TugeZine

all about tugs

Tug, Bridge, Dredge ...

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Protectionism or Isolationism

Each of the above comes with variants as to the definitions yet the consensus for protectionism comes to more or less "a policy of protecting the domestic producers of a product from foreign competition by imposing tariffs, quotas, duties or other barriers on imports". For isolationism it comes to something like "national policy of avoiding political or economic entanglements with other countries".

Protectionism can in its extreme form come close to isolationism which to me seems counterproductive, i.e. the targeted products or services may have less quality due to lack of outside competition. The U.S. for instance has the 'Jones Act'. The basic act has as its goal to protect U.S. seafarers jobs and shield U.S. operators from 'foreign' competition. Times, however, have changed since it was written and now there is a large grey area . Regardless of what you think of the pros and cons of the law every now and then some of the clashes in the grey areas reach the public.

It was one of these that caught my attention as it concerned the Dutch owned tug featuring on our front page. *Norne* recently appeared on the U.S. continental shelf to assist the cable layer *CLB Ulisse* that was hired by the Vineyard Windfarm project off the coast of Providence. The tug *Norne* has been its dedicated anchorhandler for quite some time. A clear advantage for speedy and safe work, you would say. The OMSA (Offshore Marine Services Association) however claims the anchorhandler should have been American, or at least American-manned – the other vessels on the project so far are all American. The lay-barge itself is owned in Italy and Malta-flagged by a renowned operator that is active in world-wide cable laying operations. The barge operator is of the opinion that the barge and the tug must be considered as integrated because of the many years they worked together as a unit.

The OMSA point of view is "American offshore energy should mean American jobs and opportunity. There are approximately 2.000 U.S. tugs with American crews available today, but instead Vineyard Wind hired the Dutch-flagged vessel *Norne* for a minor, everyday role while American mariners sit idly by". That raises the question whether anchorhandling of lay-barges is a minor role or that it is a highly skilled job that can make or break the entire operation. We eagerly await the outcome of the dispute.

Job van Eijk (editor)

Photo cover:
The powerful Dutch tug NORNE has recently been sold *photo: Nico Giltay*

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The Koerts tugs

On 22 November, 2022, the history of the Dutch tug operator Koerts International Towing Services came to a close. On that date the company was sold.

by TDI Tugboat Publications

The Koerts family started out in towage in June, 1977, when Jan and Gea Koerts started **Sleepdienst J. Koerts**. Their first tug acquired second-hand – named *Cornelis Sr* – had been built in 1904 as a 130 ihp steam tug. The earlier years are a bit fuzzy. In 1914 the Belgian State was listed as owner. She held on to her name but with the added registration number *T. 119*. Next there was a considerable gap in her history until 1958 when she is listed as *Uranus* owned by E. Verstichel at Ghent. In 1958 she changed to the Dutch flag as *Jadi III* for the Wilson Brothers who renamed her *Jadi III*. It was them that sold her – in 1977 – to Sleepdienst J. Koerts (J. Koerts Towage Services). At that time the tug was fitted with a Brons 6-GB main engine with an output of 400 hp.

The first CORNELIS SR with which the Koerts story started was soon replaced by a newbuilding with the same name *photo: coll. Job van Eijk*

The new owners put her to work on the inland waters of The Netherlands towing sand barges but also carrying out other barge-transport work. The tug was, however, quickly sold in December 1978 to J. Stigter based at Uithuizermeeden. He renamed her *Noorderling* and reconstructed the superstructure by fitting a new wheelhouse. The bow was also altered by fitting a push pad. In 1982 she was sold as *Brandaris* to Brandaris Sleep- en Duwvaart Rotterdam.

The name remained on the bow until 1988 when the owners renamed her *Sandra*. Photographs of that period show her with an enlarged push pole at the bow, fitted with coupling winches and her wheelhouse slightly modified to allow the helmsman to look over the pushed barges. 16 September, 1989, she met her final fate when she capsized when leaving Europoort making the turn into the Rotterdam Waterway. She was raised but considered a total loss.

The second CORNELIS SR seen here during the period when she was fitted with a small collapsible wheelhouse on top *photo: coll. Job van Eijk*

The first newbuild

Meanwhile, Koerts had ordered – in the first quarter of 1979 - a newbuild. The new launch tug was built by the yard of Visscher & Sons at Zwartsluis. Koerts named her *Cornelis Sr.* She was fitted with a 400 hp Caterpillar 3408 engine main engine. The tug which was capable of towing as well as pushing so the bow was adapted for towing with a single push pole and coupling winches had been fitted. She was mainly used for sand transport but also capable of ice breaking on the Dutch inland waters. Soon she was fitted with a secondary 1-man wheelhouse on top. This construction as well as the navigation mast could be folded backwards thus allowing for a lower air draft, an important fact on the Dutch inland waters with its many bridges. Later this was replaced by a larger and more comfortable secondary wheelhouse. The tug remained with Koerts until August 1994 when *Cornelis Sr.* was sold to Koridon Holding BV at Zaandam. Renamed *Rodie 4* she was re-registered in 2001 with Rodi Watertransport BV, Zaandam. In 2007 she was old again, this time to W.L. van Leeuwen, Tiel. Here she was renamed *Joco VI*.

“Viking” from shiphandling to deepsea

HERMINA E. GOEDKOOP in the port of Amsterdam
photo: coll. Job van Eijk

DIANA after first modification. Note changed position of nav mast
photo: coll. Job van Eijk

Engelsman’s DIANA ex HERMINA E. GOEDKOOP seen here prior to modifications *photo: coll. Job van Eijk*

DIANA after second modification. Bridge wings now retracted further inboard *photo: coll. Job van Eijk*

VIKING on 22-7-1993 prior to re-engining *photo: Hans Hoffmann*

The log of the "Viking"

For an example of the variety of work performed by Sleepdienst J. Koerts we take a look at the log of the *Viking* for the year 1987.

31 December 1986: at Dordrecht.

5 January 1987: sailed for Terneuzen to commence charter with Multraship. Shiphandling and some icebreaking at Terneuzen.

12 January: departed Rotterdam towing a booster station for Calais. Then to Zeebrugge to tow the pontoon *DI 349* to Antwerp. From Antwerp to Terneuzen and regular work.

Until 17 March: harbour work, various short coastal tows and salvage work in the Wester- and Easter Scheldt.

17 March: Terneuzen to Sheerness free running. Sheerness to Dordrecht towing the suction dredger *Rotterdam* and the pontoon *VO-3*. 20 March return to Sheerness to tow the barges *G-96* an *G-97* to Dordrecht.

1 April: towing fishing vessel from Ostend to Portsmouth. Returned to Terneuzen on 3 April.

5 April: off-charter, depart for Stellendam to pick up the cutter dredger *Hektor* bound for Sliedrecht.

7 April: departed for Delfzijl and annual survey.

24 April: commence charter at Den Helder supporting beach nourishment project carried out by the hopper dredger *Poseidon* (Broekhoven Dredging). Assisting with moorings and the floating pipeline. Holding the stern of the dredger in position when discharging. This due to nearby shallows. Also carried out some tows connected with this project.

9 October: off-charter. Some 2 million cubic meters of sand had been added to the Callantsoog beach.

14 October: chartered by Marman to tow the coaster *Alecto* – with engine damage - from IJmuiden to Rotterdam. After delivery free running to Oudeschild for the tow of the newbuild fishing vessel *BR 14* to Gorinchem. Departure delayed to 17 October due to heavy weather.

19 October: towing a 750 m floating pipeline from the Krammer Locks in the province of Zeeland to Hardinxveld.

29 October: departing Amsterdam with the 60x20 m pontoon *Elly V* bound for Hardinxveld.

18 November: departing Krimpen aan de Ijssel towing the coaster *Rio Tejo* destination Zeebrugge. From Zeebrugge to Den Helder to hook up to the coaster *Utin* for the tow to Hamburg, arriving 20 November. Returned to Delfzijl.

10 December: departing for Bremerhaven to tow the 100x18 m hopper dredger *Transmundum 1* from there to Zeebrugge arriving 13 december. Free running to Dordrecht in time for Christmas and the year's end festivities.

From the log of the *Viking* for the year 1987 it could be determined that the tug operated mainly in the North Sea Region. Especially after the upgrade she ventured much farther from home. In the period **August – October 1999** for instance the tug was tasked with the transport of hulls from Archangelsk to Dordrecht. A round trip of around 4.000 nm via the North Cape and the White Sea. The tug left port 30 August, 1999. On the outbound voyage *Viking* encountered a southerly gale force 8 later increasing to SW 8 to 9 occasionally 10 to 11 with more or less following seas of 7 – 8 meters. Arriving on 6 September courtesy of the weather the two hulls are not yet ready. On 15 September tug and tows depart for the voyage to Rotterdam. One of the hulls had a will of its own seriously reducing progress which made it necessary to take on extra bunkers at Kristansand. The transport arrived at Dordrecht on 29 September. A few days of rest and the tug departs again for Archangelsk and a double tow arriving back in Rotterdam on 27 October. The next job of *Viking* took her even further away from home: the newbuild hull of a coaster from Kherson, Ukraine, to Harlingen. A round trip of 7.300 nm.

Kherson was also the destination when *Viking* in **January 2001** left the Netherlands to tow a the hull of a Damen short-sea trader from Kherson to Harlingen. When the tow reached Gibraltar they were ordered to leave the tow in port and return to Rumania where at Mangalia an urgent transport was waiting. This was another coaster hull but this time it also carried a cargo – the hull of a 35-meter stern trawler. On **12 March** Gibraltar was reached for the second time for bunkering and some small repairs to the tow. Departure was delayed when it was found the tow had developed a leak and had to be put in dry dock for repair. 16 March tug and tow leave Gibraltar. Three days later with a weather forecast for force 8 to 9 occasionally 10 in the Bay of Biscay the transport sought shelter at Vigo. Here the sea fastenings of the 'cargo' were tightened. On 23 March the transport left port to deliver the tow at Amsterdam. The next day *Viking* left Amsterdam to pick up the previously abandoned first tow at Gibraltar. On **4 April** tug and tow sailed for Harlingen where the transport arrived on 13 April.

VIKING on 2 March, 1999, entering Hoek van Holland. Note towing gear

photo: Jan van der Klooster

VIKING was a former Amsterdam shiphandling tug. Seen here on 5 May, 1999, towing in the North Sea *photo: C.W. Schipper*

From port to deepsea

In mid-1983 Koerts purchased a second tug to be able to tap into the coastal towage trade. The tug in question had started life in 1957 as *Hermina E. Goedkoop* operating in the port of Amsterdam as a shiphandling tug. She was built by the Arnhemsche Scheepsbouw Maatschappij (Arnhem Shipbuilding Co.) to the order of the NV Reederij v/h Gebr. Goedkoop, generally known as Goedkoop. She was launched on 31 August with delivery on 1 October, 1957. Her three sisters were *Marian C.A. Goedkoop*, *Philip R. Goedkoop* and *Johanna C. Goedkoop*. In line with most of the bigger Goedkoop tugs they were issued with limited seagoing certificates. The tugs were fitted with two Bolnes main engines of each 300 hp driving a single shaft. These were later upgraded to 450 hp each. In 1969 *Hermina E. Goedkoop* was sold to J. & S. Engelsman at Badhoevedorp. Renamed *Diana* the tug was put to work mainly for the dredging industry. In 1973 the reduction gear broke down and was beyond economical repair and consequently the owners decided to refit the engine room. Egmond & van der Schee at IJmuiden replaced the Bolnes engines with a single 1.320 bhp (reduced to 1.160 hp at 375 rpm) 8-cyl. SKL. That particular engine had been sold to a shipyard at Oberwinter but during delivery the shipyard went bust so the transport of the engine was halted. The engine was temporarily stored awaiting a buyer, so mr Engelsman saw an opportunity there. Apart from the new engine a nozzle was fitted and the nav mast relocated from forward of the wheelhouse to the funnel. The towing bollard on the forecastle deck was removed, the towing winch was changed to electro-hydraulic power, bunker capacity was doubled and bilge keels fitted to reduce the rolling of the tug. In 1975 Shipyard 'Vooruit' at Zaandam fitted extra accommodation and retracted the bridge 'wings' more inboard. In addition the bulwarks were increased in height. A year later the certificates were upgraded and the Dutch Shipping Inspectorate Area 'E' approval obtained allowing the tug to go coastal towing. In 1978 the tug was transferred to capt. Rob Engelsman based at Makkum, The Netherlands. Engelsman held on to the tug until 1983 when she was sold to Sleepdienst J. Koerts, Delfzijl. The new owner immediately replaced the wheelhouse and the navcom equipment.

Renamed *Viking* the tug was put to work deepsea towing and in support of dredging projects all over the world. In early 1996 she was extensively refitted as well as re-engined. The new engine was a 2.450 hp SKL NVD 29 - 24. As this engine developed nearly double the power of the old one it was necessary to make a lot of alterations to the tug.

The hydraulic Liesen towing winch was replaced by a 30-tonne Kraaijeveld KA-15 fitted with two drums with respectively 450 and 750 m x 36 mm towing wire. This in turn required installation of an additional 240 hp gen set. The towing bollard had to be replaced as well to be able to take up the increased pull of the tug. A 15-tonne hydraulic crane had already been fitted prior to this reconstruction. The tug was re-classed by Bureau Veritas as I 3/3 € + Tug Deep Sea. The upgraded tug was redelivered to the owners on 10 May, 1996.

In 2001 the J. Koerts firm was re-styled as **Koerts International Towing Service BV**, Delfzijl. The next year *Viking* was sold to Tom Juijn, Sleeuwijk, who had her operated under the banner of Remolcatuna SL La Union, Cartagena, Spain.

More seagoing work

Meanwhile - in June 1999 - Koerts had purchased the seagoing tug *Katharina W* from Wilson, Rotterdam. Propulsion was by a single 800 hp Stork DRO-218 main engine. Renamed *Noorman* the tug was thoroughly modernised. The wheelhouse was refitted, towing winch replaced, furthermore a hydraulic crane was planned to be fitted, two new gen sets were installed and a wood-covered workdeck was fitted. When the work was

NORNE seen here 30 January, 2018 in the Rotterdam Waterway *photo: Reinier van de Wetering*

concluded in 2000 the tug was re-classed with Bureau Veritas and Dutch Shipping Inspectorate with a 200 nm from safe port certificate. Koerts used her on dredging projects all over Europe, and for coastal towage operations. During winter time in The Netherlands the tug was one of those chartered for use as an ice breaker on the Dutch inland waters and – mainly – the IJsselmeer (Lake IJssel). The latter was an important route for tankers and cargo ships servicing the north-eastern part of The Netherlands and the route had to be kept open at all times.

In Q1 2004 *Noorman* was re-engined by Dolderman at Dordrecht with a 2.250 hp Caterpillar 3516 main engine. In November 2005 *Noorman* was sold to Bitunamel Feldmann at Lübeck, Germany). Just three years later, the tug returned to The Netherlands as *Louise van der Wees*.

Powerful deepsea tugs

In 2006 Robert Koerts joined the company. A new tug was ordered from Shipyard Gebr. Kooiman, Zwijndrecht, The Netherlands. The new *Viking* was a twin-screw tug with no less than 70 tonnes of bollard pull. The main engines were two 3.050 bhp Mitsubishi diesels. She was named on 1 March 2008. With her anchor-handling capability *Viking* has mainly been working supporting the construction of windfarms.

Just two years later she was joined by a slightly larger near-sister. Built by Kooiman Shipyard the 80 tbp anchor-handling tug was named on 1 April, 2011 and delivered a few months later. Like *Viking*, *Norne* has been working mainly on windfarm projects.

The end

In 2022 the opportunity arose to sell the business. Buyer was **Koole Contractors**' marine division. Koole was founded in 1988.By origins it was a demolition company, focused on the industrial sector. The growth of the company resulted in expansion abroad while also expanding the type of services rendered. Koole expanded its maritime services division in February 2016 with the acquisition of Mammoet Salvage. Current seagoing tugs in the Koole fleet – apart from the Koerts tugs – are *Koole 35* (ex *Union Diamond*) and *Koole 42* (ex *Neptune Mariner*).

Sources: *Lekko magazine (various issues), Sleep & Duwboten – W. van Heck, A.M. van Zanten (various years), Sleepboten Nederland en België - 1978 (J.G. Jansen), Sleepboten Nederland & België – 1990 (J.G. Jansen), Duwvaart – 1988 – (J.G. Jansen, W. van Heck), Nederlandse Rijn- en Binnenvaart Toen en Nu – 1983 (Martin van de Geer), Scheepvaart - various years (G.J. de Boer).*

Fleetlist J. Koerts / Koerts International Towage compiled by Jasiu van Haarlem

mt. Cornelis Sr. (1) (1977-1979)

Built 1904 by either Boele's Scheepswerf & Machinefabriek N.V., Bolnes (yn 32) OR built 1928 by Elbewerft KG. & Co., Hamburg. Tonnage: displacement 18,9 tonnes. Dimensions: 20,27 (oa) x 4,35 m. Draught: 1,79 meter. Main engine: 1x steam, output: 180 ihp. Later replaced by 240 bhp Deutz diesel which was replaced in 1964 by a 360 bhp Brons. The final engine was fitted in 1977. This was a 400 bhp Brons. ON: 11020 B Rott. 1961.

History

1904: *Uranus* - S.A. des Remorqueurs Anversois, Antwerp, Belgium.
1922-04-25: *Uranus* - S.A. des Remorqueurs Anversois "Antverpia", Antwerpen.
1935: still with these owners.
19xx: *Europa* - Verstichel, Ghent.
1961-09-19: *Jadi III* (23.11020) - A. Wilson Sr., Wemeldingen, The Netherlands.
1962-04-11: *Jadi III* - J.F. Wilson, Rotterdam.
1977-06-17: *Cornelis Sr.* (1) – Sleepvaartbedrijf J. Koerts, Delfzijl.
1979-03-19: *Noorderling* - J. Stigter,

KATHARINA W seen here fitted with a plough was purchased from Wilson. She was extensively rebuilt by Koerts *photo: coll. Job van Eijk*

NOORMAN ex KATHARINA W seen here in 2000 *photo: R.& F. van der Hoek*

Uithuizermeeden.
1988-01-08: *Brandaris* - Brandaris Scheepvaart- en Handelsonderneming B.V., Rotterdam.
1988-01-11: *Sandra* - J. Smoor, Rotterdam.
1989-09-16: after breaking the barge-coupling wires capsized off Hoek van Holland when making the turn from Europoort into the Rotterdam Waterway. Sunk. Refloated and declared Total Loss.

Reportedly sold for scrap but doubt exists whether she was actually scrapped. May have been sold abroad instead.

Mlaunch Cornelis Sr. (2) (1979-1995)
Built 1979 by Fa. J.A. Visscher & Zn., Zwartsluis. Tonnage: displacement 12,87 tonnes – 101 grt. Dimensions: 16.88 (oa) x 4.69 m. Draught 1,70 m. Main engine: 1x 8-cyl. Caterpillar TH-3408 with an output of 375 bhp. Re-engined in 1992 with 1x 8-cyl. Caterpillar 3408-B with an output of 487 bhp. ON: 4992 Z Gron. 1979, later 29420 B 2007.

History
1979-05-30: *Cornelis Sr.* (2) – Sleepvaartbedrijf J. Koerts, Delfzijl.
1992: re-engined.
1995-11-28: *Rodie 4* - R.G. Koridon Holding B.V., Zaandam, The Netherlands.
2001-12-31: *Rodie 4* - Rodie Watertransport B.V., Zaandam.
2007-06-11: register 4992 Z Gron. 1979 closed.
2007-06-19: *Joco VI* (23.29420) - W.L. van Leeuwen V.o.F., Tiel, The Netherlands.
2020-08-19: *Marinequest II* - Amke Shipping B.V., Kamerik, The Netherlands.

The second VIKING was a product of the Kooiman Shipyard. Seen here working in the London Array windfarm *photo: Jan Rutten*

mt. VIKING (1) (1983-2002)
Built 1957 by N.V. Arnhemsche Scheepsbouw Maatschappij, Arnhem, The Netherlands (yn 373). Launched: 31-08-1957. Tonnage: displacement 303,7 tonnes – 112 grt – 7 nrt. Dimensions: 28,50 (oa) / 26,50 (bp) x 6,96 x 3,20 m. Draught: 2,80 meter. Main engines: 2x 6-cyl. Bolnes, total output 600 bhp - later boosted to 900 bhp (total) - driving a single propeller. 1973 re-engined with single S.K.L with an output of 1.320 bhp and nozzle fitted. Re-engined 1996 with 1x 8-cyl. S.K.L. 8VD.29-24 AL-2. Engine output 2.450 bhp at 1.000 rpm. Bollard pull increased to 30,6 tonnes, speed increased to 14,5 knots. ON: 5315 B Amst. 1957. ON: 7505 Z A 1996.

History:
1957-11-18: *Hermina E. Goedkoop - 21* (20.05315) - N.V. Reederij v/h Gebr. Goedkoop, Amsterdam.
1969-09-10: *Diana* - Fa. J. & S. Engelsman, Badhoevedorp.
1973: re-engined and built and engine upgrade.
1978-04: *Diana* - R. Engelsman, Makkum.
1983-07-13: *Viking* (1) - Sleepdienst J. Koerts V.o.F., Delfzijl.
2001-01-01: *Viking* (1) - Koerts International Towing Service B.V. (KITS), Delfzijl.
2002-05-22: *Viking* - Remolcatuna SL. La Union, Cartagena. Manager: T. Juin, Sleeuwijk, The Netherlands.
2004: *Viking X*: Remolcatuna SL. La Union, Cartagena, Spain. Manager: T. Juin, Sleeuwijk.
2014: *Viking*: Société Tunisienne de Remorquage d'Assistance et de Travaux Maritimes (Sotramar), Sfax, Tunesia.
2018-12-07: grounded near Matala (South of Crete) and lost.

VIKING at speed showing her towing deck *photo: Ruud Zegwaard*

mt. Noorman (1999-2005)
Built 1971 by N.V. Scheepswerf "Voorwaarts" Th. Van den Beldt, West-Graftdijk, The Netherlands. Yard number 438. Tonnage: 97 grt. Dimensions: 24,75 (oa) / 22,56 (bp) x 5,94 x 2,17 m. Draught: 2,21 m. Main engine: 1x 8-cyl. Stork DRO.218 with an output of 965 bhp at 750 rpm. Re-engined 2004 with 16-cyl. Caterpillar 3516-B DI-TA with output 2.027 bhp at 1.800 rpm. Single propellor in Kort-nozzle. Speed: 11,5 knots. ON: 6875 Z Amst. 1970. ON: 21981 Z 2008.

History
1970-09-18: *Katharina W.* (25.06875) - A.L. & A. Wilson V.o.F., Zwijndrecht, The Netherlands.

NORNE seen here ion 23 June, 2014, towing the lay barge CABLE ENTERPRISE (ex SMIT ANAMBAS)

1999-06-18: *Noorman* - Sleepdienst J. Koerts V.o.F., Delfzijl.
2001-01-01: *Noorman* - KITS - Koerts International Towing Service B.V., Delfzijl.
2004: re-engined.
2005-08-11: register 6875 Z Amst. 1970 closed.
2005-11-08: *Noorman* - Bitunamel Feldmann GmbH., Lübeck, Germany.
2008-11-21: *Louise* (27.21981) - Van der Wees Group B.V., Dordrecht.
2008-11-21: *Louise van der Wees* - Van der Wees Group B.V., Dordrecht.
2019-01-07: *André-B*. (3) - BMS Seatowage B.V., Noordgouwe, The Netherlands.
In extensive long-term maintenance at Bruinisse. Present wherabouts unclear.

Mt. Viking (2) (2008-2022)
Built 2008 by Scheepswerf Gebr. Kooiman B.V., Zwijndrecht. (yn 177). Launched: 19-01-2008. Dimensions: 30,81 (oa) / 27,76 (bp) x 10,80 x 4,20 m. Draught 3,75 / 4,20 m. Tonnage: GT 332, NT 99. Main engines: 2x 12-cyl. Mitsubishi S12U-MPTK. Total output: 6.086 bhp. Twin propellers in nozzles. Fitted with bowthruster. Bollard pull 75 tonnes. Speed: 13,5 knots.
: 21504 Z R 2007.

History
2008-02-27: *Viking* (2) - Koerts International Towing Service B.V. (KITS), Delfzijl.
2022-02: *Viking* (2) - R. Koerts, Delfzijl. Manager: Koerts International Towing Service B.V. (KITS), Delfzijl.
2022-11-16: *Koole 31* - Koole Maritime B.V., Vijfhuizen, Netherlands.

mt. NORNE (2010-2022
Built 2010 by Scheepswerf Gebr. Kooiman B.V., Zwijndrecht. (yn 191). Launched: 12-03-2011. Dimensions: 34,10 (oa) / 30,20 (bp) x 11,27 x 5,00 m. Draught: 4,25 meter. Tonnage: GT 422 – NT 126. Main engines: 2x 12-cyl. Mitsubishi S12-U-MPTK. Total output: 6.080 bhp. Twin propellors in nozzles. Single bowthruster. Bollard pull: 82 tonnes. Speed: 13,5 knots. ON: 22912 Z 2010.

History
2010-11-15: *Norne* - Koerts International Towing Service B.V. (KITS), Delfzijl.
2015-11-12: *Norne* - R. Koerts, Delfzijl. Manager: Koerts International Towing Service B.V. (KITS), Delfzijl.
2022-11-16: *Norne* (to be renamed *Koole 34*) – Koole Maritime BV, Netherlands.

NORNE on 13 March, 2021, outbound for Naples *photo: Nico Giltay*

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“Cosette” by Neptune

The Belgian dredging and hydraulic engineering Jan de Nul Group recently invested in a series of Water-Injection Dredgers (WID’s). The WID is an advanced version of the plough dredger.

by Job van Eijk

Plough dredging is aimed at replacing rather than removing material from the bottom. It is used as a relatively low-cost solution for removing the soil from close to quay sides as well as for levelling of the river- or sea bed. Basically material is moved from the dry spots to the deeper water. Associated with this is the method of agitation, i.e. the soil layers are deliberately disturbed in order to break it up into smaller particles that can be carried away with the water flow caused by the tide or the river. Agitation can be effected by injection under pressure of air or water into the top layers of the bottom. Eroding is a third form of agitation using high pressure water jets to loosen and transport the material.

COSETTE prior to launching *photo: Jan de Nul Group*

Plough dredging – also referred to as seabed levelling – in its simplest form is carried out by tugs. The reason for this is of course the fact they have relatively powerful engines able to pull the plough through the soil. For this the tugs thus employed are fitted with an A-frame at the stern used to lower the plough to the required depth. Pull wires then fix the position of the plough behind the tug and transmit the pulling force generated by the tug to the plough. A combination of the plough method with water injection to loosen the material in front of the plough is sometimes used to increase production but the effect is related to the type of top soil.

Of lately the dredging companies have started the use of dedicated plough-type vessels, often combining the three methods in a single vessel, the WID. The Belgian Jan de Nul Group has added no less than five of these vessels to the fleet. Two of these are newbuilds contracted to **Neptune Marine**, Aalst, The Netherlands. *Pancho* has been delivered a few months ago and is already working in South America. The second is *Cosette* (yn 596) launched 13 October, 2022. The vessel was named by the four-year-old Cosette Goethals, daughter of Julie De Nul and granddaughter of ir. J.P.J. De Nul. safe journey.

COSETTE seen 18 November 2022 at the Neptune yard in Aalst *photo: Ruud Zegwaard*

This new build vessel is a sister vessel to *Pancho*, delivered earlier. The design of both vessels is based on an existing vessel design from Neptune’s workboat portfolio. However for this vessel, Jan De Nul, together with Neptune’s engineering department, has integrated its in-house designed and built dredging equipment, including the dredge pump, the dredge pipes, winches, hydraulics and the necessary equipment for an adapted pipeline routing on the fore ship. *Cosette* is an Ultra-Low Emission vessel or ULEv. Jan De Nul’s latest generation of vessels are equipped with a highly advanced dual exhaust gas filtration system that removes up to 99% of the polluting nanoparticles from the exhaust gases, using a diesel particulate filter (DPF), plus a selective catalytic reduction system (SCR) for significantly reducing NOx emissions.

Jan Van de Velde, Head of the Newbuilding Department at Jan De Nul Group: “With *Cosette* we conclude

Sister to COSETTE is PANCHO *photo: Nico Giltay*

an investment program of two new water injection dredgers that are even more compact than our existing fleet of water injection dredgers. Thanks to their compact character combined with an exceptional depth range, Cosette and Pancho are perfectly suited for maintenance dredging works in harbours and rivers. The cooperation with the Neptune Marine shipyard during the construction of *Pancho* and *Cosette* was enriching, and we are now looking forward to completion." The first trials of *Cosette* were carried out on 8 November, 2022.

Martijn Schouten, responsible for sales within Neptune Marine's shipyard business: ''After a successful trial run, the first vessel *Pancho* is now sailing in Argentina. Also the construction of the second vessel for top player Jan De Nul has been successful thanks to the excellent cooperation with the newbuilding department within Jan De Nul. Sustainability is a priority within Neptune Marine, so it is worth mentioning that this vessel is Euro Stage V compliant and will be ULEv rated. As a family business, we look forward to a long-term relationship together with the family business Jan De Nul."

Pancho
Dimensions: 27,53 (oa) x 10 (mld) / 13,2 (oa) m with a draught of 3 m (max). Main engines 2x 735 kW (1.470 kW / 1.999 bhp total). Total installed power: 2.376 kW (3.230 bhp). Speed: 10 knots. Bow thruster: 150 kW (204 bhp). Accommodation: 6. Sweep beam width: 9 m. Flow rate of pumps 10.000 m^3/hr. Jet water pumps: 735 kW.

More WID's
In 2019 Jan de Nul acquired three offshore supply vessels to reconstruct as WID's. *Giovanni Venturi* (ex *Surf Perwira* – 2019, ex *Bourbon Liberty 117*, built 2010) was the first out of three to be delivered by **PaxOcean Shipyard** – the yard selected by Jan de Nul for the conversion. The other two are *Henri Pitot* (ex *Bourbon Liberty 110*, built 2008) and *Henry Darcy* (ex *Bourbon Liberty 111*, built 2008).

The sisters have dimensions of 62,88 (oa) x 14 (mld) / 17,24 m (oa). Draught: 4,3 m max. Main engines total output 2.529 kW (3.440 bhp). Total installed power: 4.693 kW (6.382 bhp). Speed 12,5 knots. Accommodation: 12. Bow thruster 1.120 kW. Jet water pumps 1.120 kW. Flow rate of pumps 16.000 m^3/hr. Sweep beam width: 24 m. Dredging depth: 27 m. These WIDs are fitted with power jetting systems used for the low-pressure injection of water into sediments. By doing this, the sediments fluidize and naturally move, just above the seabed, through natural sediment streams. They also have Dynamic Positioning (DP), swell compensation for stable working conditions at sea, and diesel-electric drives reducing considerably the CO^2 emissions. At the time of writing *Giovanni Venturi* was at work in the Parana River between Lima and Baradero, as is *Henri Pitot* although even more upriver. *Henry Darcy* is at work off Bangladesh and *Pancho* is active in the fairways to Buenos Aires.

The **Jan de Nul Group** of today has its roots back in 1849 when Leo de Nul (1828-1914) started a business as building contractor and staircase manufacturer. The family remains in this type of business until 1938 when Jan de Nul establishes the Jan de Nul company executing public and private works. Only in 1951 the company enters the dredging industry on the back of a contract for land reclamation to the tune of 530.000 m^3. The first cutter dredger is ordered. Expansion outside of Belgium started in 1967 when the company moved abroad.

Sources: Jan de Nul press releases, Jan de Nul website, Baggerwerktuigen (2016 - Arnold Boon and Eelko Muns), Waterbouwer – de wereldwijde expansie van de Vlaamse waterbouw na 1945 (1994 – Mon Vanderostyne).

The first of the big WID's is GIOVANNI VENTURI *photo: Jan de Nul Group*

VOLODYMYR IVANOV was completed by Damen Shipyards (yn 512514) on 24 December, 2012, for account of Sea Trade Port Yuzhny, Ukraine. The hull was constructed by Damen Song Cam, Vietnam, with the vessel completed by Damen Shipyards Galati, Romania. The ASD 3212-ICE design tug is fitted with two Caterpillar 3516-C-HD main engines totalling 5.710 bhp. Speed 13,5 knots. Tonnage: 453 GT. Dimensions: 32,7 x 12,8 x 4,2 m. Propulsion: 2x Rolls-Royce azimuthing thrusters fitted with c/p propellers in the stern

"VYKTORY was completed in January 1969 by Elsflether Werft (yn 369), Germany, for account of Unterweser Reederei at Bremerhaven as JADE. Main engine 1x 8-cyl Deutz SBV-8M-545, output 1.320 bhp (listed as 1.700 hp). Bollard pull 24 tonnes. Speed 12,0 knots. Dimensions 26,01 x 7,62 x 3,81 m. 139 GT when built. Single fixed-pitch propeller. 24 November, 1993, sold to Niels Henriksen (Svendborg Bugser A/S), Denmark. New name SVEASUND. 22 April, 1994, sunk in the port of Danzig following a collision when her tow - a trawler hull - overhauled the tug. Raised and put ashore for repairs. 1994 repaired by Stocznia Remontowa. 1996 re-measured as 152 GT. On 10 November, 2008 sold to CHKB Trans Ochakov, Ukraine. Reportedly after sale renamed VIKING but this may be a mistake. Current name VYKTORY.

BRIGADIR was completed in January 1969 for account of Ilyichyovsk Sea Port, Ukraine. Main engines 2x MAN 26-MTBF40 with a total output of 2.315 bhp. 268 GT. Dimensions: 35,4 x 9,2 x 3,2 m. Single c/p propeller.

"P&O BALQIS was completed in 2012 by Yuexin Ship Industry, Guangzhou, China for account of POSH (PACC Offshore Services Holdings Pte. Ltd) as POSH HELPER. Design Robert Allan RAmparts 3200. Main engines 2x Caterpillar 3516B-HD Eco - ME total output 5.438 bhp. Propulsion by 2 x Schottel azimuthing thrusters with fixed-pitch propellers in the stern. 61,0 tbp. 472 GT. Dimensions 33,2 x 11,6 x 4,3 m. 2018 or 2019 sold to P&O Maritime, Dubai, as P&O BALQIS for service in Ukraine. Ukraine flag.

NORD was delivered in October 1992 by the Gorokhovetskiy Sudos yard to owner Yuzhny Port Authority. 182 GT. Main engines 2x Penzadizelmash 8-CHNP-25/34 with a total output of 1.604 bhp. Speed 11,5 knots. 182 GT. Dimensions: 29.3x8,6 x3,4. Twin screw.

BOREJ is a Damen Stan Tug 1606 (yn 503171) delivered 13 November, 2012, to Sea Trade Port Yuzhny. Dimensions are 16,76 (oa) / 14,83 (bp) x 5,94 (oa) / 5,50 (mld) x 2,54 m. Main engines 2x Caterpillar C18, total output 894 kW (1.216 bhp) for a bollard pull of approximately 16 tonnes.

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. With 70 tonnes BP, this tug builds on the clean and efficient foundation of Damen's Next Generation Tugs Series. It operates at zero emissions and requires just two hours of charging time. The RSD-E Tug 2513 combines decades of Damen know-how with cutting-edge innovation.

A tug for the next generation.

Pictured here:
RSD-E Tug 2513

Find out more on **Damen.com**

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Tug News – New Tugs

A selection of news from the world-wide tugboat industry and its suppliers. Your press releases and additional info are welcome at tugdoc@upcmail.nl

by TDI Tugboat Publications

Damen ASD 2312 tug for Fairplay
Urgent requirement for a powerful tug to be operated in Rotterdam shiphandling led the German tug operator Fairplay Towage to contact Damen Shipyards. This resulted on 27 October, 2022, in the signing of a lease for delivery this year of a 70-tbp tug.

Fairplay 93 had been under construction at Damen Song Cam in Vietnam as a standard ASD-3212 built for stock. The tug was about to leave Vietnam when Fairplay took the lease. The 23 meter long vessel, with a 12 meter beam and 5.40 meter draught, was built to the Damen standardized ASD 2312 design. Two azimuthing stern drive propellers in nozzles each span a diameter of 2,8 meter. Power comes from two Caterpillar 3512TA engines with a total output of 5.102 bhp. Twin fins under the hull allow for side stepping thus facilitating operations in narrow harbours. An exhaust gas after treatment system is installed to ensure the vessel's compliance with IMO tier III emission standards. The vessel has a FiFi-1 fire extinguishing system that can deliver up to 1.400 m^3 of water per hour.

Three more from Damen
Fairplay Towage this year has under construction or already delivered by Damen Shipyards three further vessels. The newbuild Shoalbuster 2711 with Ice class 1D notation *Fairplay-37* was delivered to the Fairplay on 13 October, 2022. Two RSD 2513 tugs - *Fairplay-90* and *Fairplay*-91 - are in the final stages of outfitting at Damen Song Cam Shipyard. These tugs will be delivered from the yard in January 2023.

Green for Norway
The Norwegian operator **Bukser og Berging** has ordered an electric tug from the Turkish tugboat builder Sanmar. Based on the exclusive to Sanmar ElectRA 2200SX design from Canadian naval architects **Robert Allan Ltd**, the new-build tug, which is due to be delivered in November 2023, will join the Bukser og Berging tugs in the Port of Oslo.

This latest contract signing is another major step forward in Sanmar's mission for a more sustainable, environmentally-friendly, low and no-emissions future.

Ruchan Civgin, Commercial Director of Sanmar Shipyards, said: "We have seen a huge amount of interest in the ElectRA range as tug and towing operators around the world agree that action must be taken to protect the environment and combat climate change. What the advance technology of the ElectRA series of tugs does is to provide them with the means to make this change happen. The zero-emission ElectRA series is a game-changer in the world of ship-handling tugboats, not least in that these tugs' green credentials have been achieved with no loss of power, performance, strength or versatility. Here at Sanmar, we are proud to be able to use the

A new Damen ASD 2312 has been ordered by Fairplay for use at Rotterdam *artwork: Damen Shipyards*

Sanmar was contracted to build an ElectRA 2200-SX for Norwegian Bukser og Berging
artwork: Sanmar Shipyard

skills and expertise we have honed and developed over approaching 50 years to provide Bukser og Berging with such a ground-breaking vessel from a series already hailed as 'Tugs of the Future' by industry experts."

The ElectRA 2200SX will be the eighth tug Sanmar has delivered to Bukser og Berging from its custom-built, state-of-the-art shipyards in Turkey. The operator has reputation for being environmentally-aware, with recent deliveries from Sanmar including the Tier lll emissions compliant sister escort tugs *Bamse* and *Bob* and in 2014 and 2015 *Borgoy* and *Bokn*, the world's first two purely LNG-fuelled tugboats.

Green for Leixoes Port

The Damen-built Leixoes shiphandling tugs *Dóris* and *Tétis* operated by APDL (Administração dos Portos do Douro) are fitted with the Damen exhaust aftertreatment system to comply to IMO Tier III emission standards, achieving dramatic reduction of NOx emissions. As the Port of Leixões is situated nearby urban areas, this is an important feature and a clear goal for APDL. As a special feature agreed for this project, the emissions during the first years of operations will be monitored as well as the operational profile. Analysis of the tug's operations will provide insight in the possibility of the employment of full electric tugs, that APDL may consider.

Both **Reversed Stern Drive** tugs are built to the standard Damen design RSD 2513. After Damen won the tender process from the Portuguese port authority of Douro and Leixões (APDL) in late 2021, **Damen Shipyards** was able to deliver both swiftly. Both vessels arrived at the Port of Leixões 13th of June 2022 and are operational under Portuguese flag since July 21 this year.

The RSD 2513 vessels have a 70 tonne bollard pull. The design features Damen's revolutionary Twin Fin skeg to enhance directional stability and to provide a higher indirect towing force. This makes the vessel ideal for confined harbour spaces. Renowned for its versatility and manoeuvrability, the RSD Tug 2513 can perform bow to bow towing, as a tractor or escort tug. Vessels are also equipped with FIFI 1 notation, thus providing an additional safety feature for port operations. Notable safety characteristics include the special safety glass at the wheelhouse, whereas crew comfort is enhanced thanks to reduced noise and vibration levels.

The tugs are fitted with 'Damen Triton', a digitalised remote monitoring platform that collects data from sensors throughout the vessel, helping the operator to maximise operational insight and to improve effectivity, efficiency and utilization. By using Triton monitoring and Triton Fuel reports, APDL is able to see where they can save fuel, reduce emissions and optimize operations. Because Triton is able to run various data driven applications, independent of supplier, APDL is ready to use Triton as a state of the art digital platform to support the operation of these vessels.

Carlos Gonzalez Martin, Damen Sales Manager for Portugal, comments: "We are really proud to see these great harbour tugs operating for APDL in Leixões. We see it as a perfect match to the operational requirements but also with the vision of sustainable goals. Definitely these are the most environment-friendly harbour tugs stationed in Portugal so far."

Mr. Nuno Araújo, President of the Board of Directors of APDL, comments:

Damen RSD 2513 TÉTIS at work in the port of Leixoes, Portugal *photo: Leixoes Port Authority*

"The acquisition of these state-of-the-art tugboats fulfils the purpose of APDL, to decarbonise the port activity, reducing emissions of the port of Leixões operations."

Caraibes Remorquage
is the tug operator at Pointe-à-Pitre. On 21 October, 2022, Chantiers Piriou delivered the Piriou OST 30 design *Pointe Vigie 2* to the owners at Guadeloupe. The tug has been built at Piriou's Vietnamese yard in Ho-Chi-Minh city. To reach her destination the tug sailed on its own keel over a distance of some 13.000 nm. The delivery voyage took her from Vietnam, via Singapore, Ceylon, Suez, Malta, and a last stopover in Las Palmas (Canaries) to the start of her Atlantic crossing. This is the second tug delivered by Piriou to the owner. In 2018 the first was handed over: *Pointe Tali*. That tug was built to the same Piriou design although the new vessel is more powerful. Dimensions of the tug are 30,3 x 10,4 x 4,45 m. Draught 5 m. The two main engines have a total output of 3.804 kW / 5.173 bhp driving the two azimuthing thrusters mounted aft. Fendering has been lowered to accommodate low-freeboard barges. Bollard pull is 60 tonnes, speed 12,5 knots max. Accommodation for 6 crew. Fuel capacity 87 m^3, fresh water 26 m^3. The tug is fitted with a tow hook as well as an aft towing winch suitable for deepsea operations. External fire-fighting has been fitted with a capacity of around 0,5 that of FiFi 1.

RSD 2513 DÓRIS a 'green' addition to the Leixoes tug fleet *photo: Leixoes Port Authority*

POINTE VIGIE 2 was delivered by Chantier Piriou to Caraibes Remorquage *photo: Chantiers Piriou*

Van Stee Offshore
At the Offshore Energy Exhibition & Conference 2022 Kommer Damen, Chairman of Damen Shipyards Group, and Arjan van Stee of Van Stee Offshore have signed a contract for the delivery next year of an 80-metre **Multibuster 8020** ultra-shallow draught, multi-purpose workboat. Van Stee's Multibuster 8020 is the first of a new class that combines the key elements of Damen's highly successful Multi-Cat and Shoalbuster workboat classes to create a large-scale platform capable of undertaking a wide variety of projects in waters as shallow as three metres.

Contract signing for the first Multibuster 8020. From l to r: Joost van der Weiden (Damen Sales Manager Benelux), Arjan van Stee (Director Van Stee Offshore), Kommer Damen (Chairman of Damen Shipyards Group), Valentijn de Voogd van der Straten (Operations Manager Van Stee Offshore) *photo: courtesy Damen Shipyards*

MedTug
The development of the MedTug operations is ongoing. They may be influenced by the big take-over of Rimorchiatori Mediterranei but the fast build-up of tugs in Rotterdam seems to have been abandoned.

Med Alkaid and *Med Bellatrix* are rumoured to go on charter to Boluda Rotterdam.
Med Regulus has returned form IJmuiden and is working in Europoort.
Med Acrux transferred to Boluda either sold or chartered is now *VB Benelux*. At the time of writing the tug was located in Belgium.
Med Capella is still idle at Rotterdam.
Med Castor - previously at Antwerp - has now arrived at Goia Tauro, Italy.
Likewise *Med Pollux* is at Goia Tauro.

MED ALKAID seen on 1 November, 2022 *photo: Ruud Zegwaard*

Med Altair has left Sines and is reportedly proceeding to Antwerp.
Med Aldebaran is reported as sold to Boluda Maritima del Pacifico as *VB Tlaloc*.
Med Rigel – previously at Antwerp – is now I Sines.

Cash-rich MSC - Mediterranean Shiping Co. – seems to be still on the acquisition trail. Apparently MSC is also looking at an option to enter Boluda Group but as a significant minority shareholder.
With record earnings MSC has since 2020 acquired over 250 second-hand ships, an orderbook for 1.7 million TEU, launched airfreight carrier MSC Cargo and purchased other assets like Bolloré Africa Logistics.

Boluda to Asia
The Spanish Boluda Group has now entered the Far East via its subsidiary Boluda France. Two new tugs were built by Piriou Vietnam for use in East Timor in the port of Dili and the container terminal in Tibar Bay. The latter is operated by the Bollore Group.

The two tugs are of OST-30 design with dimensions of 30,3 (oa) x 10, 4 x 4,45 m. Draught is 5 m. *VB Likurai* has an output of 2.850 kW / 3.876 bhp with a bollard pull of 46 tonnes. *VB Fado*, however, has an output of 3.800 kW / 5.168 bhp with a corresponding bollard pull of 62 tonnes.
Both tugs have been fitted with a double-drum winch on the foredeck and a bow thruster for increased manoeuvrability. *VB Fado* has another towing winch on the aft deck, external fire-fighting capability to FiFi-1 specification and an open aft deck fitted with a stern roller.

Van Stee Offshore's Multibuster 3080 wil be delivered in 2023 *artwork: Damen Shipyards*

Moran Towing
has ordered two tugs from Master Boatbuilders, Coden, Ala. This is the first time Moran orders tugs from this builder. Design of these tugs is by Crowley Engineering Services. Two Caterpillar 3512-E main engines deliver a total of 5.098 bhp for a bollard pull of 55 tonnes. Propulsion is by two Kongsberg azimuthing thrusters fitted in the stern. The tugs will have towing winches on the bow only.

Regional

On 16 November, 2022, Van Wijngaarden's AMERSTROOM (2012 - Neptune Marine yn NP-424 - 970 bhp total) arrived with the splitbarge WADDEN 1. Seen here in the Oude Maas
photo: Nico Giltay

CATHARINA 6 (ex Mon Desir - 2000 Damen Kozle - 1.100 bhp) fitted out as a plough dredger seen here on 27 October, 2022. Note the plough hanging over the stern
photo: Nico Giltay

The Water Injection Dredger COSETTE (see elsewhere in this magazine) running yard (Neptune Marine) trials on 8 November, 2022
photo: R.& F. van der Hoek

SEA BRAVO (Sea Contractors - 2009 - 3.300 bhp) with the WAGENBORG BARGE 1 seen on 11 September, 2022, in the Oude Maas
photo: Nico Giltay

Two for SMS

The relationship between SMS Towage and Sanmar Shipyard go back many years. Recently Sanmar again supplied two tugs to SMS.

by TDI Tugboat Publications

The delivery of the two RAmparts 2200 class sister tugs which previously worked in Sanmar's own fleet brings the total number of tugboats Sanmar has delivered to SMS Towage to 14. The first was **Scotsman** which was delivered in 2008.

Previously known as **Sirapinar XVIII** and **Sirapinar XV** while working in Turkey, the tugs have been renamed **Trueman** and **Kingsman** by the new owner. SMS Towage was established in 1992 by Paul Escreet. In the early days SMS - or Specialist MarineServices as it was then known – busied itself with offshore support services. In 2002, the company moved into harbour towage in the Humber area. Currently it has tugs positioned around the UK in the Humber, Bristol Channel, Belfast, Portsmouth, Teeside and the River Tyne.

The twin sisters now added to the fleet are based on the RAmparts 2200 design from Canadian naval architects Robert Allan Ltd. They have an overall length of 22,4 m with a moulded beam of 10,84 m, a depth of 4,4 m and an approximate navigational draft of 4,85m. Main engines are two Caterpillar 3512-C's, each producing 1.500 kW at 1.600 rpm (3.000 kW / 4.080 bhp total. These each drive an azimuthing Schottel SRP 360-FP thruster mounted in the stern. Bollard pull is 52 tonnes ahead and 49 tonnes astern. Free running speed is 11,55 knots. Tank capacities include 72 m^3 of fuel oil and 10,8 m^3 of fresh water. The tugs are equipped for fire-fighting. A 1,200 m^3/hour fire pump is driven by means of a clutched flexible coupling in front of each main engine. A 2,4 m^3 foam tank is also fitted.

Both **Trueman** and **Kingsman** are classed by Registro Italiano Navale (RINA) with the notation C✠Tug✠ AUT-UMS, INWATERSURVEY, Unrestricted Navigation, MLC DESIGN.

Ruchan Civgin, Commercial Director of Sanmar Shipyards, said: "We have had a long term, mutually beneficial relationship with our friends at SMS Towage and we are delighted that we can once again provide them with the type of tugboats that fit their successful business's specific operational needs. Our popular RAmparts 2200 class tugs are compact, highly manoeuvrable workhorse tugs that get the job done time after time. Our relationship with SMS Towage goes back a long way, and it is always pleasing when they come back to us again and again when enhancing their tug fleet."

KINGSMAN *photo: courtesy Sanmar*

TRUEMAN *photo: courtesy Sanmar*

Shoalbuster for Fairplay

The Fairplay Towage Group is active in shiphandling, some distance towing and some environmental protection work. With the new Shoalbuster they tap into a different market.

by TDI Tugboat Publications

On 13 October, 2022, Damen Shipyards delivered *Fairplay 37* to the owners Fairplay Towage. The new vessel will be operated by Fairplay Towage Polska with the aim of employment in the Baltic offshore wind energy development projects in but not limited to the Polish sector.

Fairplay 37 is a Damen Shoalbuster 2711 ICE design. The ice-class properties allows the vessel to also operate in the freezing winter conditions of the Baltic. Dimensions of *Fairplay 37* are 27,06 x 11,55 (oa) m with a working draught of 2,90 m. The shallow draft allows for towing operations in both shallow and in deep waters. The line-handling equipment and the deck crane are configured to facilitate installation work. Main engines are two Caterpillar 3512-C engines driving two propellers in nozzles. This set-up provides a useful 47 tonnes of bollard pull. *Fairplay-37* is IMO Tier III certified so the vessel can also operate where minimal emissions are required. This is also a plus when working in windfarms the sole purpose of which is that they produce clean energy.

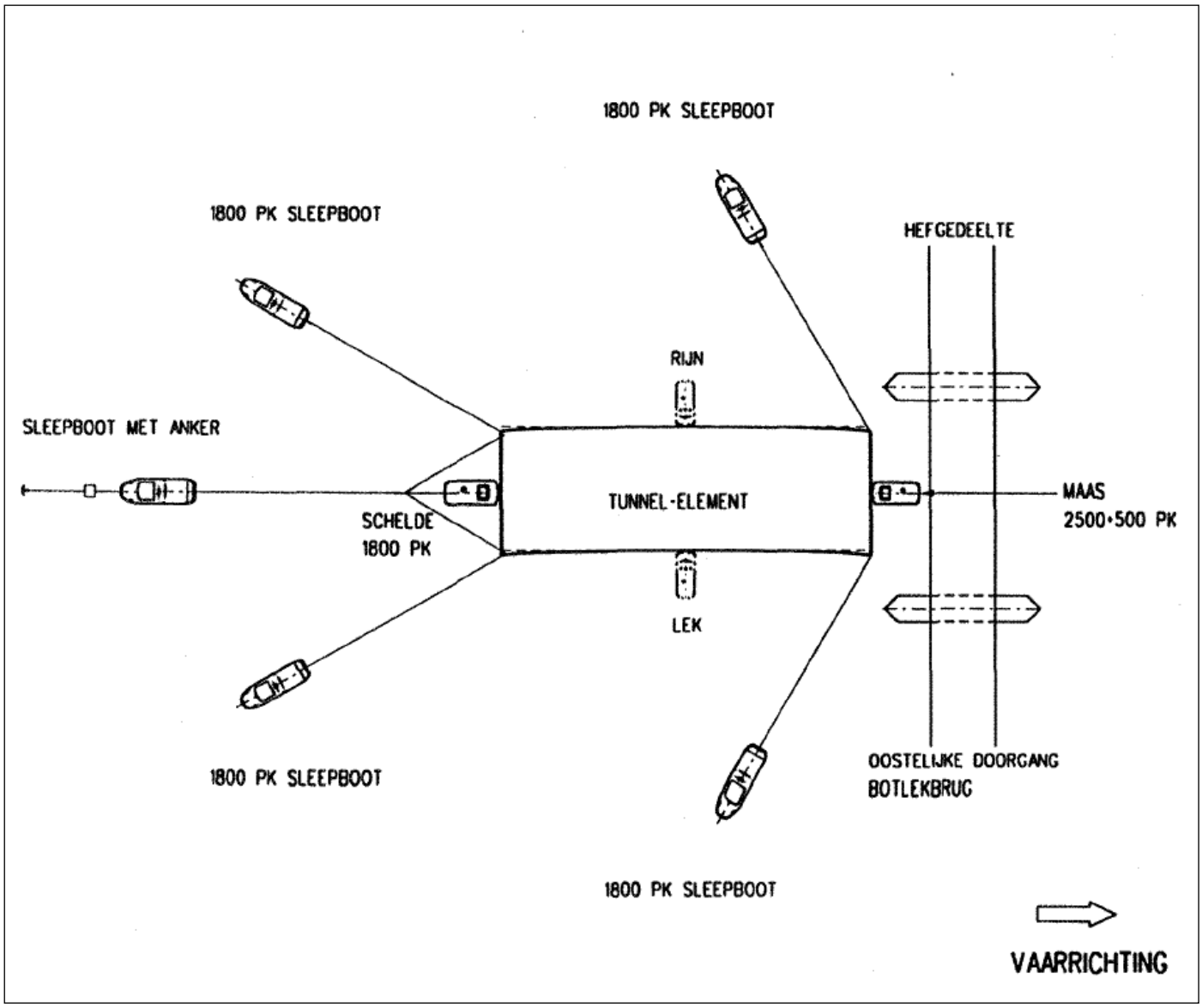
This vessel to the standardized Damen Shoalbuster Design was built by Damen Shipyards Hardinxveld at SAFE shipyard in Gdansk. Damen engineers have provided detailed engineering to client demand and provided supervision during the construction at the yard. While the standard design has the option to build the Shoalbuster 2711 to ice-class, this is the first vessel of this type to actually be constructed for operations in icy conditions.

FAIRPLAY 37 - note workdeck lay-out *photo: courtesy Damen Shipyards*

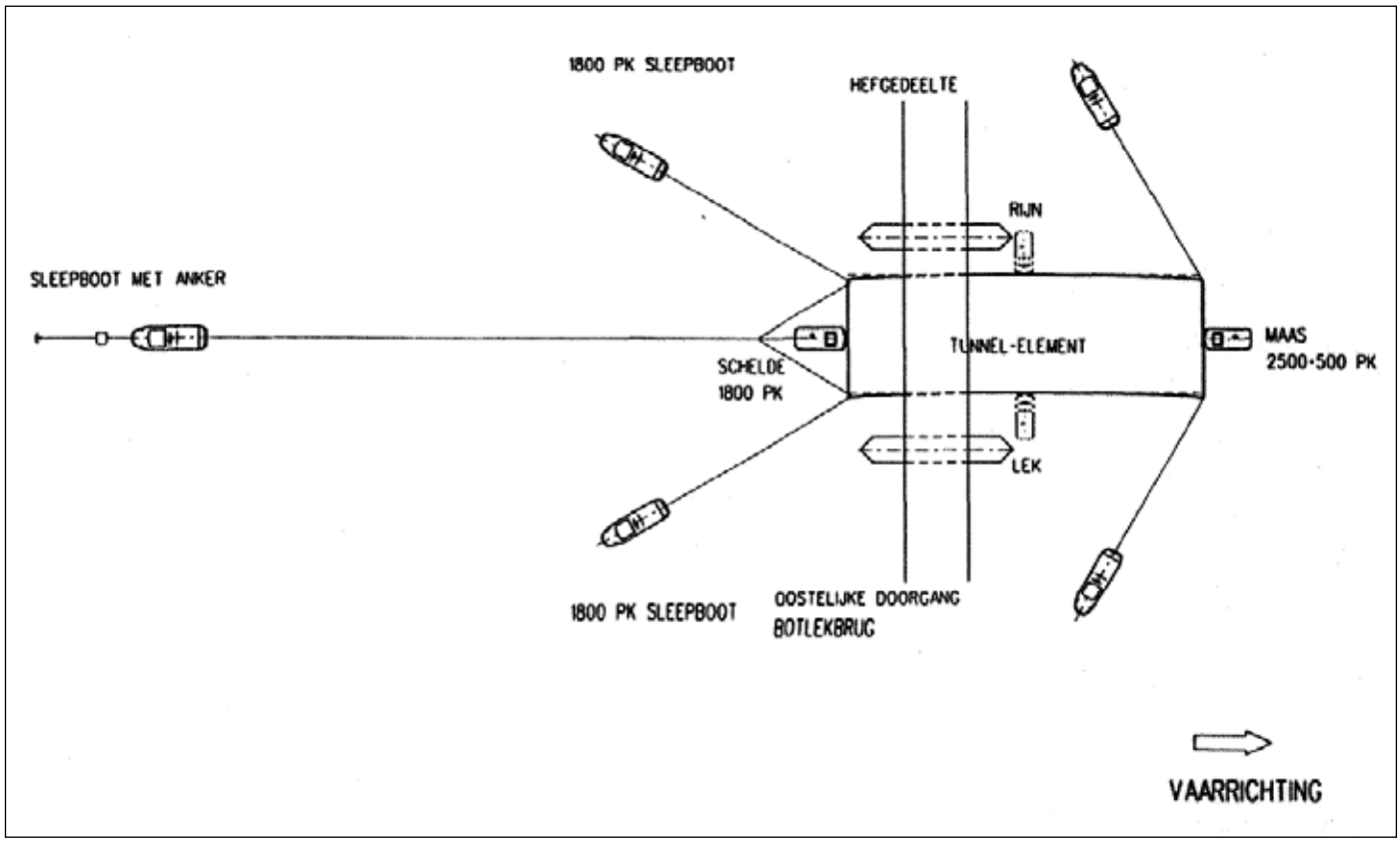
"This vessel will be the first in our fleet of this power that is able to enter Baltic and North Sea ports with limited depths," says Fairplay Towage Polska's offshore wind project manager Arkadiusz Ryz. "I am convinced that this Shoalbuster, meeting IMO Tier III emission requirements, will open up new markets for us. She has the potential to play an important role in developing our presence in the emerging offshore wind industry in Poland."

Building on the success of the first order ever placed by Fairplay Towage Polska for a new Damen vessel, the companies have meanwhile signed further newbuilding orders bolstering the Group's capacity. Those tugs of Damen's proven RSD2513 design will be delivered by yard in Q1 2023.

FAIRPLAY 37 *photo: courtesy Damen Shipyards*



Tug spread configuration required when approaching the Botlek Bridge *drawing: coll. Hans Reints*



Tug spread configuration required when passing the Botlek Bridge *drawing: coll. Hans Reints*

“Sandettiebank” v. The Bridge

A story about how a tunnel section had to pass a bridge that was too low for the tugs. And almost didn’t.

by Capt. Hans Reints

You have to transport a big lump of concrete form a construction site to location. But there’s a bridge halfway. The tugs have too much air draft to pass below the wide but fixed span. And the lift bridge span is not wide enough for the tow. This story is about the control needed to execute this and about when things get out of hand.

The transport concerned one of the tunnel sections of the 2nd Benelux tunnel. That tunnel crosses the Nieuwe Maas between Vlaardingen / Schiedam and Pernis. The tunnel sections were constructed in a ‘dock’ near Barendrecht on the banks of the Oude Maas river. Distance from the dock to the tunnel location is approximately 20 kilometres with two bridges – Spijkenisse Bridge and Botlek Bridge - crossing the Oude Maas in between. The Botlek Bridge - as mentioned in the introduction - was the troublemaker.

“The Smit Group had won the contract for the transport of the six sections and developed a plan for the tow-out including a solution for the passage of the Botlek Bridge in the period November-December 1999. Criteria for this passage included an underkeel clearance of minimum 50 cm (draught of the tunnel section is 9,00 m) and ebb current approx. 80 cm. For this passage the tugs had to first slow down the tunnel section, disconnect and dash like mad via the lift bridge to take up position downstream and re-connect as soon as the tunnel section appeared from below the fixed easterly span of the bridge. The aft tugs meanwhile had to take control of the tunnel section holding it and allowing it to drift – aided by a push boat connected aft - underneath the fixed part of the bridge. Once the downstream (forward) tugs were hooked up the aft tugs were to disconnect and make their way downstream via the lift bridge to reconnect as soon as the section had made the passage.

The problem, however, was that the aft tugs – of the 1.800 hp class - were a bit underpowered for the job – after all, this part of the tow the river was ebbing so the braking tugs were most important. . Enter *Dordtsebank* (3.000 hp). This tug had a left-over from a previous contract in the form of heavy rollers on the bow. This tug, with an enlarged specially instructed ‘selected crew’ was to connect - over the bow – to an anchor dug in upstream. The Boatmen were tasked to make a connection using the tug’s sea towing wire to the aft push boat. This had to be accomplished with the aft tugs still connected. Once the aft tugs had disconnected *Dordtsebank* was to take the strain on her winch and by slowly veering the wire keeping the tunnel section under control.

That’s where things went wrong. The winch had been de-clutched and was on the brakes. Veering was done by momentarily releasing the brake then

SANDETTIEBANK - the hero that saved the day *photo: coll. Job van Eijk*

DORDTSEBANK - note the bow rollers that got her the job in the first place photo: coll. Job van Eijk

SCHELDE – 1.800 hp - was pushing the aft end of the tunnel section photo: Interriver - coll. Job van Eijk

RIJN – 720 hp, seen here 16 February, 2011 - and sister LEK were pushing in the sides correcting direction photo: R.& F. van der Hoek

MAAS – 2.500 hp - was pushing at the opposite end to act as a brake photo: coll. Job van Eijk

SMIT FINLAND - seen here in 1993 - is one of the so-called 1800 series of twin-screw shiphandling tugs operated bij Smit. Four of these were used towing and manoeuvring the tunnel section photo: Jan van der Klooster

DORDTSEBANK moored over the bow to the ground tackle *photo: coll. Hans Reints*

tightening it again. This resulted in shocks that generated high peak loads in the wire. So it broke. Panic all around.

We on *Sandettiebank* were unaware of all this. We knew, of course, that a 'special' was under way but it did not really register – we were not part of it. The three crew on board – Master, Mate and Engineer - were in their 'afternoon block' – a required rest period. The tug was at the tug berth in the Koningin Wilhelmina Harbour – generally known as the KW Harbour – and all was well on board, the crew having their first beers of the day, expecting a nice dinner with some sleep afterwards. It was not to be.

Suddenly we were called up by Jan van Grevel, the acting watchman at the Tug Dispatch Centre. He ordered us to proceed at maximum speed to assist the 'special'. We were not quite prepared for this. En route the Engineer – the late Hans Scherpenisse – and the Mate Alex Bakx had to ready the winch and our sea towing wire – which had not been used for quite a while. There was not much time given the short distance to the Botlek Bridge but somehow they managed. The Dispatch Office had forgotten to ask for a bridge opening so we radioed for one but the man on watch on the bridge had been quite aware of what was at stake and we could go straight through. Upon arrival I noticed that the tunnel section was already somewhat under the bridge and could become a runaway at any moment.

Unlike the other tugs we did not have extra crew but we had been able to pick up one of the salvage crew of Van den Tak that had been responsible for laying the ground tackle. Manoeuvring stern-first we picked up and connected to the towing bridle from the push boat's aft deck. Next ahead so we could take *Dordtsebank*'s harbour wire over the bow and attach it to the forward bollards. No mean feat as our bow was never intended to be used like that. The three men, however, did a magnificent job in a short time.

We were now in a fixed position between *Dordtsebank* and the tunnel section. To control the drift of the tunnel section we decided to veer our wire by using the winch motor to avoid the peak loads that snapped our sister's towing wire. We had our main engines on standby. Myself and the engineer were watching things form the wheelhouse while Alex was on deck with the winch. Suddenly we felt a shock – another broken wire. But this time it was the harbour wire that kept us attached to the moored *Dordtsebank*. The winch was immediately put on the brakes while we went to full ahead trying to keep control over the tunnel section. It was now more or less impossible to use the winch to veer our wire as the strain could easily have burned our winch motor.

Slowly we were pulled downstream until our stern disappeared below the fixed bridge section. The decision had to be made whether to continue 'as is', veer the wire, break the wire or to allow *Sandettiebank* to be decapitated. We were so close tahtwe could spot which of the bystanders on the bridge had forgotten his have this morning. With our aft deck now almost entirely under the bridge the Tow Master ordered us to let go. We already had the cutting torch on standby to free us from the bridle so we cut it.

While trying to retrieve the gear and dispose of the unwanted parts both we and *Dordtsebank* were ordered to assist an incoming vessel. Not so. We went back to the KW Harbour to sort things out. Next we informed the dispatcher we were going to continue our 'block' period since we had had no rest at all. The dispatcher complimented us on the humour displayed but insisted we do the assist since we were beyond the 'block time'. That was the norm in those years!".

SANDETTIEBANK coming alongside DORDTSEBANK (right) which has the broken towing wire hanging over the stern *photo: coll. Hans Reints*

DORDTSEBANK with busted ground tackle hanging over the bow *photo: coll. Hans Reints*

Books

The discount book-offers for TugeZine readers are still ongoing and with the approaching year's end it's getting time for some entertaining reading.

compiled by TDI Tugboat Publications

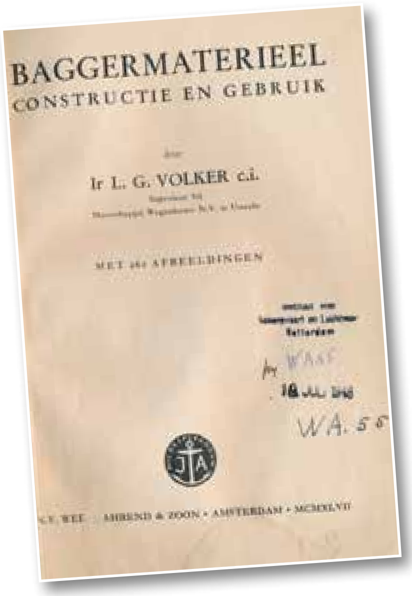
Baggerwerktuigen
is essentially a compact introduction to the equipment of the dredging industry. The book is in the Dutch language which is not surprising as The Netherlands houses some of the biggest dredging firms in the world employing thousands of people. Everything is explained in an easy to read format so this book is also of interest to those with just an interest in this industry. It may also attract newcomers to this industry wanting to find out more about the how's and why's.

The information offered is bundled in 11 chapters each dealing with a particular area, like dredging techniques such as agitation and bed-levelling, the suction dredger, the use of cranes in dredging, supporting the offshore industry, workboats, cutter dredgers, trailing hopper dredgers, the various use of pipelines, etc. All is illustrated with countless photographs and drawings.

The book dates from 2016 and was published by STC (now Polestar Publishing). The company is specialised in maritime technical / training books. See their advert in these pages and check out their website as the discount offer applies to ALL of their books. Don't forget to claim your discount when ordering. **The discount offer is valid until 31 December 2022**.

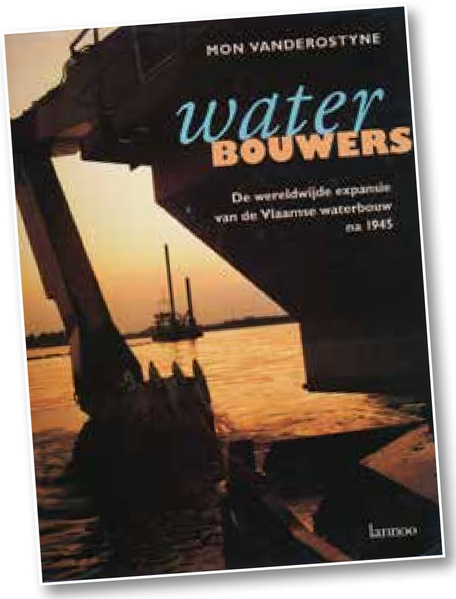
Baggerwerktuigen. Authors: Arnold Boon, Eelko Muns. Published: 2016. Size hxb 246 x176 mm. Dutch language. Cardboard cover. 226 pages. Several hundred illustrations (photo's , graphs, drawings) in colour. ISBN 978-94-92083-07-4. Catalogue price: Euro 38,50 (without the discount for TugeZine readers. On sale by Polestar Publishing, Lopik, The Netherlands.

Some of the other books published by Polestar are Henk Hensen's
Tug Stability – a practical guide.
A must-read book that should be aboard any tug, especially those in the shiphandling business.
Bow Tug Operations, Risks and Effectiveness. The title speaks for itself. The content deals with several aspects of the risks for shiphandling tugs working the bow of a vessel.
Tug Use in Port – a practical guide.
This book – currently in its 4th edition - has a very wide range and is easy to read so there is something to learn for everyone involved with tugs. As such it should be studied by tug operators, port authorities and be available on board every tug involved in shiphandling / port towage operations for the crew to study.
The above listed tug and towage related books have been discussed in TugeZine nr 13. As mentioned earlier TugeZine readers can obtain any of these with a discount.



Continuing on dredging related books, a 1947 counterpart of 'Baggerwerktuigen' is **Baggermaterieel, constructive en gebruik**
The book which is now a rare second-hand find like 'Baggerwerktuigen' provides an overview of equipment used by the dredging industry. But apart from that it also provides in-depth views and calculations on the technical side of dredging operations and the equipment. The two books compared you notice the enormous development that equipment has made in the years since 1947.
But also notice that a number of the techniques are basically unaltered since the old days although they have become more efficient.

Baggermaterieel – Constructie en Gebruik. Author: ir. L.G. Volker. Published: 1947. Size hxb 200 x 140 mm. Dutch language. 270 pages. 262 illustrations (photo's , graphs, drawings) in b&w. No ISBN. Available second-hand only. Price around 20 Euro seems fine.



Another Dutch, or rather Flemish-language book is
Waterbouwers – De wereldwijde expansie van de Vlaamse waterbouw na 1945.
In this book the author tells the story of the development of the Belgian dredging industry from its infancy up to around 1994 when the book was published. Expansion of the industry from local and regional Europe to worldwide

really took off after 1945 hence the subtitle. Many of the dredging company were and sometimes today are family-run operations. Decloedt, Jande Nul, Ackermans & van Haaren to name but a few today belong to the top ranking dredging and hydraulic engineering companies in the world.

The book numbers 19 chapters that tell about the changes in the dredging industry, about cooperation and competition, about mergers and take-overs, about marine salvage, the Chek Lap Kok airport, hostages in Iran, environmental worries, port construction in Saudi Arabia, pioneering inland Nigeria, etc. Woven into the practical and historical aspects of the development are the remarks made by crewmembers, engineers and management, like those of Marcel Rutjens who started out in the engine room but ended his career as project manager in the salvage sector. Jobs like Mont Louis and Herald of Free Enterprise pop up.

Overall this book provides a good insight in the Belgian dredging industry illustrated with good quality photographs. A good read, although only available second-hand.

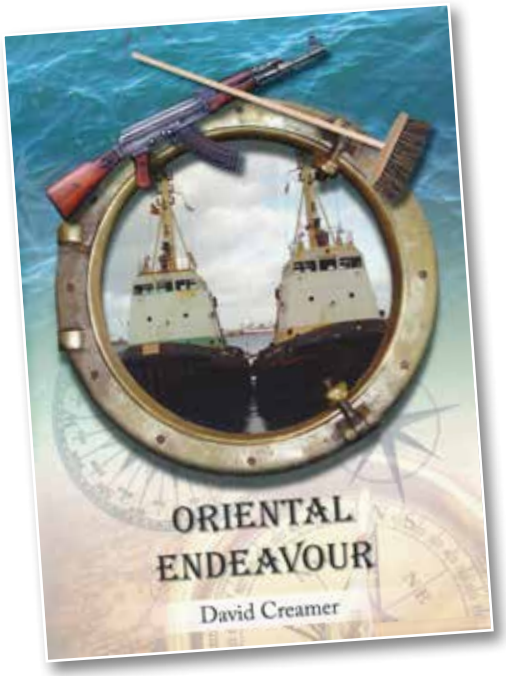
Waterbouwers – De wereldwijde expansie van de Vlaamse waterbouw na 1945. Author: Mon Vanderostyne. Published: 1994. Size hxb 300 x 256 mm. Dutch language with a Flemish accent. Hardback cover with dustjacket. 143 pages. 130 illustrations (photo's , graphs, drawings) in b&w and colour. ISBN 90-209-2422-2. Available second-hand only, price range around Euro 20,00 to 30,00 seems fair.

Two of the books on offer from our reader's discount series are Whittles Publishing's **Rats, Rust and Old Ladies** and **Oriental Endeavour**, both written by Capt. Dave Creamer (see advert on how to order).

The **two old ladies** are the small old America-built tugs *Martha* and *Justine*. The 38-year old tugs date from the early days of the offshore oil hunt but had long served in the Middle East for an Arabian owner. Now in a state of neglect they have to be re-delivered to the Trinidad in the Caribbean. It became a seven-week voyage plagued by rats, steering problems, lack of fresh water, storms, partial flooding, contaminated fuel and fire.

An enjoyable read throughout, illustrated with notes from the log and photographs and maps. Readers become familiar with some of the woes of ship delivery along the way.

Rats, Rust and Old Ladies. Author: Capt Dave Creamer. Published: 2008. Publisher: Whittles Publishing, Dunbeath, Caithness, Scotland. Size hxb: 240 mm x 170 mm. English language. Cardboard cover. 230 pages. Nearly 75 illustrations in black & white and colour . ISBN 978-190-4445-62-3. Price: GBP 18,99 excluding p&p. **(Note: discount offer to TugeZine readers until 31 December, 2022 – see advertisement on how to order.)** Publisher website: https://www.whittlespublishing.co.uk.



In **Oriental Endeavour** Capt Creamer delivers a tugboat from the U.K. to Liberia. Four year later he again commands one of the tugs – *Oriental Tug No. 2* – this time for the delivery voyage from West Africa to Singapore and in company of *Oriental Tug No. 1*. The 13-week voyage encounters several mishaps like funnel fire, leaking wheelhouse, Roland the Rat, Somali pirates, engine failure and cabins flooding. The actual ownership of the tugs and their purpose remains shrouded and rumours have been around they could have been connected to people in high government circles in Liberia during the reign of Charles Taylor.

Oriental Endeavour. *Author: Capt Dave Creamer. Published: 2011. Publisher: Whittles Publishing, Dunbeath, Caithness, Scotland. Size hxb: 240 mm x 170 mm. English language. Cardboard cover. 178 pages. Some 35 illustrations in black & white and colour . ISBN 978-184995-034-3. Price: GBP 18,99 excluding p&p. (**Note: discount offer to TugeZine readers until 31 December, 2022 – see advertisement on how to order**. Publisher website: https://www.whittlespublishing.co.uk.*

Spotted on 7 November, 2022: Van der Wees' BROEDERTROUW XIV (1956 - ex MABI 15 - 21,45 (oa) x 5,46 (oa) m - Caterpillar 3412-TA 540 bhp) en route to deliver three Damen Changde built MultiCats design MUC-1205 to Nijkerk. These MultiCats have yard numbers 518786, 518787 and 518788

photo: Arie Boer

The Botlek Bridge across the Oude Maas in 1999 was an obstacle for the tow of the tunnel sections for the 2nd Benelux tunnel. The tug SANDETTIEBANK saved the day - and possibly the bridge - when the braking tug lost control of the tunnel section just prior to it starting the passage through the fixed span. The transport was held up just long enough for SANDETTIEBANK to get hold of the towing bridle and put the brakes on. This bought enough time for the other tugs to reposition and complete the passage. See the story in this issue. The 505 m x 23 m bridge was completed in 1955 at the time the Botlek Harbours were constructed. The bridge apart from road traffic also allowed for rail transport via a single-track railroad. In the 1980s the bridge became the passageway for very dangerous cargo that was not allowed on the other bridges and tunnels along the Oude Maas. From the 1980s, however, the bridge gradually lost its attraction due to new tunnels being constructed in the route. From 2015 onwards preparations started for the removal of this obstacle. In 2017 / 2018 the bridge was finally demolished

photo: Gemeentewerken Rotterdam / coll. City Archives Rotterdam licensed under CC