eijk



SMIT HAMBURG with barge hauled close up to the stern

photo: Teun van der Zee

theory anyway). We wake up the rest of the crew and start seafastening the gear and then wait for daylight – I need to see what I am doing.

Until the Oostgat the seas were not too bad although more than we had expected. Once in the Oostgat it turned really bad and the more we neared West Kapelle the seas became even bigger. We are on the top of the high tide when passing the Schouwenbank shallows. According to the charts the water depth is more than enough for us. However, the charts do not allow for the big waves we encounter and when in the through the underkeel clearance rapidly diminishes. When we pass the buoy and turn north the situation is a bit better with the seas now coming from aft so every now and then the aft deck is being washed although the living conditions have bettered. I decide to use the officially forbidden but navigable inshore route. Probably no officialdom out in this weather anyway – and it is of course the first day of the new year so most people have the day off. That's good because the fines for being where we are were steep. Anyway, things on board improved with the autopilot being capable of correcting the swings we make with the waves behind us. And we come to appreciate the new indoor staircase - no more coffee mixed with seawater or soggy sandwiches. Bosun Piet makes a round and tells us we were no longer Brielsebank. The painter had been at work in the pouring rain and the sloppy paintwork had disappeared with the name Smit Hamburg again visible in all its rustiness.

It's very quiet out there as far as shipping is concerned. In this weather wise people either stay in port or

Tug Zine





ARGUS - ex SMIT HAMBURG - in Harms Bergung livery

move away from the coast. Not us of course but the whitecaps are all astern of us and our visibility forward is relatively good. We are approaching the Maasvlakte when Piet points to a mass of white foam in the distance. An oncoming vessel. I am not concerned and silently wish them well as they are heading into the sea and must be making a crazy dance. Piet uses the binoculars and then states the vessel seems grey-coloured with a letter or number on the bow. Oops - no good but I assume they are too busy handling themselves that we will be ignored. Piet next mentions the obvious government vessel has changed course and is now heading straight for us. Just when the sweat appears in my armpits the Government police boat calls us on VHF. It appears they were curious what other idiots where on the water this day. "We cant's read your name but we wish you the best for the new year!" We returned the favour and decided to have a celebratory drink as soon as we are back in port.

On the first working day of the new year we were flooded by people from, the 'office', technical inspectors and people from the yard to rectify all that was still wrong or missing. Arie Oprel from our technical department immediately spotted the problem that caused the manoeuvring and steering problem.

photo: Job van Eijk

The cables had been fitted too tight! Great, but they did send me to sea with that problem and almost sacked me when I refused. That, however, was conveniently forgotten.

When everything was again as it should have been in the first place the office also told us what all the hullabaloo was about. Brielsebank had been sold to Smit Germany for the exact purpose of shifting pontoons from A to B via the Kiel Canal. The idea was that when sailing the Canal Smit Hamburg was to act as a push boat, stern first. That explained the rollers and the alterations on the towing deck. Because the tug would also be working in the North Sea and the Baltic a sea-crew was necessary as well as the internal staircase. Since something went wrong with the paperwork *Brielsebank* will be taken up in the rota for Rotterdam area port towing as long as the paperwork is incomplete. The 'German' crew was to stay on board and was therefore temporary assigned to the Rotterdam office. Myself, Piet and Leo were to familiarise them with this tug.

The Russian-Germans are beginning to actually enjoy their stay. Our tugs are multi-purpose and do shiphandling, port towage, sea assist etc. They like the variety. We are now operating in the city as well as Europort and during the last night of our shift the dispatcher orders us to the Verolme Yard in the Botlek area. Jointly with three other Smit tugs we are to tow / assist a rig from the yard to sea. The pilot directs us to hook up to port side aft. As per usual the four of us will remain connected until we reach the pierheads – locally known as the 'paddestoelen' ('mushrooms') because of their shape. Sometimes one or two tugs continue the assist until further off shore.

As we are supposed to change crew today we expect one of the NRS tugs meets us near the Hoek van Holland signal station with the relief crews. We also receive orders to be at the tugboat station by 1000 hrs to hand over the tug to the Russian captain He will be there accompanied by Dirk Prins from head-office who will bring along the necessary documents. When I inform the crew of this the single Polish national immediately requested a replacement – he had not made himself a popular crewmate and the Russians did not bother to hide their disgust of him.

Two powerful tugs have the rig in tow so we make good time. When abreast of the flood barrier the dispatcher informs the tugs that the crew change for the three tugs will happen off Hoek van Holland. I contact the dispatcher to tell him that there are actually four tugs that expect a crew change. The answer is clear: the Europoort office has arranged three relief crews only. *Brielsebank* no longer belongs to Smit Harbour but to Smit Germany so it's no longer our responsibility and anyway we are expected to be alongside in Europoort for the hand-over.

I tell him that's great but for now we are hooked up to a rig being towed out to sea on a contract by Smit Harbour Rotterdam. If anything, that shuts him up at least. It is long past 10 o'clock when the pilot orders the two forward tugs to let go. We are already at sea but even so the stern tugs are ordered to hold on



MISTRAL - ex ARGUS - with Baars splitbarge B-602 in the Rotterdam Waterway 26 September, 2018

photo: Ruud Zegwaard

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for the time being. Meanwhile we are experiencing an increasingly stronger swell from the northwest and the tug starts rolling and pitching. Between the Maas Oost buoy and the Maas Centre our companion starboard aft can haul his gear and go home. I call the pilot that due to the rolling and pitching we are unable to assist him in a big way – if any. And how he wants to assist us in disconnecting. With the swell running it is near impossible and anyway too dangerous for anyone to move around on the rig's floats.

Once we are on a northerly course passing Scheveningen the pilot finally dismisses us. We see some of the rig crew coming down so we advise the pilot to get them back as the disconnecting will be a dangerous exercise. The stern tugs had taken the precaution to double their wire – take the wire through the fairlead then round the bollard and via the same fairlead back on deck where the eye of the wire was put in our tow hook. The towing tugs have meanwhile increased the towing speed making the manoeuvre even more difficult.

I move the tug forward then swing round and slowly back the tug to the



MISTRAL in Lührs Schiffahrt livery 29 August, 2015

photo: Leen van der Meijden

rig while winching the wire. Bosun Piet is very experienced and knows exactly what to do. When the stern is close to the rig and the best part of the nylon pennant is now on the right side of the bollard we declutch the winch and put the brakes on. Then the towing deck is cleared and I open the tow hook. Movin g ahead will now pull the towing connection around the rig's bollard and hopefully the eye will pass all the obstacles without a hitch. If it gets stuck we have to use brute force to break away. But all went well and we heave the towing connection back on board for the trip to Europoort. It is already noon when we come alongside. However, Dirk Prins and the Russians are nowhere to be seen. The Europoort office informs us that as it all was taking so long they decided to go for a lunch in Rozenburg – so can we please await their return to hand over the boat. Guess who stayed behind for that?

So ends the last week of Brielsebank under the Dutch flag and in the ownership of Smit Harbour Rotterdam.



LEVENSAU - ex MISTRAL - KSK Küstendienst GmbH & Co. KG - seen 26 April, 2021, in the river Oude Maas

photo: Nico Giltay







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A Duchess for Jersey

Jersey Ports Authority have added the multi-purpose tug / workboat "Duchess" to its fleet of marine support vessels. A product of Damen Shipyards Hardinxveld, The Netherlands, the vessel was recently named.

by Job van Eijk



DUCHESS running trials, 5 November, 2021

On 11 November, 2021, the versatile yard number 571814 was officially named *Duchess* by Ports of Jersey's Head of Group Procurement Mrs. Fiona Planterose. With the ceremonies completed *Duchess* sailed for Le Havre for her first assignment, a towing job.

Fifteen years ago, the same yard delivered *Duke of Normandy* to Ports of Jersey. This was a Damen Shoalbuster 2609 design. The task description for the new vessel is very much the same as the previous vessel: assistance in

photo: Ruud Zegwaard

marine construction and harbour works, anchor-handling, dredge assistance, buoy work and survey work. Jersey Ports, however, is committed to sustainability and for this reason the new vessel will have capability to support wind farm operations in UK and French waters, as well as up into the North Sea. The 2 metres beam extra in the Damen **Shoalbuster 2711** design facilitate the increased stability for these type of operations. This is the second vessel of this new design to have been built. The hull was built by Safe Co Ltd



The vessel is classed Bureau Veritas & MCA CAT-0 ➡ Hull • Mach, Offshore support vessel (Anchor handling), Tug, Unrestr. Nav. • AUT-UMS and complies with MLC regulations, making her easier to operate for clients working under the UK workboat Code.

Tonnage is 321 GT – 96 NT. Dimensions are 27,05 (oa) x 11,63 (oa) / 10,50 (mld) x 4,25 m. Maximum draft is 3,00 m. Air draft 11,30 m minimum, 16,60 m maximum. Free deck space is 75 m² with a deck load of 15 tons / m². Two 20-feet containers can be carried on the aft deck.

Engine room

Main engines are two Caterpillar

3512-C-HD-DITA, total output 2.610 kW / 3.500 bhp driving – via **Reintjes** WAF-773 6,44:1 gearboxes - Promarin fixed-pitch propellers with a diameter of 2,25 m rotating in Optima nozzles. To facilitate manoeuvring a 200 bhp electrical driven Veth VT-180 bow thruster has been fitted. Bollard pull is 42,6 tonnes, speed 11,0 knots.



DUCHESS, 4 November, 2021



Mrs. Fiona Planterose performed the naming ceremony photo: Kloet, courtesy Damen Shipyards

Zine

photo: Nico Giltay





Wheelhouse control desk DUCHESS

Two Caterpillar C-4.4-TA 86 kW gen sets have a capacity each of 107 kVA 230 / 400 V 50Hz. A third gen set was fitted to serve the deck equipment, bow thruster and hydraulics. This is a Caterpillar C9.3 of 300 kW with a capacity of 375 kVA, 440 V, 60 Hz.

Towing gear

The towing winch is a Kraaijeveld KAW-30-H waterfall type towing / anchorhandling winch with two drums. The towing drum has a pull of 60 tonnes at 8,7 m / min with a brake of 135 tonnes and is fitted with 650 m x 44 mm wire. The anchor-handling drum has a pull of 100 tonnes at 5,4 m / min with a brake of 135 tonnes and is fitted with 300 m x 44 mm wire. A Dromec HPV-12000 tugger winch is fitted port side on the towing deck. The winch has a pull of 12 tonnes. Also installed are two **Kooiman** 60-tonne hydraulic coupling winches enabling the vessel to take on push tows. The towing gear is completed by DMC double-pin towing pins with a swl of 50 tonnes and a DMC 75 tonne swl chain stopper. The 4,00 x 0,98 m stern roller has a swl of 135 tonnes.

Two Kraaijeveld KAB-1H-19 anchor winches are fitted at the bow. Anchor chain length is 190 m. The vessel is configured for pushing with a push bow fitted with double rubber push pads. The push bow doubles as a moonpool.

The hydraulic deck crane – the pedestal on which the crane is sitting is integrated with the towing towing bollard - is a **Heila** type HLRM 140 / 6S with a capacity of 5,65 tonnes at a reach of 19 metres. The crane is fitted with a winch with a swl of 5,0 tonnes and 50 metres of wire.

photo: Kloet, courtesy Damen Shipyards

Tank capacity is 140 tonnes for fuel and 30 tonnes for fresh water. The vessel is fitted with **Azcue** pumps for the transfer of fuel oil and fresh water, both at a rate of 30 m³/hr. Other tanks hold 4,8 m³ lube oil, 3,5 m³ hydraulic oil, 4,7 m³ bilge water, 4,6 m³ dirty oil and 4,7 m³ sewage.

Accommodation

is available for a crew of five (7 berths) below the raised-forecastle. The Master's cabin sits starboard aft and has private facilities. The two other officer's cabins are single berth while the two crew cabins have two berths. All cabins are fitted with a desk and wash basin. Apart from the Master, the other crew make use of shared toilet and shower. The laundry is also situated on this deck port side aft. Access to the accommodation at this level is from the aft deck, from the raised forecastle accommodation and from the engine room. The **semi-raised forecastle superstructure** houses apart from a number of store rooms the galley and the spacious combined messroom / day room.

Wheelhouse

The forward control console is of the U-type with all controls within easy reach of the helmsman. A secondary control station sits port side aft. Both positions fitted with a sliding helmsman's seat. Starboard aft in the wheelhouse a table and seats for five has been fitted. Entrance to the wheelhouse is possible from the deck (aft) and from inside the accommodation (port side).The wheelhouse is fitted with the usual array of navcom including Inmarsat-C + GMDSS area A3. The **topdeck** carries two **Seematz** 2.000 Watt search lights.



Details winch and deck crane area photo: Kloet, courtesy Damen Shipyards



DUCHESS showing deck lay-out

photo: Kloet, courtesy Damen Shipyards



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The NRS 2800 series

"Brielsebank" was one of a series of Voith Tractors built for account of Nieuwe Rotterdamse Sleepdienst (NRS), Rotterdam. The company was set up specifically to handle ships in the newly developed Europoort industrial area.

by TDI Tugboat Publications

The NRS was a direct consequence of the development of the Europoort area. The Port of Rotterdam had always been that of a transit port. But following WW1 (when The Netherlands was neutral but trade came to a halt) and later the economic crisis of the 1930's had made it clear that being dependent on transit goods was no longer viable. Industrialisation of the port area thus creating added value - became a necessity. WW2 intervened but immediately after war's end the plans were set in motion. The 'Poortershaven' plan – on the north side of the Waterway - was rejected due to the dangers of ships manoeuvring in and out of the planned harbours thus constantly crossing the traffic to and from higher up the river. The 'Botlekplan'- an area immediately west of the Oude Maas river - however, was accepted and carried out over the period 1947 – 1960. The Botlek was developed to especially accommodate the petro-chemical

industry. The Suez crisis of 1956 initiated the development of ever bigger crudeoil tankers. So in 1959 the Waterway and the Botlek were made suitable for deeper-draft vessels. Meanwhile in 1955 the oil majors were considering moving their biggest tankers to Wilhelmshaven in Germany from where the oil was to be transported by pipeline to the clients in the Ruhr industrial area. Alarmed by this the Rotterdam City Council initiated the plan for a new industrial harbour, Europoort. The new port area was to be suitable for 65.000 dwt tankers with a draft of 12,5 meters but capable of expansion to 100.000 dwt and 14 meter draft. The necessary dredging work started on 13 September, 1958.

A new shiphandler

In the 1950's / 1960's in the Port of Rotterdam several tug operators were active in shiphandling and general port towage. They had single-screw vessels the most powerful of which were listed as 600 hp. With the opening up of the Botlek area and the bigger ships accommodated there some of the 600 hp tugs were upgraded to 900 hp while also a few newbuilds of 900 hp entered the fleet. With the new port under construction much bigger ships were to be handled. The port was a tidal one while the yet to be constructed separate entrance from the sea meant significant wave action was to be expected. Also, Europoort was at a great distance from the Rotterdam harbour basins so the 'Europoort' tugs would be there on a permanent basis. That same distance also meant that day-boats only were not an option from the view of crew travelling. A final point to be made was that there would be considerable savings in building up a homogenous fleet. It was unlikely that this would be achieved by individual tug owners competing in Europoort. This logic led to the ten regular shiphandlers setting up a new company in which they were shareholders but instead of tugs they



Rotterdam port area in approx. 1962. Top shows Europort area in use and in part still under development. Note temporary entrance from the river. The projected separate entrance to Europort was never realised in this manner map: coll. Job van Eijk

Zine



AUSTRALIE is one of the 564 bhp tugs operated by P. Smit Jr. - one of the shareholders in N.R.S. - that assisted in the early days of Europoort. Built 1957 by Bodewes, Millingen - 25,60 (oa) x 6,30 m -2x Stork-Ricardo main engines geared to a single shaft - 1975 transferred to Smit-VOS, 1979 sold as MAASSTROOM 9

photo: coll. Job van Eijk



INDEPENDENT II is another tug that assisted at Europoort in the early days. Owned by another shareholder inN.R.S. - Verenigde Onafhankelijke Sleepdienst - she was built by Jonker & Stans in 1960 - 29,32 x 7,25 m - 2xBolnes diesels total output 600 hp - 1975 to Smit-VOS, 1980 engine upgraded to 900 hp - 1988 SmitInternationale Havensleepdienst, 1999 sold to General Port Services, U.K. as MURIA.photo: Nico Giltay

13 December, 1960. The design for the two pairs was strikingly different. L. Smit opted for a conventional singlescrew diesel-electric design suitable for shiphandling as well as for operations outside port limits – this had to do amongst others with the occasional work at sea like salvage and rescue which was to be handled by NRS as well. P. Smit on the other hand invested in two Voith Tractors – then a relatively unknown type within the towage industry with *Azië* being only the 32nd such tug to have been built world-wide.

The Voith's proved their worth. It took many years before the Europoort harbour entrance was officially opened. Until that time ships intended for Europoort had to use the Rotterdam Waterway. Opposite Hoek van Holland a temporary entrance had been constructed. The disadvantage of this from the point of view of shiphandling - was that ships had to maintain a relatively high speed of 6 to 7 knots to maintain the steerage they needed to make the swing from the river into Europoort. This speed was far more dangerous for conventional propeller tugs than for the Voith Tractors.

The Voith's

In 1963 another three Voiths were added to the fleet while in the late 60's the two then most powerful Voiths worldwide were added to the fleet.

From 1969 onward **a series of seven Voith Tractors** were constructed for NRS, the first of which was *Breedbank* delivered on 8 July, 1969. *Brielsebank*

were to provide capital to finance the new fleet. The NRS was formally established on 31 May, 1961. Note: In 1988 the NRS as an independent company within the Smit Group disappeared. The Europoort operations were from then on carried out under the flag of Smit International Harbour Towage.

Europoort tug designs

Prior to this L. Smit & Co's International Towage Co. and P. Smit Jr. had already ordered two tugs each with an output of 1.250 hp. The reason for this was the necessity for at least a few tugs to be permanently available once the first ship arrived in Europoort. The tanker *A.K. Fernström* was the first arrival on



Assembled N.R.S. tugs in the Scheurhaven, the work and tugboat port in Europoort seen on 9 July, 1985. BRIELSEBANK to the right photo: Rob Bogaerts (Anefo), Dutch National Archives



followed on 24 July. The entire series was built by NV Scheepswerven v/h H.H. Bodewes, Millingen. Main dimensions are 33,93 (oa) / 31,32 (bp) x 9,56 (oa) / 9,20 (mld) x 3,81 m with 4,56 m draft (hull draft 2,69 m). Gross tonnage 254. Displacement 410 tons. Main engines were two 4st 10-cyl. Werkspoor RUB-215-10 diesels total output 2.580 bhp (1.898 kW) driving Voith-Schneider cycloidal propellers size 28GII /185. Speed 11 knots. Fuel capacity listed as 49 tons. Towing gear consists of a single Norwinch towing winch with one drum with a capacity of 250 m x 48 mm diameter steel wire. The winch is fitted with two warp heads and an automatic spooling device. In addition a quick-release towing hook is fitted. Accommodation is available for 8 persons. Note: the above specs are those when built. In the early 1980's the engines were replaced by 4st. 6-cyl. Stork-Werkspoor 6FFHD-240's totalling 2.800 bhp (2.059 kW). The reason for the replacement reportedly was a very high lube-oil consumption.

Ships histories compiled by Jaap Bijl

Breedbank

Yard number 683. Delivered: 8-7-1969. 1976 transferred to Smit-VOS BV, Rotterdam, for service in the Rotterdam city ports. Renamed *Canada*. 1978 returned to NRS. 1979 renamed *Breedbank*. 1980 re-engined. 1983 chartered to Smit subsidiary Nieuwe Vlissingse Sleepdienst, Vlissingen. Same name. 1988 to Smit Havensleepdiensten BV, Rotterdam. Same name. 1993 transferred to Smit International



The new entrance to Europoort being constructed. Top left the original, temporary, entrance. To the right Maasvlakte and the Beercanal also under construction in 1971 photo: Rijkswaterstaat, coll. Job van Eijk



BREEDBANK seen here as CANADA with the Smit-VOS funnel. Smit-VOS was in existence from 1975 to 1984 incorporating the fleets of P.Smit Jr., Vereenigde Onafhankelijke Sleepdienst and - somewhat later - the fleet of H. Zwaak Jr. photo: coll. Job van Eijk

Harbour Towage (Panama) Inc., Panama, same name. Grt 274, Nrt 82. 2003 sold

to Marine Transport Services Ltd, Cork (Ireland). 265 GT. Not renamed.



BREEDBANK on charter to teh Nieuwe Vlissigse Sleepdienst

Brielsebank Yard number

Yard number 684. Delivered: 24-7-1969. 1976 transferred to Smit International Havensleepdienst BV, Rotterdam, as Aquanaut. 1978 returned to NRS. 1979 renamed Brielsebank. 1980 reengined. 1988 transferred to Smit Havensleepdiensten BV, Rotterdam. Same name. 1999 registered with Smit Internationale Sleepboot Maatschappij Smit Salvor BV, managed by Smit International Deutschland GmbH, Hamburg, as Smit Hamburg. 2001 sold to Smit subsidiary Harms Bergung, Transport & Heavy Lift, Hamburg, renamed Argus. 2009 sold to Lührs Schiffahrt, Hamburg, as Mistral. 2020 or 21 sold to Küstendienst GmbH & Co

photo: coll. Job van Eijk



KG, Holzdorff, as Levensau (276 GT accommodation 6 persons - towing winch now fitted with 600m x 40 mm wire).

Scheldebank

Yard number 694. Delivered: 10-6-1971. 1988 transferred to Smit Havensleepdiensten, Rotterdam. Same name. 1982 re-engined. 1987 to Morocco. 1989 chartered to Offshore Maroc S.A., Casablanca (a Smit International-Scheldt Towing jointventure with Moroccan investors). renamed Aziz. 1990 sold to Offshore Maroc, not renamed (since 1995 Offshore Maroc is a 100% Moroccan company). 2008 sill in service, current status unknown.

Hoeksebank

Yard number 695. Delivered: 29-6-1971. 1981 re-engined. 1985 transferred to Smit Sercoma S.A., Dakar, as *Mamelles*. 1986 transferred to Smit International Harbour Towage, Panama, as *Hoeksebank*. 2002 sold to Tug Services Panama, Sevilla, renamed VB Huracan. Grupo Boluda manager. 2004 sold to Glasgow Society & Co. S.A., Dominican Republic. Same name. Grupo Boluda manager. 2008 renamed VB Barahona (same owner). 2018 scrapped at Las Calderas.

Banjaardsbank

Yard number 703. Delivered: 17-5-1972. 1988 transferred to Smit Havensleepdiensten, Rotterdam. 1980 re-engined. 2003 sold to Slepebatene A/S (Trond Wassbakk), Tromsö, renamed Lupus.



HOEKSEBANK moored inside of SMIT DUITSLAND at Balboa, Panama, 25 March, 1994

photo: Hans Hoffmann

Schouwenbank

Yard number 704. Delivered: 9-6-1972. 1983 re-engined. 1988 transferred to Smit Havensleepdiensten, Rotterdam. 2001 transferred to Smit subsidiary Unie van Redding en Sleepdienst, Antwerp, same name. 2002? transferred to U.R.S. Nederland BV, Terneuzen. Same name. 2009 sold to Sean Harrington, Castletownbere, as Enbank. During delivery trip re-registered with Blue Island Sea Safari Ltd. (Sean Harrington), Skibbereen, renamed Ocean Bank. 2010 registered with Atlantic Towage & Marine Ltd - Bere Island (Ireland). (276 GT winch fitted with 500 m x 40 mm wire) Not renamed.

Steenbank

Yard number 705. Delivered: 30-12-



BANJAARDSBANK as LUPUS at Tromso, Norway on 31 March, 2019 photo: Maasmond Maritime / Piet Sinke

1972. 1983 re-engined. 1988 transferred to Smit International Harbour Towage, Panama, as Steenbank. 2002 sold to Tug Services Panama, Sevilla, renamed VB Tifon. Grupo Boluda manager. 2004 sold to Glasgow Society & Co. S.A., Dominican Republic. Same name. Grupo Boluda (Remolcadores del Caribe) manager. 2008 renamed VB Samana (same owner). 2019 at Santo Domingo transferred to local authorities reportedly for use as a training and / or accommodation vessel.



STEENBANK seen here in colors of Smit Internationa photo: coll. Job van Eijk



SCHOUWENBANK seen here as OCEAN BANK on 27 April, 2017

photo: Leen van der Meijden





Holyhead Towing's AFON WEN (blt 2009 by Hepworth - 2.200 bhp - 23 tbp) in the Oude Maas river outbound for Liverpool towing the Baars splitbarge B 1002. GEERTRUIDA VAN DER WEES providing steering assistance (17 November 2021) photo: Nico Giltay





An older photo from 24 September, 2021, shows Boluda's GINGER (2010 - 83 tbp) towing the dipper dredger GOLIATH outbound for Rodbyhavn photo: Nico Giltay

(2019 - Damen Shoalbuster 2308 - 1.700 bhp - 22 tbp) arriving from Eemshaven destination Geertruidenberg towing the Baars splitbarges B 101 and B 1002 (14 November 2021) photo: Nico Giltay

Van Dodewaard's TEDDY



VARGO is the former Polish tug ARGO (blt 1981 - 2.500 bhp - 30 tbp). On 11 November, 2021, she arrived in the Rotterdam Waterway flying the Guyana flag photo: Nico Giltay



Amasus Shipping's EEMS WRESTLER (ex ZEEHOND - blt 1990 - 32 tbp) on 8 October, 2021, arriving off Hoek van Holland towing a bargeladen with two other barges (NP 581, NP 539)photo: Nico Giltay



Van Wijngaarden's GOUWESTROOM (1998 - 1.500 bhp - 21 tbp) arriving from Aberdeen towing the 50,0 x 18,8 m pontoon OSPREY BOUWER (18 September 2021) photo: Nico Giltay



AFON LAS (bit 2010 by Hepworth - 2.200 bhp - 25 tbp) departing with the splitbarge B 1001 assisted by the 1965 built 750 bhp BROEDERTROUW XIV (17 November, 2021) photo: Nico Giltay



The 1.600 bhp, 22 tbp, EN AVANT 7 (Muller Dorecht) with Hapo Barge H-331 (2009 - 16.500 dwt) en route for 'sGravendeel photo: Nico Giltay

Regional

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

Boskalis offloads more shiphandlers

This time it is Keppel Smit Towage – the last of the shiphandling companies that were part of the former Smit International Group. The one such operation now left with Boskalis is the terminal towage operator Smit-Lamnalco. That one, however, came into being only after Boskalis bought Smit International and was intended to bring both companies terminal support operations under a single brand.

The parent companies of Keppel Smit - Boskalis and KS Investments Pte. Ltd. (Keppel) have signed an agreement to sell their harbour towage activities in Singapore and Malaysia to **Rimorchiatori Mediterranei SpA**. Under the terms of the agreement Boskalis expects to receive approximately EUR 80 million in cash for its equity stake in Keppel Smit Towage Private Limited and Maju Maritime Pte Ltd. The contribution of KST / Maju operation to the net profit of Boskalis over the last two years was EUR 4 million per annum.

Keppel Smit Towage (KST) was established in 1991 as a joint venture between Keppel and Smit International. KST operates a combined fleet of 58 tug boats in Singapore and through its joint venture in Malaysia. The sale of KST follows the strategic decision taken by Boskalis in 2019 to divest its harbour towage activities. Boskalis divested its stakes in Saam Smit Towage and Kotug Smit Towage in 2019.

Rimorchiatori Mediterranei S.p.A. is a subsidiary of Rimorchiatori Riuniti Group, a leading maritime service provider headquartered in Genoa, Italy established in 1922. Rimorchiatori Mediterranei operates a fleet of more than 100 modern vessels in more than 20 major ports employing approximately 900 people. The agreement is subject to approval from the regulatory agencies in Singapore and the transaction is expected to close in the first half of 2022.

French ETV's

Abeilles International has revealed the names of the two ETV's that will enter



KST PASSION (70 tbp), one of the Keppel-Smit tugs affected by the intended sale of the company

photo: Maasmond Maritime / Piet Sinke



MAJU 510 (70 tbp) is also involved in the sale of Keppel Smit

photo: Maasmond Maritime / Piet Sinke

service in 2022: *Abeille Normandie* and *Abeille Méditerranée*. Samira Draoua, President of Abeilles International, said: "This is our way of asserting and displaying our historical attachment to the French territories that we serve every day with our teams.

The transformation project is a real industrial challenge that we are proud to take up. Our choice of second hand was motivated by the availability of very high quality vessels, combining cuttingedge technical and environmental specifications, going beyond the specifications issued".



Powerful towage with zero emissions.

Times are changing. Calls for sustainable shipping solutions are louder than ever. We aim to answer those calls, playing our part towards enabling maritime sustainability – so that you can play yours. That is why we have developed the fully electric RSD-E Tug 2513. This tug, with 70 tonnes BP, builds on the clean and efficient foundation of Damen's Next Generation Tugs Series to make possible zero emissions operations requiring just two hours of charging time. The RSD-E Tug 2513 combines years of Damen heritage with cutting-edge innovation. A tug for the next generation.

Pictured here: RSD-E Tug 2513



Find out more on Damen.com





SVITZER SUEZ 1 is the first of two tugs for Svitzer Egypt LLC built by Cheoy Lee Shipyards. It is the first-of-class ofthe RAstar 2800-CL design. The 28,4 (oa) x 13,0 (mld) tugs have an engine output of 6.390 bhp total resultingin 82,1 tbp ahead / 77,6 tbp running asternphoto: courtesy Robert Allan Ltd



Conversion at the Naval Shipyard Kiel - creation of the new Abeille ETV's

photo: Daniel Butowski courtesy Les Abeilles

Garnet and Diamond are currently under reconstruction at the German Naval Yard in Kiel. Here they will be converted form offshore tug / supply vessel into ETV's. While Abeille Méditerranée is a new one for Les Abeilles, Abeille Nomandie is the second tug of that name in the company history. She was constructed in 1977 at Ostend. As fate would have it she was under repair when the Amoco Cadiz case unfolded. In the wake of this she became the first French tug on ETV duty. See also TugeZine no. 6 which with extensive reporting on French salvage tugs.

MedTug

In early November *Med Tegmine* arrived in the port of Goia Tauro. Built by Damen Song Cam the ASD Tug 2312 design has a bollard pull of approx.. 70 tonnes. The tug joins the fleet Con Tug, the JV at Goia Tauro that has recently become a 100% owned subsidiary of MedTug (MSC Group). In October, 2020, Damen delivered another ASD Tug 2813 to Con Tug, *Goia Star*.

The sister ship *Med Pollux* delivered by the same yard carries the home port of Rotterdam but apart from a mid-voyage stopover in Rotterdam Europoort is currently at Bremerhaven. Rumour has it that MedTug operations will start in Rotterdam in 2022 although unclear when exactly.

The Rotterdam-homeported *Med Vega* at the time of writing was under way in the Mediterranean destination not specified but given the home port presumably Rotterdam although Antwerp and Bremerhaven are for the time being options also.

Hybrids & Greenies

Damen Shipyards has achieved official EU Stage V certification for its in-house developed emissions reduction system. The Damen Emission Reduction System (ERS) is a one-system-solution that combines soot filters with a selective catalytic reduction system to remove particulate matter (measured by both mass and the number of particles, the latter to ensure that the fine particles are reduced as well) and nitrogen oxides (NO_x)as they leave the engine and before they enter the atmosphere. It also delivers substantial noise reduction that averages 45 dB(A). The proven emission reduction meets the requirements of the IMO Tier III, ULEV and EU stage V regulations. To achieve certification, Damen partnered with Bureau Veritas.



Tug Zine

The brand-new MED POLLUX en route Bremerhaven made a stop-over in Europoort

photo: Willem Holtkamp







Maritiem vakmanschap













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Mr Ali Gurun (left) and Mr Alberto Dellepiane shaking hands on two tugs for Rimorchiatori Augusta Srl. BOGACAY LII and BOGACAY LIV will be refurbished and the propulsion systems upgraded to IMO Tier III emission standard. The 24,4 x 12 m tugs have an output of 5.170 bhp / 60 tbp photo: Sanmar Shipyard

The current system is designed for engines generating between 300 and 700 kW of output but Damen is working on the certification of systems up to 4.000 kW. All systems are designed to work with all standard fuels to ensure worldwide operability. The modular design means that they can be installed on all types of vessel matched to the specific operating profile of each.

Kotug Citybarge recently started the first commercial operation to transport construction waste and materials over the canals of the city of Utrecht for construction company Van Zoelen B.V. using the Kotug E-Pusher[™] concept. The all-electric pushboat pushes construction-waste-collection barges from the construction site in the Utrecht city centre to Nieuwegein. On the return trip construction materials are carried. In this way every two days 40 tonnes of waste – equivalent to 9 heavy load trucks - is removed without any air pollution. The electric push boat has a length of $5,5 \times 2,0$ m with a depth of just 0,45 m.

Another application has started in Leiden where the E-Pusher *City Barge One* is used to push waste-collection barges out of the city.

In November, **Kotug** International BV and **Shift Clean Energy** announced the formation of a partnership to use Shift's new PwrSwap clean energy service which uses swappable batteries on a pay-as-you-go basis—on Kotug's E-Pusher™ vessels.

CityBarge itself is an urban logistics concept. The existing canals will be used for the distribution of waste and other cargo. By combining an electric push



Side view of the two Suderman & Young tugs currently under construction

artwork: Schottel

boat with a system of push barges and mini-hubs logistics flows in the historic city centres can be moved from the road to the water. This leads to reduced CO₂ emissions and less congested roads in the city centre.

Ammonia-fuelled tug

In Japan a demonstration project is underway that aims to use ammonia as fuel to significantly reduce greenhouse gas (GHG) emissions during voyages and thus introduce an ammoniafuelled vessel driven by a domestically produced engine. Involved in the project are NYK Line, Japan Engine Corporation, IHI Power Systems Co., Nihon Shipyard Co. and Nippon Kaiji Kyokai (ClassNK).

The demonstration project ultimately will produce an ammonia-fuelled tugboat and an ammonia-fuelled gas carrier. Delivery of the tug is planned for 2024. In this project the ammonia fuel will need small amount of conventional fuel oil to ignite. Emission of greenhouse gasses will be minimalised but research will be carried out to use biofuel as the pilot-fuel to ignite the ammonia thereby reducing the emission of greenhouse gasses to zero.

Svitzer

is converting its tugs in the River Thames and Medway area to run on biofuel (carbon-neutral hydrotreated vegetable oil (HVO)). Five of the tugs meanwhile have changed over with the other five to follow prior to 1 January, 2022.The other five are to follow.

Vallianz Holdings Ltd

Earlier this year entered into a binding two-year Memorandum of Understanding with SeaTech Solutions International to develop all-electric tugs shiphandling tugs. The tugs are based on SeaTech's EVT-60 design, with an aim of zero carbon emission. The design is for a 26 x 12,8 m tug with azimuthing propulsion and some 60 tbp.



Launching of the CITYBARGE ONE pusher

photo: courtesy Kotug





PROGRESSIVE ENGINEERING EXECUTION

RAmparts 3000 ASD Mechanical Hybrid Tug

Fuel cell tug

In November an agreement was signed between Svitzer and Robert Allan Ltd for the design of a fuel cell tug for harbour operations, running on green methanol. It will function as a pilot for future Svitzer newbuilds. The 80-tbp tug will be delivered in early 2024. It will come with a hybrid electric propulsion system solution where fuel cells can be dimensioned to deliver a specific amount of sustained bollard pull using fuel cells alone, adding additional power from the batteries during the short but often frequent peaks that characterises towage. The fuel cells can be used to charge the batteries when the tug is mobilising and when the tug is berthed, minimising the need for shore-side charging facilities.

Sanmar / Corvus deal

Sanmar Shipyards and energy storage systems provider Corvus Energy signed an agreement to build cutting-edge hybrid and zero-emissions battery electric tugs. The signing follows in the wake of the recent HaiSea contract award to Sanmar Shipyards for the construction of three electric tugs for the Canada LNG project. Corvus Energy will supply the battery technology for this new range of Robert Allan Ltd designed tugs. Designated ElectRA 2800, the tugs will utilise a 6,000kWh energy storage capacity, set to achieve an expected bollard pull of 70 tonnes.

The co-operation agreement is expected to accelerate the development and

increase availability of more efficient zero- and low-emission tugs. The two companies will jointly explore and establish a path for the future supply and integration of energy supply systems and fuel cell technology for an even wider range of innovative and costeffective electric and hybrid tugs.

One for Taiwan

Vallianz Holdings Ltd, Singapore, recently secured a contract for a 3.200bhp tug for TIPC Marine Corporation Ltd. TIPC is a subsidiary company of the state-owned Taiwan International Ports Corporation that manages ports in Taiwan and operates a fleet of vessels including tugs

Vallianz will build the new tug at its wholly-owned subsidiary shipyard PT United Sindo Perkasa at Batam, Indonesia. Design is by Khiam Chuan Marine Pte Ltd. That has delivered several tug designs into Taiwan's tug market. The 35m 40-tbp stern drive tug is due for delivery in 2022 and will serve the port of Kaohsiung.

Master Boat Builders

some time ago announced it was contracted to build a total of four 26 x 12 m tugs. Buyers are **Bay Houston Towing** and **Suderman & Young Towing** from Houston, each taking two. The RApport 2600 design is by **Robert Allan** Ltd. The first delivery is planned for mid-2022.

The tugs will have a bollard pull of over 52 tonnes. Main engines are two Caterpillar 3512-E diesels complying



with EPA Tier 4 standard with an output of 4.426 bhp total. **Schottel** SRP-430-FP thrusters will be fitted while **Markey** Machinery will deliver the bow winch. Th eS&Y boats will also feature Schottel's MaiHub system that collects, analyses and transfers signals from sensors, machinery and other ship equipment to an onshore cloud server. With MariHub, owners benefit from data-driven services such as performance evaluations and on-board high-speed data processing for real-time condition analysis and early detection of irregularities in the drive train.

Samson Tugboats Inc. sold

In September, Groupe Ocean announced that it had acquired Vancouver-based Samson Tugboats Inc. Samson had operated at Vancouver since 2011. Groupe Ocean in March, 2020, had been awarded a number of contracts in British Columbia, one of which was for shiphandling services in the Port of Vancouver. Ocean entered the ort with three tugs followed a year later by a fourth. With the acquisition of Samson Ocean adds two more tugs - Kootenay and Shuswap - to the fleet in addition to Samson's network. This new acquisition reflects Ocean Group's objectives to continue its expansion on the Canadian West Coast.

Shuswap was built in 2011 by Sylte Shipyard to an A.G. McIlwain design. Engine output 3.200 bhp. 45 tbp. HRP azimuthing thrusters. *Kootenay* was built in 2013 by ABD Boats, North Vancouver, also to a McIlwain design. Dimensions 19,60 x 9,80 m. Main engnes M.T.U., total output 5.000 bhp. 60 tbp. HRP (ZF) azimuthing thrusters.

Pre-announcement

New book: "Won from the Waves" To be published on 1 December, 2021, the book was written to commemorate 50th anniversary of IRO, the representative of the interests of Dutch suppliers in the Offshore Energy Industry. 'Won from the Waves. The Dutch offshore industry, a pioneer in energy transition' was written by Joke Korteweg and Frits Loomeijer. It describes the fascinating development of the Dutch offshore industry, which has been one of the top five in the world for fifty years. The book is available in English as well as Dutch. It can be ordered from bookshops. A more extensive review will appear later.



Port La Nouvelle

Earlier this year we received some photographs taken at La Nouvelle, a French port. Dredgers and construction equipment were busy including some tugs. Time for a closer look.

by Job van Eijk

Located to the south of Narbonne, Port-La Nouvelle is France's third largest commercial port on the Mediterranean. It is ranked number one for grain exports and number two for hydrocarbon imports. The main traffic consists of liquid bulk, out of which petroleum products for 62% of the tonnage operated. Dry bulk and general cargoes, mainly raw materials and primary products account for 18% of the annual tonnage.

Owned by the Occitanie / Pyrénées-Méditerranée Regional Government Council since 2007, the port is managed by the Chamber of Commerce of Aude. Expansion plans will see the creation of a new outer harbour to accommodate larger ocean-going- vessels, those up to and including 225 m length and 14.50 m draft - about 80,000 dwt.

The current works are only part of the entire project. The contract for this (first) phase was won on 29 October, 2019, by the French company Bouygues Travaux Publics in combination with the Dutch company Boskalis. Value of the contract was reported as € 199 million. A new basin will be created as well as an area of land to be used in relation to the offshore wind industry.

The new port basin will be created by extending the existing breakwater with 600 m and the construction of a dyke



Port La Nouvelle - first phase of expansion plan showing new breakwaters drawing: La Nouvelle Port Authority

in the northern part with a length of 2.430 m. Included in the work is the removal of an existing breakwater. All the breakwaters will be reinforced by an upper layer of so-called Accropodes™ with a weight of between 18 and 45 tonnes. These will be pre-manufactured at the site. These highly resistant concrete blocks are designed to resist the action of waves on breakwaters.

The port in part aims at the wind industry. Two offshore windfarms off the cities Gruissan and Leucate will be constructed in the near future and with Port La Nouvelle located in between these locations there will be opportunities to be developed. On another track the EolMed floating wind turbine pilot farm project the start of which is foreseen for no earlier than 2025 will require the construction of an industrial site where the floats will be produced and where the wind turbines will be assembled. The area dedicated to the floating offshore wind industry will be delivered in 2021 and the first assemblies will take place in 2022.

The new bulk and conventional terminals and the jetty for liquid bulk are planned to open in 2025-2026. The second phase of the ambitious expansion will then start.



Port La Nouvelle, dredging and construction work on the horizon

photo: capt. Rolf Theunisse





AMSTELSTROOM towing MANU PEKKA

photo: capt. Rolf Theunisse



AEOLOS - the local shiphandling tug

Today, however the breakwater works are in full swing. As with any such projects the dredging and construction equipment needs support vessels. A variety of workboats are involved, such as Van Wijngaarden's tugs Amstelstroom and Scheldestroom. Another workboat on locations was Aitana B which had just been acquired by Van Wijngaarden. She was later renamed in Waalstroom. On location were **Boskalis**' backhoe dredger Manu Pekka (dredging depth 18,5 m), the split-hopper dumping vessel Wadden *1* (capacity 935 m³) and the 20-knot survey vessel Aramis. More recently the multicat-type *Voe Jarl* (**Jifmar**) and the 33 tbp Eurocarrier 2611 Mena C of *Rhu* (**GSS Plant**) appeared on the scene. Boskalis' Aramis (20 knots) is the survey vessel on location.

Also on location is the 8 tbp Eurocarrier 1808 *Alexandre Z*, a unit of the Jifmar fleet. This vessel, however, is not working on the project but supports berthing tankers in mooring, with pipe connection, safety and pollution-control. Port towage and shiphandling at Port La Nouvelle is handled by **Société Nouvelloise de Remorquage.** This company started in the port in April, 1982.

The company currently operates two tugs, the 2007-built *Aeolos* (ex *Aeolos Z*) and *Gribi* – built in 1994 by Chantiers Merrée. *Aeolos* has dimensions of 23 x 6,90 x 3,65 m with a draft of 3,10 m.

photo: capt. Rolf Theunisse

Twin screw. 127 grt. Main engines are two Caterpillar 3412-C's delivering 1.440 bhp resulting in a bollard pull of 22 tonnes. Firefighting capability is 250 m³/hr. The smaller *Gribi* has dimensions 16 x 5,06 x 1,80 m. Main engines are two Detroit diesels delivering a total of 884 bhp resulting in a bollard pull of 12,5 tonnes. Firefighting capability 1x 190 m³/hr.



SCHELDESTROOM moored at Port La Nouvelle

photo: capt. Rolf Theunisse



The funnel that jumped ship

On 26 March, 1959, Grace Lines passenger vessel "Santa Rosa" was inbound New York returning from a cruise in the Caribbean when she ran into a heavy fog. At 03.00 hrs, when 22 nm east of Atlantic City, N.J., she collided with the tanker "Valchem".

compiled by TDI Tugboat Publications

None of the 247 passengers and crew of 265 on board was injured on the liner but four crewman on the tanker were killed and 16 injured. Santa Rosa's bow penetrated halfway into the tanker flooding the lower engine room with resultant loss of power. Part of the deck with the funnel and adjacent vents of *Valchem* sheared and remained stuck onto Santa Rosa's bow as shown in the photograph.

On board the liner a fire broke out in the paint room forward but this could be contained and did not spread. The vessels were stuck together and kept in this way until after some 2,5 hrs the respective captains decided it was safe to pull apart. Neither ship was in any danger of sinking.

At about 0700 hrs *Santa Rosa*'s fleetmate *Santa Clara* reached the casualty and stood by. No passenger transfer, however, was required. As the fire in the paint room was not yet extinguished additional fire extinguishers were ordered from New York and flown out by helicopter.

Santa Rosa proceeded to New York under her own power entering port with an additional funnel. Valchem was disabled awaiting tugs but reportedly was able to move under own power although at slow speed.

Later, at a marine court investigating the collision the Master of *Santa Rosa*, capt. Frank S. Siwik, was found guilty of negligence. His licence was suspended for one year. The court found that capt. Siwik had failed to slow down in the fog. Both ships had radar on and had spotted each other's blip. Both were also sounding fog signals. It appeared that the radar on board *Santa Rosa* was not under constant watch. Even when the fog signal of *Valchem* was reported by the lookout on the bow the captain did not immediately checked the radar. When he finally did so the lights of the tanker were spotted about a quarter of a mile on the starboard bow. With the rudder hard over and the engines at full astern the hope was they could pass close astern but it was not to be. During the hearings the density of the fog was debated as there had been reports varying from dense fog to clear with a light haze. At the time of the collision *Santa Rosa* was following a northerly track from Port Everglades to New York. *Valchem* followed a southerly track from New York bound for Baytown, Texas.

"Santa Rosa"

Built 1958 by Newport News SB & DD

Co. 15,371 grt. 177,9 x 25,6 m, Turbine steamer, 22.000 hp. 20 knots. Passenger capacity 300 in one class. 12 June, 1958 delivered to Grace Line, New York. Route: weekly cruise service New York – Curacao – La Guaira, Venezuela – Aruba – Kingston, Jamaica – Port-au-Prince, Haiti – Port Everglades, Florida – New York. 26 March, 1959 collision with tanker *Valchem*. 1971 laid up in Hampton Roads. 1975 to U.S. Dept. of Commerce, lay-up continued. 1976 sold to Vintero Corp as *Samos Sky* and laid up in Baltimore. 1989 sold to Coral Cruiise Lines, New York, as *Pacific Sun*, later *Diamon Island*. 1990



SANTA ROSA in New York. She and her sister SANTA PAULA maintained a weekly service form New York to ports in the Carib postcard: issued by Spanjersberg / coll. Job van Eijk



The T2 tanker CALUSA - later to become VALCHEM

photo: WSS World Ship Society / coll. Auke Visser

Zine

sold to Lelakis Group and rebuilt. 1991 renamed *Regent Rainbow* operating for Regency Cruises. 1995 under arrest due to bankruptcy of Regency. 1996 sold to Louis Cruise Line as *Emerald* operating mainly for Thompson Cruises. 2010 laid up. 2012 sold to shipbreakers at Alang where beached on 14 August.

"Valchem"

Built 1942 by Sun Shipbuilding, Chester as T2 type tanker *Calusa* (launched as *Trenton*) operated by Socony-Vacuum, New York. 16.613 dwt. 1953 to Valentine Tankers Corp., New York, renamed *Valchem*. 1957 to Heron S.S. Co., not renamed. 26 March, 1959, collision. 1961 broken up at La Spezia.



Point of impact on the VALCHEM - this is where the funnel used to be

photo: coll. Job van Eijk



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