TugeZine

all about tugs

RApport
Export
TugTech ...

vol. 4 **nr. 16**

Developments . . . .

This time we take a look at a specific tug design that had great impact on the way forward in shiphandling. And going back in time we take a look at the export products of the Dutch shipbuilding industry.

As far as the former is concerned one could argue this is still an ongoing development. The export of tugs, however, comes and goes with time. Especially World War 2 was a gamechanger in that it rendered steam propulsion obsolete for small vessels like tugs. Second, replacement of war losses and reconstruction of business. The latter meant good business for the shipyards. Especially those with a portfolio of small ships. The entire 'mosquito' fleet had to be replaced. Then in the aftermath of the war over a number of years colonies became independent nations and thus a loss for the shipyards in the former mother land.

That said the upcoming offshore oil industry provided new opportunities with a peak in the mid-1970s. Offshore anchor-handling tug / supply vessels took away a big portion of deepsea towing from the traditional deepsea tug. Again the dredging and hydraulic engineering industry were the solution as in those years a booming business developed in the Middle East – a lifesaver for several yards. Currently a dip in the offshore industry is offset by the windfarm construction industry, again requiring specialist vessels. All those happenings reflect in the export shipbuilding of The Netherlands.

Subscribers to TugeZine: ***don't forget the book-discount offers*** *– they have been extended until TugTechnology '23.*

Anyway – the next important fact is **the upcoming TugTechnology '23** – the two-day no-frills gathering of the tugboat industry – this time in Rotterdam. You can still take advantage of the early-bird registration but that window is closing fast. *And for early arrivals or late departers:* ***the only Tugboat Museum*** *in the world is open at nearby Maassluis.*

See you all in Rotterdam!

Job van Eijk (editor)

The Italian Voith Tractor PARDUS (front page) is still operating after 57 years in service. The 261 GT 33,00 (oa) / 31,00 (cwl) x 8,90 / 8,60 x depth 3,80 m tug was built in 1966 by Bodewes Millingen for account of Panfido (currently part of Rimorchiatori Riuniti). Sisters are SQUALUS and EMILIO PANFIDO. Main engines two Deutz SBV-8M-536. Engine output total 1.180 kW / 1.600 (1.800 max) bhp. Bollard pull was 21,5 tonnes, speed 11,3 knots. The photograph on this page shows PARDUS when your editor spotted her in 1966 at Hoek van Holland, dropping off some people after running trials photo: Job van Eijk

TugeZine
is published every even month in digital format only.

Editor
Job van Eijk
Co-editor
Cock Peterse

Advertising
Frank van Gils

DTP
Dtpplus - Spijkenisse

Branding & Webdesign
Studio DBLY - Rotterdam

Publisher
TugDoc International

ISSN 2667-1441

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

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

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

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

Copyright
All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying or otherwise, without the prior written permission of the publisher, or the copyrightholder. Copyright © 2023 TugDoc International. Information published in the TugeZine and TugeNewsletter does not necessarily represent the views of the editors or the publisher. Whilst effort is made to ensure that the information provided in the TugeZine and TugeNewsletter is accurate, the publisher makes no representation or warranty, express or implied, as to the accuracy, completeness or correctness of such information. It accepts no responsibility whatsoever for any loss, damage or other liability arising from any use of this publication or the information which it contains.

To boldly go . . .

The RApport design – at the time it was not yet typified as such - launched Robert Allan designs into the world-wide tugboat market. Here is what happened.

by Job van Eijk

The RApport 2600 design - the latest branch on the RApport design tree - was developed in close cooperation with the owners. Both Bay-Houston and Suderman & Young have extensive experience with several classes of Robert Allan / PSA Marine's Z-Tech design and the RApport 2600 was influenced by this. Main features of this latest RApport design include compact size and shallow draft allowing it to operate in more confined waterways than previous Z-Tech tugs. Also the superstructure was re-styled. Further hallmarks are the flush main deck, low-emission propulsion systems and heavy-duty fendering. The RApport tugs are developed specifically for ship-handling in modern, but typically smaller harbour and port operations. Each of the various classes is under the U.S. 24-meter loadline rule length.

CHARLES H. CATES XX *photo: coll. Job van Eijk*

CHARLES H. CATES VIII *photo: Nico Giltay*

It all started with Cates

The RApport design now has a range of 25 to 70 tonnes bollard pull. In the beginning the design was regarded as a simple translation from the innovative requirement from a client. No-one at the time could envision the consequences of the construction of the first of these tugs. At the time the RApport designation for a whole class of designs had not yet been thought of.

The 'Cates' class refers to **C.H. Cates and Sons** of North Vancouver, one of the earliest major clients of Robert Allan Ltd. The relationship with the Cates company started in the 1960's. It led to the development of a significant

The various sub-designs of the class currently defined are:

RApport	1600-SX	1900-SX	2400-Cates	2400 Mk I	2400 Mk II	2500	2600
Loa	16,30 m	19,30 m	23,8 m	24,40 m	23,80 m	25,20 m	25,90 m
Beam	7,4 m	8,20 m	9,25 m	9,15 m	11,00 m	12,00 m	11,73 m
Min draft	2,5 m	2,8 m	-	3,5 m	4,7 m	4,1 m	4,6 m
Max draft	2,7 m	2,9 m	-	3,8 m	5,0 m	4,6 m	- m
Tbp max tonnes	25	35	40	40	60	70	50

Note: RApport tugs are typically designed in an ASD configuration, but some are also twin-screw, designated by a TS suffix.

AQUILA 2 (building name GOKCAY II) is the second RApport 1600 seen here in 2018 about to be launched

photo: courtesy Sanmar

The RApport 2400-Mk1 SN JAUA seen at Vitoria, Brasil, in 2019. Built 2004 by Detroit Brasil for account of the Grupo H. Dantas, the tug flies the flag of Dantas subsidiary Sulnorte. 24,4 x 9,2 m, 2.828 bhp, 40 tbp. Sistership is SN CAETE

photo: Jan Plug

SEASPAN HAWK is a RApport 2400-Mk1 seen here working at Vancouver on 7 July, 1994. Built in 1993, 23,3 x 9,8 m, 3.100 bhp. Sister is SEASPAN FALCON

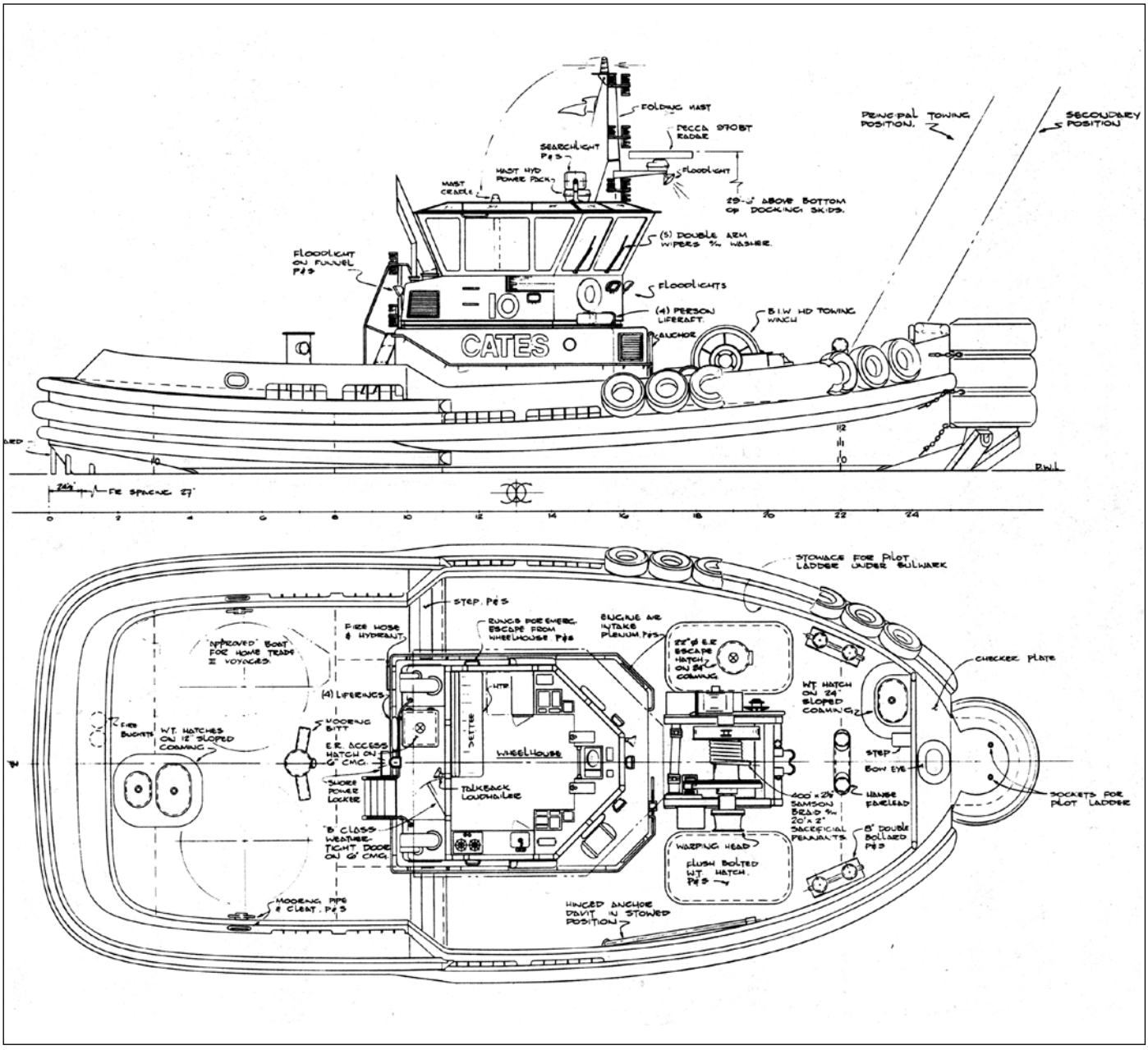
photo: Hans Hoffmann

The RApport 2400-Mk2 ARTHUR was delivered in 2014 by Detroit Brasil Shipyard to owners TugBrasil. Dimensions 23,8 x 11 m, 5.003 bhp, 61,7 tbp

photo: courtesy Robert Allan Ltd

CHARLES H. CATES II - the first stern drive tug in Canada - demonstrating the use of the hawser crane *photo: coll. Robert Allan Ltd*

series of twin-screw and Z-drive ship-assist tugs intended to work the Port of Vancouver. At the time the size of ships entering Vancouver port doubled and this development had not been expected by the Cates company, one of the local shiphandlers. To be able to keep in competition with the other operators they had to embark on a newbuilding program. In 1968 Robert Allan produced the design of the tug *Charles H. Cates XX*, a dedicated shiphandling tug for C.H. Cates & Sons. As a relatively small operator Cates had to compete with big companies for a piece of the shiphandling pie. It was absolutely necessary for the Cates company to keep running costs as low as possible to be able to compete successfully. Crew costs were high so he sought to reduce these costs by



General Arrangement CHARLES H. CATES X *drawing: coll. Job van Eijk via Western Mariner*

replacing men with machinery. Powerful highly manoeuvrable tugs were needed to offer better competition through the need for less tugs per assistance.

Instrumental in that development was mr. **Terry Waghorn**, son-in-law of John Cates, and President of the Cates company. He was an unusual out-of-the-box thinker. He had started with Cates in 1952 as member of the shore crew maintaining the tugs. Later, he joined the tugs and trained as an engineer. He then switched again to shore as a shipwright. When John Cates' younger brothers Charlie and Jim unexpectedly passed away Terry Waghorn was invited to join the dispatch office. Later, when John Cates lost his wife Carry, Terry was asked to take on part of Johns workload.

Discussions with Robert Allan followed. Vancouver port had lots of finger piers necessitating shiphandling tugs to be small in size, powerful and stable. Pushing the side of ships running at six knots was a daily routine. The *Charles H. Cates XX* (1969 – 12,56 x 4,72 m) as such was a winner but Cates looked for more and pressed for an optimised hull design allowing for maximum water flow to the props. This resulted in *Charles H. Cates XVIII* and *Charles H. Cates VI* (both 1980 – 1.800 bhp – 17,34 (oa) x 7,13 m). Then followed *Charles H. Cates I* (1986 – 2.400 bhp – 24,4 x 8,8 m) and *Charles H. Cates II* (1983 – 2.400 bhp – 24,4 x 8,8 m) which had basically the same hull form as the earlier vessels but were fitted with Z-drives and equipped for towing over the bow. In addition a line handling crane had been fitted. In 1987 *Charles H. Cates X* was added to the fleet followed in 1993 by *Charles H. Cates III*. The experiences gained with the Cates tugs were not lost on the Robert Allan organisation.

CHARLES H. CATES I at Vancouver 12 May1994 with het line-handling / hawser crane in the stored position *photo: Hans Hoffmann*

CHARLES H. CATES X *photo: Mac Mackay*

The spin-off for RAL

The Cates tugs were amongst the first Z-drive tugs in North America. Derivatives of these designs led to some of the earliest export contracts for Robert Allan. The lessons learned from working with the people involved with the innovative and forward thinking Cates organization led the way to Robert Allan's successful expansion into the worldwide business of ship-assist tug design. The 'Cates' tugs were characterized by their light displacement, simple and cost-effective outfitting and construction, and "slippery" hull form, ideal for fast manoeuvring, fast side-slip, and rapid response.

The North American change-over to Z-drive shiphandling tugs started with the Cates tugs. They grabbed the attention of other operators and requests for designs began to arrive on Robert Allan Ltd's doorstep – not

ELEU was delivered to Hawaiian Tug & Barge in 1989 *photo: courtesy Robert Allan Ltd*

BLACKADDER is a RApport 2400-Mk2 built in 2002 for account of Lyttelton Port Co., New Zealand.23,8 x 12, 2 m, 4.629 bhp photo: courtesy Robert Allan Ltd

ULUPINAR XIV is a RApport 2400-Mk2. Since 2008, 20 Ulupinars have been built by Sanmar. Presently sailing as STATESMAN for SMS Towage. 24,4 x 9, 2 m, 3.346 bhp, 50 tbp
photo: courtesy Robert Allan Ltd

SEREIA - seen here operating at Maputo - was built for account of P&O Maritime. 25,2 x 12,0 m, 4.797 bhp, 60 tbp
photo: Ko Rusman

VB SINALOA is one of a series of 11 RApport 2400-Mk2 tugs built for Boluda subsidiary Compania Maritima del Pacifico, Mexico by Union Naval Valencia in Spain. UNV designated the class as UNV 352-SD. 23,80 (oa) x 11,00 (mld), 4.259 bhp (3.132 kW), 53 tbp ahead / 48 tbp running astern photo: Union Naval Valencia

RApport 1600 GOKCAY photo Sanmar

only from North America but even from Europe where Z-drives had been in the market for some 20 years.

The line-handling / hawser crane first introduced on *Charles H Cates 1* and *2* found its way to a number of later near sisters built for different owners. It was not, however, embraced by the industry and consequently the latest tugs in this class were not fitted with the crane. And on the older vessels after an often significant number of years it was removed altogether.

The RApport 2400 Mk1 was a further development of the Cates-class with the first tugs delivered around 1993. The Mk 2 version was introduced around 2004. The Mk 2 had a much greater beam 11,00 m against 9,15 m in the Mk1 but these hulls could accommodate a maximum of 60 tbp against 40 tbp in the Mk 1. In the 2500 design the beam was further increased to 12 m with the overall length also increased by a metre. Maximum bollard pull rose to 70 tonnes.

CHARLES H. CATES III in the colours of the Washington Group *photo: J.W.F. Smallegange*

The -SX RApport's
are designs that were created in cooperation with the Turkish shipbuilder **Sanmar**. SX stands for Sanmar Exclusive. The relationship with Sanmar goes back to 1995 when Sanmar's Ali Gurun contacted Robert Allan Ltd to discuss escort tugs. Sanmar at the time were operators of a small fleet of tugs and were in need of new tonnage. The cooperation between Robert Allan and Sanmar led to Sanmar becoming one of the most important tugboat builders in the world building to Robert Allan designs adapted to Sanmar standards.

VANCOUVER was delivered to Shaver Transportation in 1993. Dimensions are 22,9 x 8,5 m. Currently typified as a Cate 23 / 35 design *photo: courtesy Robert Allan Ltd*

LULAPIN was built for Brusco Towing seen with navmast folded back *photo: Al Lindner*

The RApport 1600-SX class is marketed by Sanmar as the Gokcay design. The 16,3 (oa) x 7,4 (mld) m tug is a conventional twin screw vessel. Manoeuvrability is enhanced by twin high-aspect ratio rudders placed behind each nozzle. Bollard pull of the first tug – *Ticha* - is 21 tonnes, draught 2,7 m. The first two tugs went to Bulgarian operators. The second tug – *Aquila 2* – is less powerful with 16 tonnes bollard pull. Standard the design comes with a 25-tonne tow hook, but preparations have been made for the retrofit of a towing winch.

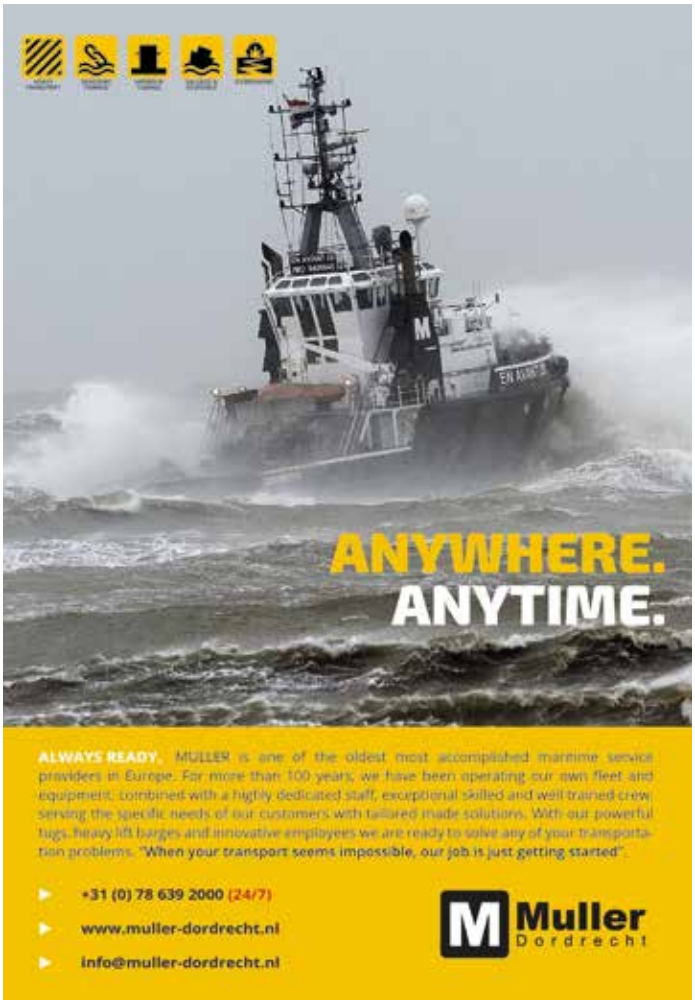
The RApport 1900-SX is marketed by Sanmar as the Bozcay design. It was introduced and until today six of these tugs have been delivered. The 1.940 kW twin screw tugs have a bollard pull of 33 tonnes. Main dimensions 19,3 (mld) x 8,0 (mld) m. The propulsion train consists of two main engines driving – via reverse / reduction gears - two 4-bladed props rotating in nozzles. Again twin high-aspect ration rudder are fitted aft of echa propeller.

This article in part is based on the story of the 1.000 tugs built to a Robert Allan design that was earlier published in Lekko International 228 by the same author.

SANMAR
SHIPYARDS

sanmar.com.tr

Purpose-Built Shipyards Leading The Way To a Green Future



ALWAYS READY. MULLER is one of the oldest most accomplished maritime service providers in Europe. For more than 100 years, we have been operating our own fleet and equipment, combined with a highly dedicated staff, exceptional skilled and well trained crew, serving the specific needs of our customers with tailored made solutions. With our powerful tugs, heavy lift barges and innovative employees we are ready to solve any of your transportation problems. "When your transport seems impossible, our job is just getting started".

- +31 (0) 78 639 2000 (24/7)
- www.muller-dordrecht.nl
- info@muller-dordrecht.nl

Muller Dordrecht

ALL AT SEA

A MEMOIR

Alan Loynd

Proverse Hong Kong

Orders via Amazon or Hong Kong University
(cup.cuhk.edu.hk/allatsea)
Price USA: USD 22,00, Eurozone: Euro 22,00,
UK: GBP 16,00, Hong Kong: HKD 98,00.
ALL EXCLUDING POSTAGE AND WHERE APPLICABLE CUSTOMS CHARGES

TugeZine all about tugs

media partner of

TUGTECHNOLOGY '23

Platinum sponsor CATERPILLAR

22-23 May 2023, Rotterdam

Conference I Exhibition I Awards

LIMAN 2 was completed in 1936 by Kreber at Vlaardingen. Kreber was primarily a (steam) engine workshop but they also undertook shipbuilding, probably in connection with the engine building activities. The tug was exported to Turkey where she served in the port of Istanbul as a general harbour tug. In 1988 she was acquired by the Koç Museum as a working exhibit. She is seen here 4 May, 1979, in the Bosphorus

photo: J. Wiltshire via Hans Hoffmann

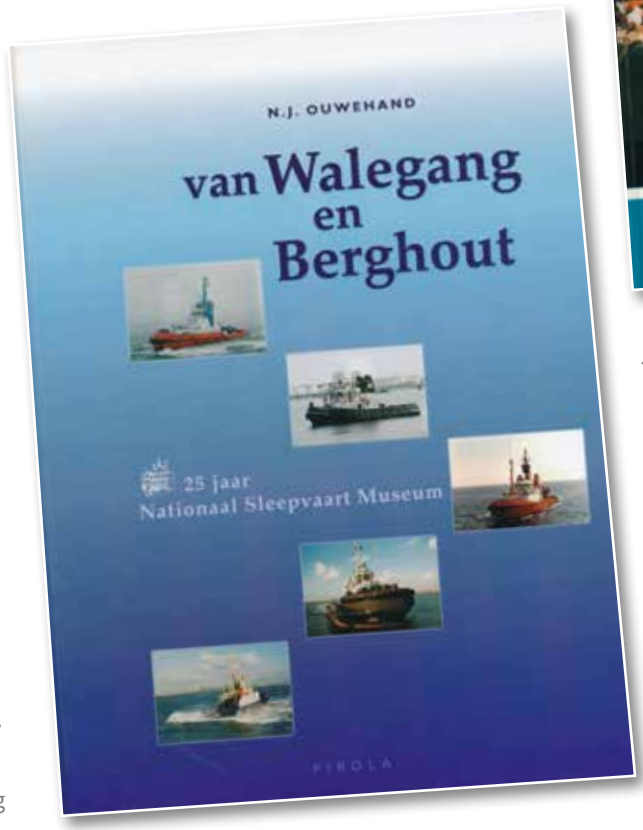
Books

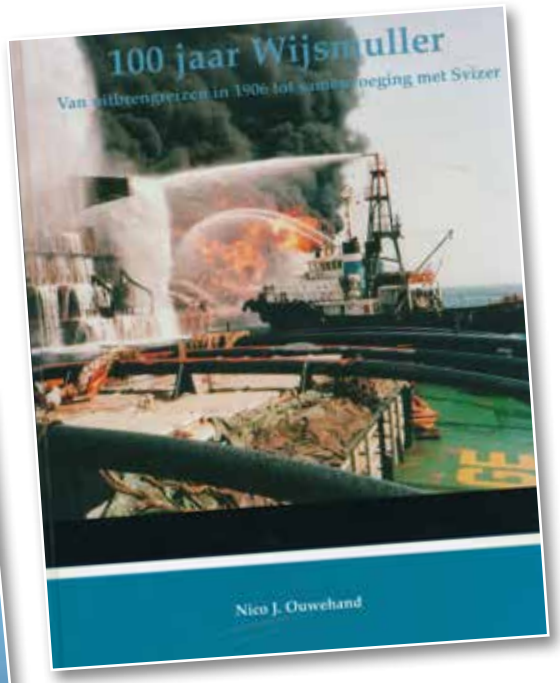
As mentioned elsewhere mr Nico Ouwehand has written several books in connection with exhibitions at the National Towage Museum in Maassluis.

by TDI Tugboat Publications

Van Beting en Sleeptros – 10 jaar Nationaal Sleepvaartmuseum
This book was published on the occasion of the 10th anniversary of the National Towage Museum. The book tells the story of the 23 exhibitions held from the start of the museum. These exhibitions covered a wide range of subjects. The first exhibition covered the history of Dutch deepsea towage. The second covered 150 years of towage on the river Rhine. No. 4 was dedicated to the four tugs that have carried the name *Zwarte Zee*. Exhibitions dedicated to geographical areas were 'In touw in de trpen' ('operating I the Tropics') and 'Slepen op de Schelde' (Towage in the Scheldt area'). Specialist towage was highlighted in 'Energie Buitengaats ('Offshore'), 'Zwaar Transport' ('Heavy Transport'), 'Dokken Sjokken' ('transport of floating dry docks') and 'Slepen op de binnenwateren'' ('Inland waters towage'). Two themed exhibitions were 'Berging van de Herald of Free Enterprise' about the salvage of the ro/ro ferry capsized with great loss of life off Zeebrugge and 'Smit Archief' that showed a selection of photographs donated by Smit International after an archive clearance.
Size: 23,5 x 17,0 cm. Pages: 168. Fully illustrated in b&w. Sold out.

Van Walegang en Berghout – 25 jaar Nationaal Sleepvaart Museum'
dates from 2004 and was published on the occasion of the 25th anniversary of the museum. In the 15 years since the 10th Anniversary another 28 exhibitions had been created. Five of those dealt with individual companies: the150th anniversary of Smit, the 25th anniversary of I.T.C. International Transport Contractors, Goedkoop Havensleepdiensten 'Ouder dan het Koninkrijk' ('Older than the Kingdom of The Netherlands'), and about Tak, the salvage arm of Smit. 'Bergers bij de Brandaris' was dedicated to the Doeksen company based at the island of Terschelling. Four of the specialist subjects concerned the salvage of the *Kursk*, the towage of tin-mining dredgers to the Dutch East Indies / Indonesia, the clearance of the Suez Canal in 1956 / 57 and Icebraking.
Size: 28,7 x 22,0 cm. Pages: 288. Fully illustrated in b&w and colour. Sold out





100 jaar Wijsmuller – Van uitbrengreizen in 1906 tot de samenvoeging met Svitzer
Published in 2006 it was unusual in that it was not the company that published the Anniversary book but the Dutch National Towage Museum. It tells the story of the company but also highlights a number of salvage operations. A full fleetlist is also included.
Size: 27,6 x 21,6 cm. Pages: 160. Fully illustrated in mostly b&w and some colour.

Sleepvaart in Stroomversnelling - 40 jaar Nationaal Sleepvaart Museum was published in 2019 on the occasion of the 40th anniversary of the museum. While the set-up of the book is in line with the previous anniversary books there is a difference in that most of the exhibition descriptions have been extended with updates to the present time. This book especially shows the enormous developments that have happened and the consequences for the tug owners.

Size: 31,0 x 23,0 cm. Pages: 344. Fully illustrated in b&w and colour.

Anderhalve Eeuw Waterweg – gezien vanuit het perspectief van de sleepvaart en berging was published in 2022 on the occasion of the 150th anniversary of the New Rotterdam Waterway. A description of this book can be found in TugeZine no. 11.

Size: 28,0 x 21,0 cm. Pages: 128. Fully illustrated in b&w and colour.

Note that all books are in the Dutch language only.

Building for export

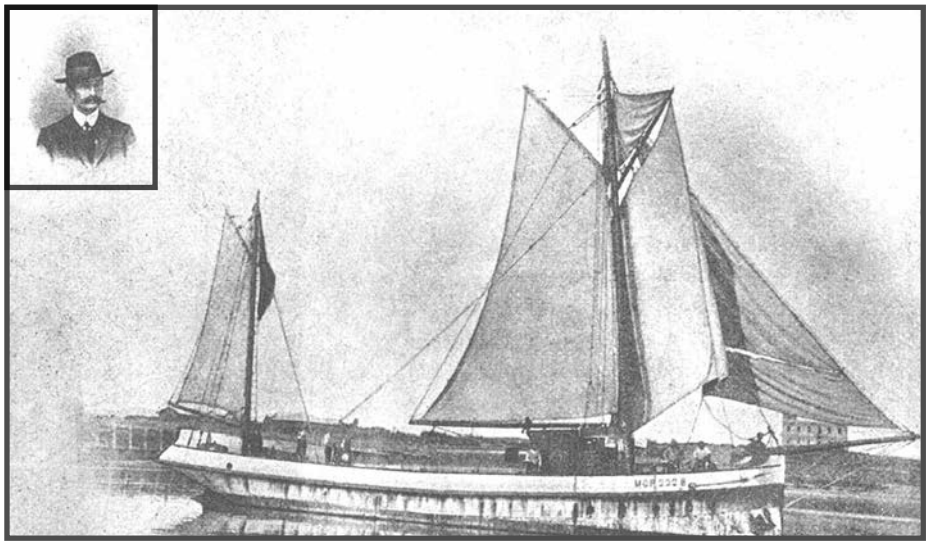
The latest exhibition in the National Towage Museum at Maassluis deals with an often neglected part of the history of Dutch towage: the design and construction of tugs for owners abroad.

by Job van Eijk

This article aims at providing some insight in the production of export tugs in The Netherlands, but touches only on the tip of the iceberg. In the early days of mechanised shipping almost every shipyard counted tugs amongst their early building numbers. At first the tugs were delivered to domestic owners but soon also to owners abroad or for overseas use. The latter was especially true in countries with colonial businesses.

Aerial view of Kinderdijk with its windmills photo: Dutch National Archives - Aerofoto Nederland

It was no different in The Netherlands. A name attached to a great number of tugs was that of **Smit**, a shipbuilding dynasty with several yards in the **Kinderdijk** area. Kinderdijk itself is a village located some 15 kilometres east of Rotterdam at the confluence of the Lek and Noord rivers. The land area known as Alblasserwaard problems with water became more and more apparent in the 13th century. Large canals were dug to get rid of the excess water in the polders. However, the drained soil continued to subside, while the level of the river rose due to the river's sand deposits. After a few centuries, an additional way to keep the polders dry was required. It was decided to build a series of windmills, with a limited capacity to bridge water level differences, but just able to pump water into a reservoir at an intermediate level between the soil in the polder and the river. The reservoir could be pumped out into the river by other windmills whenever the river level was low enough; the river level has both seasonal and tidal variations. Although some of the windmills are still used, the main water works are provided by two diesel pumping stations near one of the entrances of the windmills site. To drain the polder, a system of 19 windmills was built around 1740. This group of mills is the largest concentration of old windmills in the Netherlands. The windmills of Kinderdijk are one of the best-known Dutch tourist sites. They have been a UNESCO World Heritage Site since 1997.

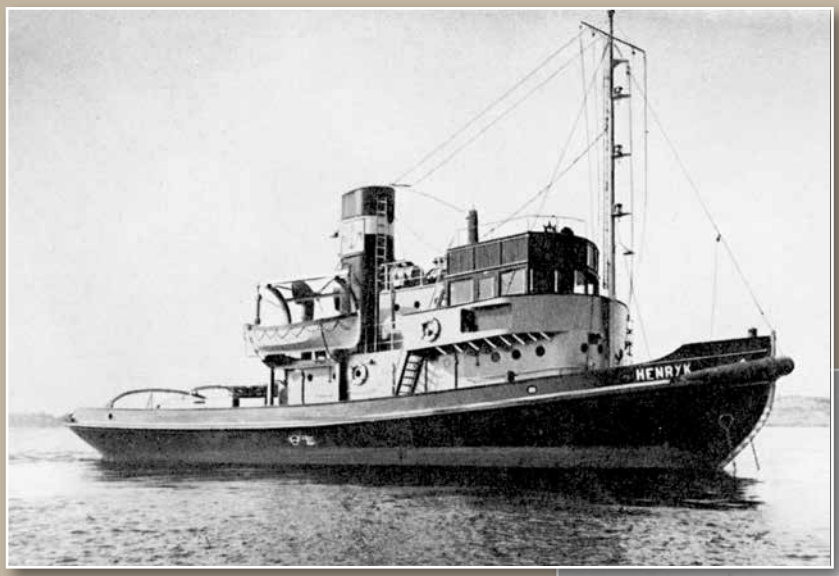


M.O.P. 222B - the tug is fitted with sails to enable the crossing to South America

photo: coll. Job van Eijk

In 1842 one of the Smit's - mr **Fop Smit**, a shipyard owner at Kinderdijk - saw a need for tug assistance to incoming ships bound for Rotterdam. Due to the treacherous waters they had to cross for the last miles of their voyage a tug would come in handy to considerably shorten the last part of the voyage. Fop Smit set up a towage company and in 1842 *Kinderdijk* was delivered in 1842 to the Fop Smit organisation. From this small beginning grew what was to become the largest towage and salvage company in the world.

An early tug built for foreign account was *Mona* delivered in 1884 by L. Smit. In 1902 the tug changed hands to become Liverpool Screwing's *Fighting Cock*. She was scrapped in 1963 at the age of 79.



HENRYK is one of a series of Polish harbour tugs ordered post-WW2 from The Netherlands. In 1949 IHC delivered the steam tug and its sister MiIROSLAW to the Port of Gdansk. Dimensions are 26,50 x 7,70 x 4 m. Engine output 400 ihp. Bollard pull 8 tonnes. Speed 9 knots *photo: coll. Job van Eijk*

OURTHE and sister LEIE were built in 1953 by IHC Holland for account of the Société Génerale de Dragage, Belgium. The steam tugs measured 26,50 x 7,30 x 3,55 m. Engine output 400 ihp
photo: IHC Holland

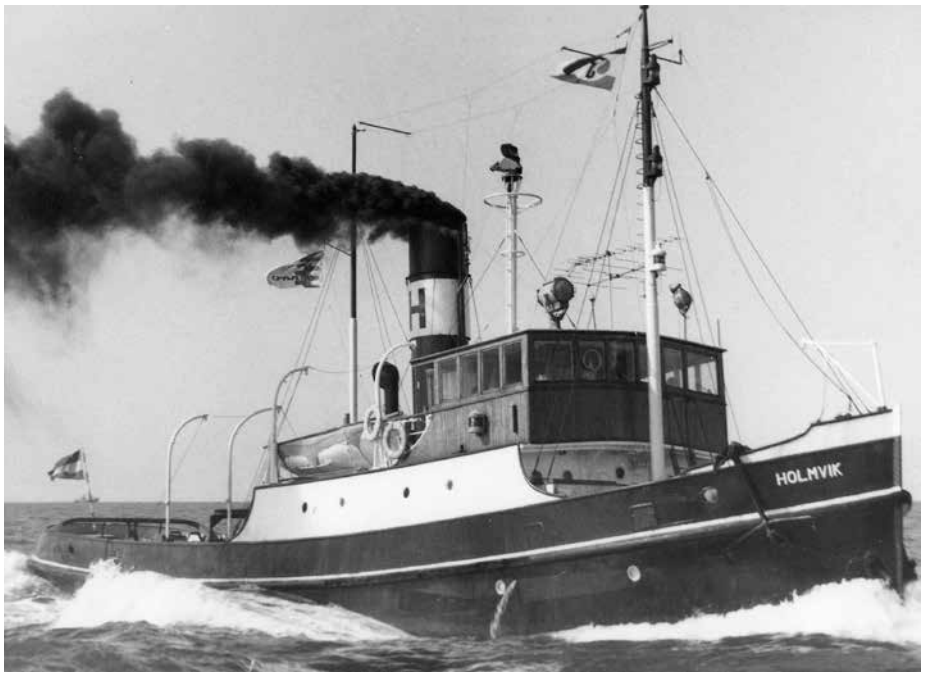
LYNX and sister PHÉNIX were built by IHC in 1948 for account of S.A. Ossude, Paris. The seagoing motor tugs had an output of 350 hp. Dimensions 24,25 x 6 x 3,30 m *photo: coll. Job van Eijk*

MARED (pictured) and sister SHAHM were completed by IHC in 1960. The diesel-electric 6.400 hp tugs were built for account of the Suez Canal Authority. Dimensions 42 x 12 x 3,30 m. Speed 10,5 knots *photo: P. Kerkvliet*

CORNELIS - 26,50 x 6,20 x 3,35 m, engine output 400 ihp - was delivered in 1931 by IHC to Ackermans & Van Haaren, Belgium *photo: coll. Job van Eijk*

An important albeit unintentional role was played by the Dutch dredging and civil engineering companies. They ventured all over the globe and their equipment had to be shipped there. They actually owned several deepsea tugs but also large fleets of smaller tugs used in connection with dredging operations. These works could stretch over a number of years and often it was not worthwhile to bring the equipment home so many a tug was sold locally. These vessels, however, became an inspiration for foreign operators to go shopping in The Netherlands for their new tugs.

In 1906 for instance the **Gusto Yard** (Smulders) at Schiedam constructed three 250 hp tugs for the Argentinean Ministry of Public works (Ministerio de Obras Publicas). The M.O.P. did not bother about naming their floating equipment with creative names but stuck to M.O.P. followed by a number. The three tugs in case were *M.O.P. 225B*, *M.O.P 223B* and *M.O.P. 224B*. In order to get the tugs to Argentina they were transported on their own keel. As the tugs did not have serious bunker capacity they were fitted with masts and sails. The sailing crews incidentally were provided by Capt. John F. Wijsmuller who at the time had a business transporting vessels across the globe under own power. This later became **Wijsmuller Bros. Ship Delivery**, currently known as **Redwise** after a management buy-out in 2004. *M.O.P 222B* was the start of that business when her crew of five sailed her from The Netherlands on 13 October, 1906, arriving at Argentina on 14 January, 1907. Over a period of many years the M.O.P. kept ordering vessels from Dutch shipyards.



FURIE - ex HOLMVIK, ex HOLMEN III, ex BODEWES VI dates from 1916. The tug is still active as a working exhibit *photo: G.J. de Boer*

A 1907 export delivery by the **L. Smit** yard was the Belgian seagoing tug *Atlas* – a near copy of the 500 hp tugs *Zuiderzee* and *Gouwzee* built for account of L. Smit Towage Co. The owner was the Belgian dredging and civil engineering company of Ackermans & Van Haaren which in 1904 already had purchased the tug *Marie* from the yard. Ackermans in later years was to become a regular client.

In 1943 **six shipyards** decided to form a **partnership** to be able to cope with the expected post-war demand for ships, more especially within the mining and dredging industry. The partnership also served to avoid undue competition. The six were **Conrad** Shipyard at Haarlem, **Gusto** Shipyard at Schiedam, **De Klop** at Sliedrecht, **J. & K. Smit** and **L. Smit & Zn** at Kinderdijk and **Verschure** at Amsterdam. In 1945, just after war's end **IHC Holland** (Industrial Trade Combination Holland) received an order for 6 tin dredgers, followed in 1946 by an order for six passenger ships. In 1966 the partners except Conrad merged their businesses. In 1977 Gusto Shipyard was closed down, in 1979 followed by Verschure. In later years shipbuilding was scaled down even further.

A brochure issued by IHC Holland in 1951 stated the associated companies had – since their beginnings - until that year delivered a total of 4.532 vessels, The vast majority of those were dredgers of all types. Of the total 194 were tugs.

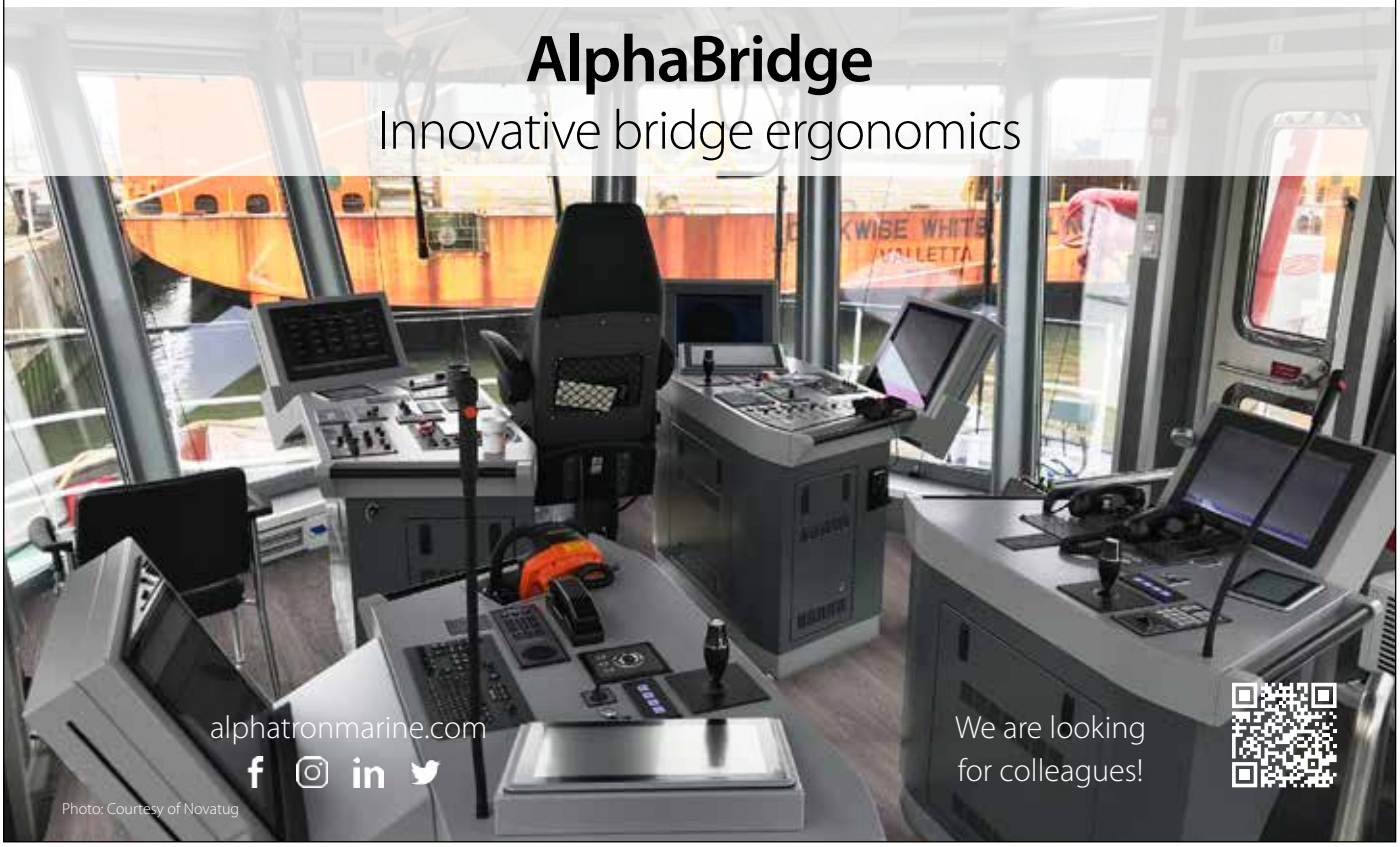
An export boat that returned to The Netherlands was built in 1916 by NV Scheepswerf v/h **Gebr. Bodewes** at Martenshoek. During WW 1 the newbuilding orders for shipyards were minimal and some yards built tugs 'on spec'. These tugs were laid-up pending sale but kept the workforce going. The tug referred to was launched as *Bodewes VI*, one of a series of vessels built 'on spec'. The tug was sold in 1918 to Sweden where she started her operational life towing log rafts along

JRC

ALPHATRON Marine

AlphaBridge

Innovative bridge ergonomics



KOOIMAN MARINE GROUP

BESPOKE CRAFTMANSHIP

CONVERSION TO SHALLOW DRAFT DP-2 SUPPORT VESSEL

WWW.KOOIMANMARINEGROUP.COM

KOOIMAN MARINE GROUP | LINDTSEDIJK 84 | 3336LE ZWIJNDRECHT | THE NETHERLANDS | (T) +31 (0)78 61 00 477

the coast to the paper mills. In 1969 *Holmen III* was sold to her Master who renamed her *Holmvik* and ran her until 1976. At that time the Dutch AVRO Television had plans for a TV-series based on the book Hollands Glorie (Dutch Glory) by author Jan de Hartog. The book, the first edition of which was printed during WW 2 under German occupation was hugely popular and saw many reprints. The basic need, however, was to first find a suitable tug that was to act as the tug *Furie* from the book, preferably a steam tug from about the same period as the book described. Help was sought from the then recently formed Lekko Tug Enthusiasts Society. A member located *Holmvik* which was acquired by AVRO Television. With the filming over the tug was offered for sale. To avoid the scrapyard a preservation society was set up that brought the tug over to Maassluis - birthplace of Dutch deepsea towage – and restored her to a working exhibit. The tug is part of Maassluis Tugboat Port which has various historic tugs on display in the port. *Furie* is still operational and regularly in steam to attend festivals or run tours.

The 160 ihp MASKALI - Biesbosch yn 46 - was delivered in 1929 to the Compagnie Maritime de l'Afrique Orientale, Djibouti. Dimensions were 18,88 x 4,64 x 2,11 m photo: coll. Job van Eijk

Bodewes was a well-known name in Dutch shipbuilding with several family members owning shipyards. In 1896 the shipyard at **Millingen** – located on the banks of the river Rhine close to the Dutch / German border – was purchased by Mr. Mans Bodewes. He ran the yard for some 30 years after which he sold it. The name Bodewes, however, remained.

The yard had a lot of inland-waters customers. The heydays as far as tug construction was concerned started immediately after WW 2. In 1987 the yard was sold to Damen Shipyards to further concentrate on inland shipping. Bodewes Millingen for a long time was the main yard for Rotterdam based shiphandling newbuilds, especially for P. Smit and L. Smit. They also built most of the initial Europort fleet. Amongst the Bodewes Millingen deliveries we find clients from Germany, United Kingdom, Italy, Bermuda, Egypt, Iran, Saudi Arabia etc. In addition to tugs the yard also delivered a number of offshore tug / supply vessels.

Shipyard **De Biesbosch** at Dordrecht over the years delivered a large number of tugs across the world. Their tugs had a big presence on the river Rhine but they were also delivered to French-speaking countries, no doubt as a consequence of their de-facto French ownership. This happened in 1924 when the Société Francaise de Remorquage sur le Rhin (later taken over by the Compagnie Générale pour la Navigation du Rhin) took over the shareholding of the yard thus ensuring maintenance capacity for their extensive fleet.

Shipyard De Biesbosch started as in 1917 as the Engine Factory De Biesbosch. In the early 1920's the Versailles Treaty disrupted the economy as Germany was forced to pay extensive reparations – partly non-monetary – to the victors of WW-1. This led to hyperinflation and a massive economic crisis. De Biesbosch found no more work connected to Rhine shipping which had been a mainstay of their operation. Likewise the 1909 established neighbouring Shipyard Dordrecht felt the economic crisis.

The 350 ihp DARFIL 153 - seen here on 13 September, 1988 - is one of a series of identical tugs built by IHC yards for account of the Compagnie Universelle de Canal de Suez. Sister DARFIL 138 was subcontracted to the Biesbosch yard and delivered in 1951. Dimensions were 22,99 x 6,05 x 2,79 m. photo: Hans Hoffmann

Amongst the reparations to France a large number of German inland waters vessels had to be handed over. France now had a giant fleet on the River Rhine but no repair and maintenance infrastructure. In 1924 they therefore purchased the shares of De Biesbosch. Dordrecht was at a crossroads of river transport and thus attractive to the French since they could thus acquire a major repair shop at this location. The workload was such that repairs often had to be sub-contracted to Shipyard Dordrecht. This in 1927 led to the purchase of that yard and the portfolio of the De Biesbosch was expanded with extra ship repair capability and new construction.

Their first export tugs date from 1928 / 1929 with the 160 ihp tugs *Principe* for

Comp Colonial de Navegacao, Portugal and *Maskali* and *Albatros* for the Cie. Maritime de l'Afrique Orientale at Djibouti. The latter company in 1929 received the 90 ihp tug *Caiman* from the yard, which was followed in 1930 by the 90 ihp sisters *Doralé* and *Ras Bir*. For the yard's parent C.G.N.R. the yard – in 1938 – delivered three tugs with a new propulsion system, the Voith-Schneider. *President Herrenschmidt* (800 ihp) was fitted with two cycloidal propellers while the 400 ihp sisters *Lorient* and *Cherbourg* were fitted with a single VSP. Up to WW2 quite a number of tugs were constructed for C.G.N.R. After WW2 the first newbuilds were again for French account, amongst which six 2.400 ihp units for service on the river Rhine. *Darfil 138* was built for the Suez Canal Co. as a subcontract from IHC Holland. *Du Guesclin* – a 2.400 ihp deepsea tug for Union des Remorqueurs de l'Ocean, Paris - was another significant delivery to the French flag.

In the early 1950's the C.G.N.R. and De Biesbosch discover the pushboat and they study this phenomenon in the U.S.A. The first operational pushboat on the Rhine is the 1938 Biesbosch-built *President Herrenschmidt* With this slightly reconstructed tug several trips with adapted Rhine barges are carried out. The concept proven De Biesbosch altered several conventional tugs for pushing and I 1959 the first dedicated pushboat was constructed for account of C.G.N.R. *Gaston Haelling* (yn 373) measured 34,25 x 9,43 x 1,50 m and was fitted with two S.A.C.M. main engines of 895 hp each. From that day onward. De Biesbosch and its French parent concentrated on developing push tugs. From 1959 to 1966 De Biesbosch constructed no less than 16 pushboats for C.G.N.R. four of which were Schottel-driven. The pushers varied in length from 15 to 34 metres, the various classes adapted to their working areas on the river Rhine and the smaller German canals, the river Maas and operations in port areas.

The yard continued to build pushboats. The last of the export push boats was *Thysen I*, delivered in 1995. The 1.836 hp vessel was for account of Haniel Schiffahrt GmbH, Duisburg, Germany. In 2000 the yard closed down

A yard that closed down in 1978 was Arnemsche Stoomsleephelling Maatschappij, later renamed **Arnhemsche Scheepsbouw Maatschappij** (ASM). This yard had been established in 1889. During its existence no less than 225 tugs were built of which some 30% for German owners. An early export tug was the 1890-built *Von Caprivi* for account of A. Kruis, Mainz, Germany. Taking a giant leap forward to 1948 when with the delivery of the river tug *Swarozyc* the age of steam was closed. Although not export it is of interest that a large number of the post-war tugs of Rederij Goedkoop, Amsterdam, were built at this yard – this may have had something to do with mr Bart Goedkoop being a member of the advisory board of the ASM.

Royal **Niestern Sander** started in 1901 when mr Barend Niestern opened up a shipyard at Delfzijl. In 1906 the name was altered to Niestern Bros. In the late 1930s Niestern and Sander Appingedam merged as Appingedam Niestern Delfzijl which in 1980 changed into Niestern Sander. Just prior to WW2 they delivered two diesel-driven tugs to the Portuguese Government. The 1.500 hp *Chaimite* saw service in Lourenzo Marques and Maputo. She ended her life as a wreck in Mozambique. The smaller 400 hp *Bissau* was delivered to Guinea-Bissau. Her fate is unknown.

In the 1970s the yard became involved in offshore related vessels. Norsk Bjergning ordered the powerful anchorhandling tugs *Thor Salvator* and *Oslo Salvator.* delivered in 1975 and 1976 respectively. This was topped by the order for three 12.000 hp anchorhandling tugs. The first was *Triton* - delivered as *Husky* - for account of Heerema Engineering but formally delivered in 1975 to Larina Inc., Panama. Sister *Retriever* was delivered to Heerema in 1982. The third was a true export boat: *President Hubert* for account of Union de Remorquage et Sauvetage, Antwerp, Belgium. She was also delivered in 1982.

Shipyard **Pattje** at Waterhuizen was founded in 1778. Their first export tug was *Johannes Matthies* for a Hamburg

The Rhine tug PRESIDENT HERRENSCHMIDT was reconstructed at De Biesbosch for trials as a pushboat *photo: coll. Job van Eijk*

The motor tug BISSAU dates from just prior to World War 2. The 400 hp tug was built by Niestern-Sander to the order of the Portuguese Government for service in their African colonies
photo: coll. Job van Eijk

At Bodewes Martenshoek preparations are under way for the launch of EL KARIM. This 1.300 bhp tug is under construction for Société Chérifienne de Remorquage et d'Assistence, Casablanca, Morocco, for delivery in 1963. Dimensions are 29,10 / 26,30 x 7,73 (oa) x 3,81m. Draft 3,42 m. Speed 10,5 knots
photo: Folkers Groningen

ABEILLE No 1 during the hand-over trials. The 500 bhp tug was delivered to the owners in July, 1959, by Shipyard De Vries Lentsch, at Alphen a/d Rijn. The tug and its sisters ABEILLE No 2 and ABEILLE No 3 (this was the first to be delivered actually) were classed for English Channel and French coasting service. In later years the steering stand was replaced by an enclosed wheelhouse. ABEILLE No 1 was spotted at Perama on 20 April, 2022, named CHIOS I
photo: Hein de Bouter for P. De Vries Lentsch

Another French tugowner ordering from The Netherlands was Cie. Louis Thomas. BON SECOURS 1 is seen preparing bollard pull tests. The 500 bhp tug was built by Bodewes Martenshoek and delivered in June, 1964 *photo: coll. Job van Eijk*

The Canadian tug OCEAN MASTER was completed in 1961. It is until today the only Robert Allan design built in The Netherlands from the keel up. She was delivered to the owners Great West Towing & Salvage Ltd by Shipyard Van der Werf, Deest, in 1961. Dimensions 38,82 (oa) x 9,48 m. In 1974 to Armour Salvage (1949) Ltd, 1984 to RivTow Straits and in 2005 to current owner Allied Shipbuilders, Vancouver *photo: coll. Job van Eijk*

The four tugs - seen here 13 April, 1985, built for Iran by K.Damen Shipyard at Hardinxveld could not be delivered for a number of years due to the Iran-Iraq War (1980-1988). K. Damen, however, had to keep them in running order for the final delivery. In 1985 two of the sisters were converted for anchor-handling. On 30 August, 1986, after some 4 years in lay-up, the former NAKILAT-named tugs sailed in convoy for Saudi Arabia photo: Hans Hoffmann

MAYFIELD, ex R 19 ex RADHWA 19 seen here 14 January, 2009, at Newcastle (Australia) and sisters could likewise not be delivered by Damen Shipyards due to the Gulf War. The delivery trip of the former RADHWA 19 and sisters 18 and 20 ended abruptly at Malta. The tugs had been ordered by Ferrostaal for account of Iraq to be used at a proposed Iraqi-owned berth at the Yanbu terminal. This explains why the tugs bore the familiar 'Radhwa' names. The tugs were laid up at Malta until the end of 1993 when they were sold to a subsidiary of Broken Hill Proprietary named Hunter Towage. The 'R'-names were for the delivery voyage only. Dimensions: 34,75 wll x 11,50 mld x 4,25 x 5,20 max m. Voith-Schneider propulsion. Damen StanVoith 3700 design. 4.800 bhp - 50 tbp. MAYFIELD was sold in 2007 to Svitzer Australia changing in 2017 to South Sea Towage under the same name photo: Roger Hurcombe

The tugs NIMR (pictured) and FAHD were not built for export but for shiphandling in Europoort, Rotterdam. Bodewes Millingen delivered the pair as BREEDBANK and BRIELSEBANK to the New Rotterdam Tug Co. on 25 May and 18 June, 1976. At the same time the Suez Canal Company had an urgent requirement for Voith and stern drive tugs so they contacted the yard in order to buy the two tugs. Smit agreed to this on the condition they could use the two tugs for the sailing of the giant ANDOC platform from the building site in Europoort to sea. This executed the tugs were returned into ownership of the yard on 12 July photo: coll. Job van Eijk

TEMAR I was built by Jonker & Stans for account of Venezuelan operator Terminales Maracaibo. The 75 tbp tug was delivered in 1974. The vessel was specially built for use as a tug/barge combintion with the 18.000 dwt tank barge TRANSPORTE XX. In 1988 renamed MICHELLE D (same owner). In 2003 sold as DOMINANT to the Caribbean. In November 2011 reported at Gadani Beach - probably for scrap photo: Keith Byass

Bodewes Hasselt in 1948 delivered LIBERTADOR to Portugal *photo: coll. Job van Eijk*

The 1.320 hp LAURENT CHAMBON seen here at Marseilles in June 1980 is a product of Jonker & Stans *photo: Hans Hoffmann*

operator, delivered in 1942. A further two tugs built for German account in 1942 were *Baltrum* and *Mellum*. The former vessel later transferred to Poland as war reparation under the name *Atlas*. Pattje was ot known as a regular tug builder. In fact, after WW2 they only delivered – in 1977 - a single anchor-handling tug, *Starmi*, for Norwegian owners. They were, however, among the early constructors of (tug)supply vessels a very large series of which was built between 1972 and 1985.

In 1924 G. & H. Bodewes at Martenshoek purchased the yard owned by Van Aller at Hasselt. From 1936, however, **Bodewes Hasselt** yard continued on its own. Already in the 1920s the yard built export boats, for instance two tugs for owners in then Persia. After WW2, in 1946, the tug *Libertador* was delivered to the Portuguese owner Catraeiros. The tug lasted for a long time being dismantled only in 2008. In 1998 Herman Bodewes passed away. He was succeeded by his daughter Thecla Bodewes. She too was export minded and series of push boats were built for South America.

The **Jonker & Stans** yard at Hendrik-Ido-Ambacht (full name: Scheepswerf en Gashouderbouw Jonker & Stans) was established in 1901. In 1905 its first tug - *Valerie* - was delivered to Antwerp-based dredging company Ackermans & van Haaren. Yard number30 had an engine output of 150 ihp. She was followed in 1906 by *Vigilant* for Th. Maltby, Rye (UK). Two more tugs were built to the order of the London office of Jos. Constant, a Dutch broker and trader that also had vessels built on-spec for onward sale.Yard number 36 delivered in 1906 was a twin-screw tug for account of Sota & Aznar, Bilbao, Spain, named *Zabal Mendi*. In 1907 the tugs *Sun Fish* and *Sunbird* were delivered to W.H.J. Alexander, London (Sun Tugs).

Jonker & Stans prior to World War 2 delivered a great number of tugs a number of which were subcontracted from other yards. They also delivered the greater part of the pre-war tug fleet of Bureau Wijsmuller. The first tug built after World War 2 ended was *Neptunus*, for account of N.I.T. This was in 1947.The first post-war export tug was an unusual type for the yard: the 63,85 / 60,00 x 8,00 m 2.400 hp motor tug *Paul Vidal*. This was one of a series of 10 sisters intended for towage on the river Rhine. The others were built by De Biesbosch (6), Jan Smit Czn (1) and two by Jos Boel in Belgium. The 1950's saw the yard delivering series of harbour tugs for Rotterdam as well as deepsea tugs for Bureau Wijsmuller. Export tugs were limited to three, one of which was a patrol boat annex tug. The 1960's were the same, just one export tug. This was 1.320 hp *Laurent Chambon* - a deepsea tug for Marseille based Compagnie Chambon.

In the 1970 the yard contracted a number of export tugs and tug / supply vessels; a total of 14 vessels. Amongst these were the 8.000 hp *Temar I* for Venezuela, two 4.055 bhp tugs for National Iranian Oil Co., two 7.200 bhp offshore tugs for the U.K., three 5.750 bhp offshore tugs for Belgium, a 7.200 bhp deepsea tug for Belgium and the first of a series of three shiphandling tugs for Libya. Due to a lack of orders but also because the Dutch Government wanted to discontinue its support for shipbuilding activities the last export tug delivered was – in 1985 - *Ferdinand Verbiest* for Scheldt Towage, Belgium. Yard number 371, the tug *Schelde 10* for the same owner was unfinished when the yard declared bankruptcy and closed down. Bodewes Millingen completed the tug as their yard number 772.

The **Duijvendijk** / Duijvendijck family ran shipyards since 1828. Their first export tug was in 1924 to Harrison in London (*Cairnrock*). From then until WW2 they delivered a fair number of tugs to

WINCHMAN was one of four anchor-handling tugs delivered toUnited Towing and its associated Star Offshore Services with the contract split between Jonker & Stans and the IJsselwerf. The 100-tbp tugs were delivered in 1976. They stayed in the North Sea area for a short time. By 1980 all four had been sold to owners in Argentina

photo: coll. TugDoc International

TSM CHAUSEY was delivered by the builders Padmos at Stellendam to owners Thomas Services Maritimes, Rouen, France, in 2015. The 21,20 (oa) x 8,20 m stern drive tug / workboat has a total engine output of 2.080 kW (2.828 bhp) resulting in 33 tbp. The compact vessel is fittend with towing winches forward and aft in addition to two Ridderinkhof tugger winches. A hydrauli 35 tm crane is fitted and a 10 tonne swl A-frame with 9,40 m wide dredge plough can be fitted when required. Accommodation available for 5 crew. Sisters are TSM DRENEC, TSM LOCH, TSM MOLENE and TSM BREHAT

photo: R.& F. v/d Hoek

MARKSMAN, seen here demonstrating capabilities during the Day of Ocean Towage held at Maassluis in 2019. The tug was built by Damen Shipyards as a stock vessel and delivered to owners SMS Towage, Hessle (U.K.) in 2019. 4.200 kW (5.712 bhp) - 69 tbp. She and sister MANXMAN are of the Damen ASD 2411 stern drive reverse tractor design photo: TugDoc (Job van Eijk)

AFON CADNANT was constructed by Metaaldraaierij Sepers BV, Dreumel, for account of Holyhead Towing, U.K. The design for this sahllow-draft tug / workboat was by Technisch Bureau Gommers, Axel. Built in 2007 the vessel now has dimensions of 35,00 x 11,50 m with a maximum draft of 3,15 m. Triple screw, total engine output 5.100 bhp delivering a bollard pull of 55 tonnes. Gommers also designed a later vessel, AFON MENAI. That tug / workboat has a draft of only 1,50 m. She was built in 2014 by Neptune Shipyard, Aalst. 3.000 bhp output, triple screw, 30 tbp

photo: Ruud Zegwaard

U.K. operators. From 1935 to 1939 they deliverd 15 tugs, mainly to London-based barge towing operators like Greenhithe Lighterage, Flower & Everett, W.R. Cunis, Everard, etc. but also *Cap Carthage*, a seagoing shiphandling tug for the Tunisian Government and *Anne Marie* to the Sucrière Nossi at Madagascar. **Cornelis Smit** in 1931 delivered *France* and *Belgique* to La Pènichiènne in France. In 1950 the yard delivered *Léon Dusuzeau* – a 60 (bp) x 8,00 m 2.400 hp Rhine tug for the Office National de la Navigation in Paris, France. Otherwise the yard built few export tugs but was otherwise a massive exporter of deepsea cargo ships.

Damen Shipyards was born out of the Damen Bros. yard run by Jan and Marinus Damen which they had started in 1927 at Hardinxveld. In 1939 they delivered they 100th boat, in 1969 their 350th. In 1968 the business was amicably split up to resolve a difference of opinion on the way forward. Jan and his son Kommer remained with the original Hardinxveld plant whilst Marinus and his son moved to a second yard that had been purchased by the brothers some time earlier. On 1 January, 1969, Kommer Damen established Scheepswerf Damen NV (Damen Shipyards). Kommer had ideas to speed up the process of constructing and delivering new vessels. Standardisation became the key word. A large client base had always been the dredging industry the first new design was that for a tough workboat that could withstand the hardships of dredging support. A deal with engine manufacturer Caterpillar led to the birth of the **Pushy Cat**. The new design was a hit. The standard design could be upgraded with several also standardised options. The introduction of the design coincided with enormous port expansion in the Middle East for which many contracts were won by the Dutch dredging firms. They needed workboats – and fast. In 1976 no less than 156 vessels were delivered to the Middle East of which 41 were to local companies and the remainder to the Dutch dredging contractors. Meanwhile, in 1975, construction had begun of a new shipyard at Gorinchem – the current headquarters of Damen Shipyards.

As an aside, in order to promote the quality and suitability of the Pushy Cat collision and grounding tests were carried out running the vessel into a qua wall at speed etc. A film exists showing these trials.

The Damen Pushy Cat was presented at Europort 1970 in Amsterdam

photo: Dutch National Archives - Rob Croes

LAMINE CAMARA delivered in 2022 is an example of a Damen Multicat 2409. The vessel is required to fulfil multiple functions in the port of Kamsar. These include maintenance of the nav buoys but also shiphandling. The combined towing / anchorhandling winch allows for work over the bow or over the stern

photo: Reinier van de Wetering

A breakaway design was the **Multi Cat**, a pontoon-like workboat for the dredging industry able to on its own being able to handle several tasks for which several specialised vessels were needed. The Multi Cats were also able to tow. The Stan Tug design incorporated many of the features of the Pushy Cat but they were larger, more powerful craft. In 1983 the first Voith Tractor (a Stan Voith 3300 design) exported to Saudi Arabia. A new concept, the **ASD** (azimuthing stern drive tug) was presented in 1990. The first export boat (and the second-of-class to be delivered – the first was constructed abroad) was the 1993 delivered ASD Tug 3110 *Citta della Spezia* for Italian operator Rimorchiatori Spezzini. The 30, 84 (oa) x 10, 20 m tug has a bollard pull of 53,4 tonnes.

Damen by that time had begun to have the hulls built – under Damen supervision - in low-cost countries after which they were transported to The Netherlands for finishing. Later, via the purchase of yards or via joint-venture constructions the tugs could also be completed outside The Netherlands to the same standards as in the home yards. This dramatically increased production. Damen also

The second-ever Damen ASD tug was the first to be built in The Netherlands. In 1993 the design was presented to the tug industry in Rotterdam. Seen here running trials photo: Damen Shipyards

builds numerous tugs on-spec allowing for very short delivery times, a feature not lost on the tug operators. Actual tug deliveries from The Netherlands have thus been decreasing. Within the context of this article they therefore are no longer noted as export boats.

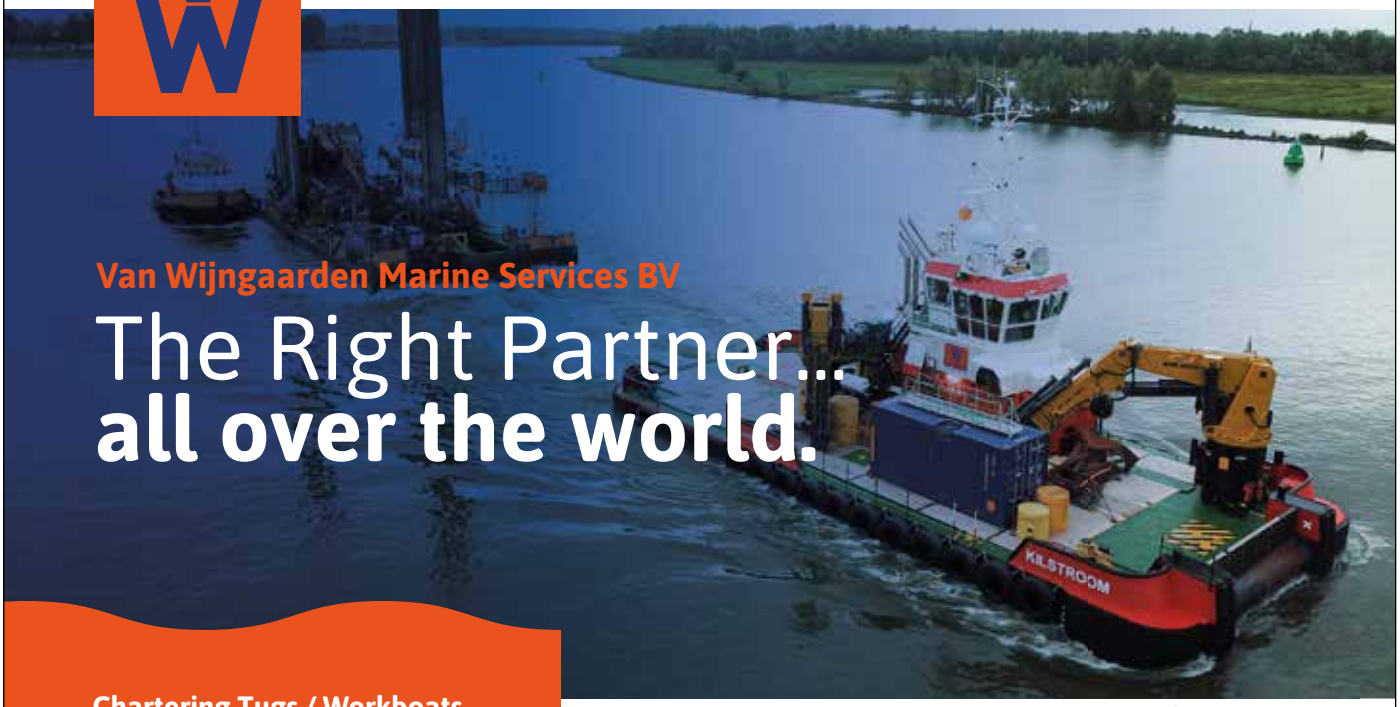
At the same time, however, the Damen Shipyards Group remains a global leader in tug and workboat construction.

Obviously, this article is unable to list every exporting yard in The Netherlands since the invention of the tugboat. In the 1960s some 60 Dutch shipyards included tugs in their portfolio. Today, this number has come down to some 20 yards.

Sources:
Archives TugDoc International, archives Job van Eijk, Books: Damen Shipyards 75 year, De som der delen (Gusto), De Biesbosch 1917-1947, Gouden Biesbosch, 75 jaar De Biesbosch, In 100 jaar van Scheepswerven naar Stadswerven (De Biesbosch), De Wurref van Veldhuis, 75 jaar Op Stapel (Stapel Shipyard), Groei en Neergang van de Zaanlandse Scheepsbouw, Historie van de Scheepsbouw in Hasselt, Scheepsbouw I Perspectief (Werven in Nederland 1870-2009), Dwars in het Winschoterdiep (Scheepswerf Pattje Waterhuizen 1778-1998), Scheepswer De Merwede 1902-2002, Scheepsbouw op de Grens 1889-2000 (De Hoop Lobith), Het liefst eigen baas - De scheepswerven van de familie Van Duijvendijk, 34 Years of Shipbuilding Enthusiasm (Damen Shipyards), Van Jonker & Stans tot Alblas 1901-1985, De Ouwe Werf – van Cornelis Smit tot Cornelis Verolme 1812-2005, Publicity books of IHC Holland, Machinefabriek v/h H.J. Koopman, Gusto Shipyard, L. Smit & Zn Shipyard, Catalogue Groninger Scheepsbouw.

TugeZine all about tugs
media partner of
TUGTECHNOLOGY '23
Platinum sponsor CATERPILLAR
22-23 May 2023, Rotterdam
Conference I Exhibition I Awards

On 9 September, 2022, ASENAV (Astilleros y Servicios Navales S.A.), Santiago, Chile handed their newbuilding GREY over to the buyer Ultratug. GREY has a main engine output of 4.080 kW (5.548 bhp) and a bollard pull of 75 tonnes. At present the tug is operating at the port of Arico in northern Chile photo: courtesy ASENAV shipyard



Van Wijngaarden Marine Services BV

The Right Partner... all over the world.

Chartering Tugs / Workboats for your Seagoing and Inland projects: 24/7 - 365 days

Buitenweistraat 15
3372 BC Hardinxveld-Giessendam
The Netherlands

T +31 (0) 184 490 244
E info@wijngaarden.com
www.wijngaarden.com

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

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

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

all photos by Job van Eijk

New Expo NSM

On 25 February, 2023, the new exhibition at the Dutch National Towage Museum was declared officially open by mr Coen Boudesteijn, retired Director of the Damen Tug & Workboat Division.

by Job van Eijk

Kees van Essen introducing the new exhibition photo: Job van Eijk

The new exhibition is titled "Bouwen voor het Buitenland" which can be translated as 'Building for abroad' or – much shorter – 'Export Tugs'. The exhibition shows the great variety of tugs that have been delivered to tug owners all over the world and from the earliest days of Dutch tugboat building. The story of the export tugs is told by photographs and models from the very early to the most modern tugs delivered by Dutch shipbuilding.

At a time when the only way of coming into contact with ships or clients was a personal visit or the use of letters and postcards ordering from another country or contracting outside your country was extremely difficult. The Netherlands had the advantage of a dredging industry that began to spread its wings abroad. They brought their own equipment either on its own keel of towed. Some even operated their own deepsea tugs. This was what triggered requests from the countries where they carried out their projects. Dutch deepsea tugs were seen across the globe and gained an interest. Capt. Wijsmuller's early deepsea tugs sometimes made a single one-way voyage as he sold the tug as soon as local operators showed an interest.

Post World War 2 saw a boom in tugboat orders, not only replacement of losses but also fleet modernisation. The diesel engine had taken over from steam although for several years steam tugs remained on the order books. Like pre-war inland waters towage was a growing trade. The IHC Holland pool of shipyards built a whole fleet of tugs and dredgers for account of the Suez Canal Co. as well as other countries. After every boom follows a dip. This one lasted until the 1970s when offshore oil brought in many orders for ever powerful tugs and other offshore support vessels like supply ships. Inland waters had changed over from towing to pushing and once again the civil engineering and dredging industry brought a heavy demand for small tugs and workboats and following completion of the works a demand for shiphandling tugs. It was on this wave that Kommer Damen's idea of standardisation brought Damen Shipyard to the forefront of tugboat construction. The Dutch also invented things, like the ASD tug, Multraship with the Carrousel tug, Kooren with the Rotor Tug and Holland Shipyards EDDY tug.

Prior to the opening the chairman of the museum mr Kees van Essen told the assembled invitees about the latest development in relation to the museum after which Nico Ouwehand gave an overview of the exhibition itself. Finally, Coen Boudesteijn gave an insight in his shipbuilding career – he joined Damen from another yard when the company was still working at the Hardinxveld yard and the ideas for standard production were still being refined. In all a fine story about the development of Damen Shipyards and its tugboat designs. The speeches completed mr Boudesteijn then rang the ships bell officially opening the exhibition.

This is the final exhibition prepared by Mr. Nico Ouwehand. Nico was involved in the National Towage Museum almost from the start. He also wrote a number of books connected to subjects in the exhibition. After so many years he decided the time had come to finally 'really' retire. TugeZine thanks him for all the work done to preserve the history of towage and salvage and wishes him all the best for the future

Nico Ouwehand during his last speech prior to retirement photo: Job van Eijk

The exhibition "Bouwen voor het Buitenland" is open for the public from 25 February until 27 August, 2023. The opening times can be found on the museum's website: www.nationaalsleepvaartmuseum.nl. Phone: +31 (0)10 591 2474.

Coen Boudesteijn ringing the bell for the official opening photo: Job van Eijk

TUGTECHNOLOGY '23

Platinum sponsor

CATERPILLAR®

Conference I Exhibition I Awards

22-23 May 2023 | Rotterdam | tug-technology.com

THE INDUSTRY'S PREMIER TECHNICAL GATHERING

Join hundreds from the global tug owning and operating community, the international supply chain and the sector's industry associations and regulators.

Secure your ticket today – be part of the conversation.

KEYNOTE ADDRESSES

Vicente Boluda Ceballos
Vice Chairman, **Boluda Towage**
Chairman, **European Tugowners Association**

René de Vries
(State) Harbour Master
Port of Rotterdam

HIGHLIGHTS

FEATURING
International
Tug&Salvage
2023 Awards

Platinum sponsor

Sponsors

Supporting organisations

Media partners

Brought to you by

ENQUIRIES

Indrit Kruja
t: +44 20 8370 7792
e: indrit.kruja@rivieramm.com

EARLY BIRD DISCOUNT!

Expires 13 April 2023. Save over €200, PLUS an extra 10% for group bookings

Scan for details and tickets

Export to Tonga: “Hifofua”

Niestern Bros. Shipyard at Delfzijl in the mid-1950s was the winner of a contract for what turned out to be an unusual tug.

by Job van Eijk

The **Kingdom of Tonga** is a Polynesian country and archipelago. The country has 171 islands – of which 45 are inhabited. Its total surface area is about 750 km2, scattered over 700.000 km2 in the southern Pacific Ocean. The main island is Tongatapu. Neighbours are Fiji, Wallis and Futuna, Samoa, New Caledonia, Vanuatu, Niue (the nearest foreign territory) and Kermadec (New Zealand). Tonga is about 1.000 nm from New Zealand’s North Island.

From 1900 to 1970 Tonga had British protected-state status. The United Kingdom looked after Tonga’s foreign affairs under a Treaty of Friendship, but Tonga never relinquished its sovereignty. In 2010, Tonga stepped away from its traditional absolute monarchy and became a fully-functioning constitutional monarchy, after legislative reforms paved the way for its first partial representative elections.

In 1956 Niestern had received a contract from the Tonga Copra Board at Nuku’Alofa for an inter-island cargo vessel with passenger accommodation. The contract came in the wake of a visit to Delfzijl by HRH the (then) Crown Prince Tungi during his European tour. The new vessel was based on the inter-island vessel *Zephyr* that had arrived in New Zealand in 1952. It spend quite a lot of time in the Tonga area where it was noted the vessel was particularly suitable for this trade.

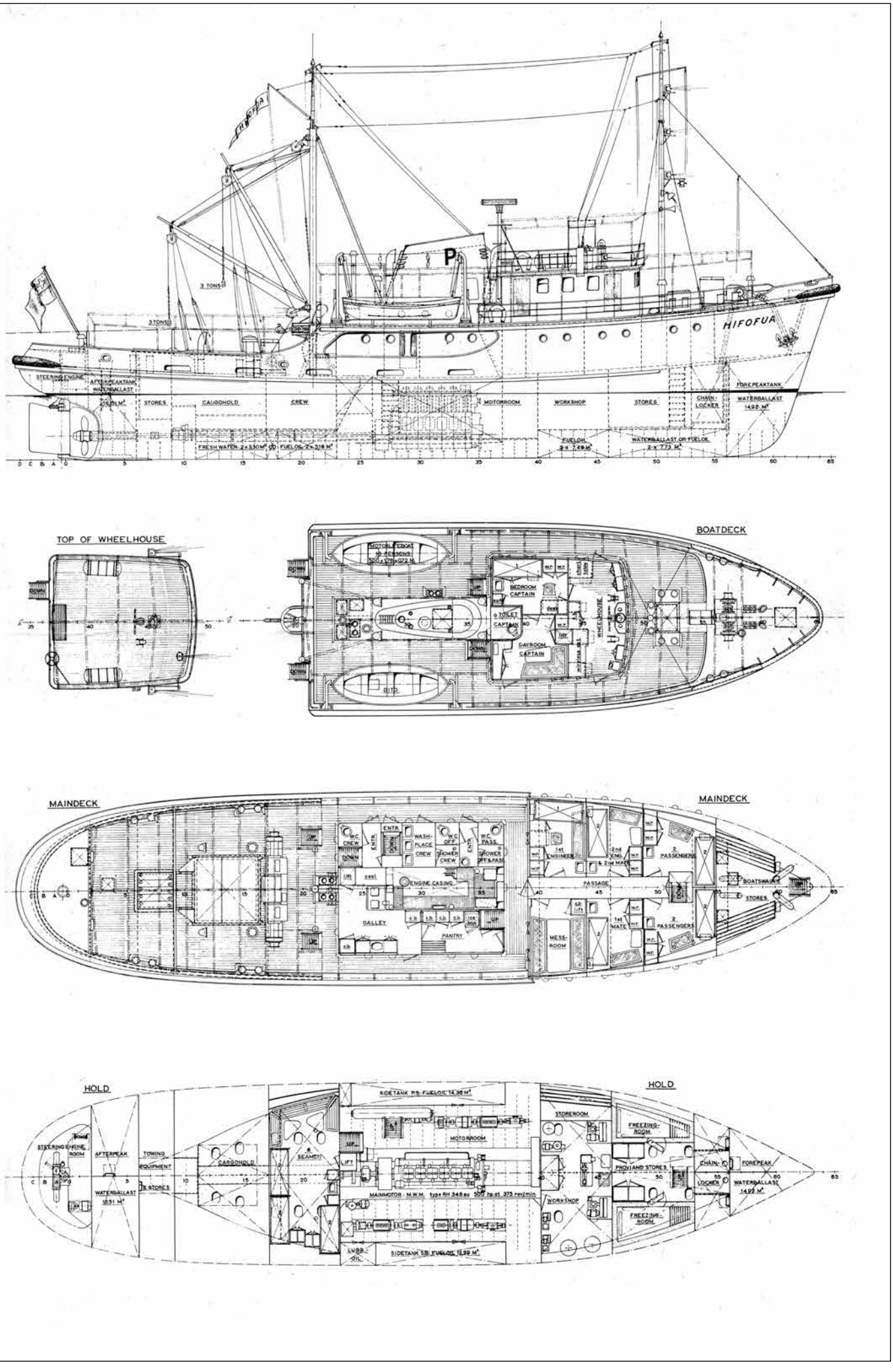
When in Delfzijl to see the progress in the construction of the 515 grt freighter *Aoniu* – designed along the lines of the standard Dutch coaster of the time but adapted for ots future use - Prince Tungi ordered a small ocean tug for account of the Tonga Government. This became Niestern yard number 255 *Hifofua*. She was launched on 12 August, 1958, and commissioned on 2 December 1958. The tug was delivered to Tonga by a crew of 4 Dutchmen and 3 New Zealanders under the command of the Dutch Captain A.P. Velinf. Amongst the Dutch crewmembers reportedly was a mr Joop Schut. He remained in Tonga for the next three years to care of the ship and to train a local crew that would subsequently take over. An unconfirmed report states that in the sixties, the ship broke free from her moorings in a storm and became fixed on a coral reef just north-west of the main town Nuku’alofa. She remains there to this day as a rusting hulk normally above water, visible from land and sea.

Design specs

The operational area of the tug was foreseen as the Tonga Archipelago but occasional voyages to Australia, New Zealand and Japan were also in the specs. The initial design, however, was soon modified away from the dedicated ocean tug. The engine output had to be no more than 500 hp. Further requirements were the addition of a small cargo hold, cargo handling gear and accommodation for cabin and deck passengers.

The consequence thereof was that the main dimensions had to be larger but in combination with the 500 hp limit the design had to step away from the dedicated ocean tug. The function of the vessel was then altered by the owner to that of a multi-purpose Government inspection vessel with the requirement for towing reduced to a lower frequency.

HIFOFUA running trials *photo: coll. TugDoc International*



General Arrangement HIFOFUA *drawing: Niestern Shipyard*

The donated former Japanese tug that now carries the name HIFOFUA is a straightforward shiphandling tug built in 1994 by Kanagawa Zosen. 2.400 bhp *photo: Theo van Loon*

The hull

Dimensions of *Hifofua* were set at 34,93 m oa / 31,06 m (bpp) x 8,28 m (oa) / 7,80 m (mld) x 3,35 m to main deck. Summer draft 2,87 m. Tonnage: 228 grt, 69 nrt, dwt at summer draft 127 tonnes. The main engine is a M.W.M. RH-348-su with an output of 500 hp at 375 rpm. Bollard pull 6,5 tonnes. To increase manoeuvrability and optimise use of the engine the propeller is of the controllable pitch type. Engine and steering controls are fitted in the wheelhouse and at the aft end of the boat deck.

Boat Deck

The superstructure at boat deck level consisted of the wheelhouse with the Captain's accommodation that consisted of a bedroom, a dayroom and sanitary space. The wheelhouse could be reached from the bedroom. On this deck aft of the funnel the two aluminium motor lifeboats were situated. The lifeboats doubled as tenders for ferrying ashore people and cargo. Two 20-person inflatable life rafts were also sitting on the top deck. At the forward end of the boat deck sat the anchor winch which was fitted with a warp head on each side.

Main Deck

At the forward end of this deck the bosun's store was located. Aft of this store two 2-person passengers cabins. To allow more overnight cabin passengers on short trips, extra sleeping space could be created by lowering the tables in the Captain's day room and in the messroom to the height of the seatings – a solution not uncommon in yachts. In this way a further 6 to 7 passengers could be carried. When on inter-island trips the tug is certified for carrying up to 150 deck passengers. Further aft were the cabins for the 1st Mate, the 2nd engineer, the Chief Engineer and the messroom. Aft of the accommodation and arranged around the engine casing were the pantry, galley and the sanitary spaces for the officers and passengers and for the crew. Most of these had entrance from the main deck. The galley, incidentally, was fitted with a coal-fired stove. Rather unusual but necessary to speed up the food-serving process were two food-elevators, one from the galley to the crew accommodation and the other one between the messroom and the Captain's quarters. The aft end of the main deck the cargo winches and the tow hook were fitted. The aft mast carried two cargo booms each capable of lifting 3 tonnes.

Below main deck

from forward to aft were the fore peak water ballast tank, the chain lockers, two freezing rooms and the food stores, the workshop which also included a store room, the engine room, the accommodation for six seamen, the cargo hold, the towing gear store the aft peak water ballast tank the steering gear room. The **steering gear** is of the electric-hydraulic type. To protect the rudder from the effect of the not unlikely groundings the seat of the rudder is extremely heavy. The **freezer rooms** could be kept at minus 20 degrees Celsius. Both freezer rooms had their own independent freezer installation. In case of a breakdown the rooms could be switched to the remaining installation but as a consequence the temperature rose to minus 8 degrees. The **workshop** initially was planned to be far more sophisticated but changing ideas during the build led to the workshop being minimalized. The space thus saved was used to install equipment like the hydrophores, the freezing gear, an electrical boiler, the gasoil separators, the echosounder and extra storage space for spare parts.

Postscript

The editor would like to receive confirmation about what ultimately happened to the tug. Furthermore we are looking for confirmation on the delivery crew as this may be a mix-up with other ships. Tonga currently has another *Hifofua*, a Japanese tug donated in 1994 by the Government of Japan. Furthermore, in May, 2019, a further tug arrived in Tonga. The *Olovaha* was purchased from Australia. The purchase was driven by the fact that more cruise ships arrive and sail form Tonga and a number of these request two tugs as assist.

Sources: files Job van Eijk, several Dutch newspapers and Dutch shipping websites

OLOVAHA arrived at Tonga in 2019 as the second shiphandling tug *photo: Radio & TV Tonga*

Utility Tug CTV Service - Offshore Supply

AMASUS

0596 64 98 00
uctv@amasus.nl

Borkumweg 5
NL 9979 XJ Eemshaven

Postbus 250
NL 9930 AG Delfzijl

www.amasus.nl

DUTCH MARINE CONTRACTORS

Commercial Shipmanagement | Consultancy | Brokerage

A **NEW** approach to maritime projects

SERVICES

SOLUTIONS

SYNERGIES

+31 20 3080 899 24/7
dutchmarinecontractors.com
info@dutchmarinecontractors.com

DMC
DUTCH MARINE CONTRACTORS

TugTechnology '23 Rotterdam

There is only seven weeks to go before the tug and towage sector's largest event of the year gets underway in Rotterdam, the Netherlands.

by Martyn Wingrove

TugTechnology '23 will be held 21-23 May in Europe's largest shipping port with the largest tugboat fleets for three days of social and networking events, an extensive conference programme and top-tier exhibition, gala dinner and industry awards. This is brought to the industry by Riviera Maritime Media, publisher of *International Tug & Salvage* journal and the team behind the influential ITS Conventions. Industry leaders and executive-level experts from around the world will provide insights into the challenges and technical solutions facing the tug and towage sector, with excellent opportunities for making business deals, networking, renewing old friendships and forging new professional relationships.

TugTechnology '23 kicks off **21 May** with preregistration at the Postillion Hotel & Convention Centre at the World Trade Centre, followed by a welcome drinks reception, sponsored by Sanmar, and late evening party organised by Uzmar.

The two-day conference starts **22 May** with a welcome address by Platinum sponsor Caterpillar Marine strategy director Matthew Rayson and a keynote address by Boluda Towage vice chairman and chairman of the European Tugowners Association, Vicente Boluda Ceballos. This will be followed by a tug owner roundtable featuring Svitzer chief operating officer Kasper Karlsen, P&O Maritime Logistics chief executive Martin Helweg and Smit Lamnalco director for LNG business and project development Andrew Brown. At the end of day one, the gala dinner and ITS awards will be held, in association with Caterpillar and sponsored by Damen, with a pre-gala dinner drinks reception sponsored by Sanmar and an afterparty organised by Damen.

As the premier technical industry gathering, **TugTechnology '23** continues to garner support from key representative associations: European Tugowners Association, British Tugowners Association, International Tugmasters Association and the Workboat Association. During the conference, there will be sessions with ground-breaking and informative technical papers covering the decarbonisation challenge, technologies for reducing emissions, and bringing these technologies within reach of owners with safety and regulatory considerations. Presentations will cover port and harbour operations, autonomous tugs, new propulsion, deck machinery technologies and training and skills enhancements. Conference sessions will be interspersed with networking coffee breaks sponsored by Rolls-Royce Solutions mtu and networking lunches in the exhibition area sponsored by Uzmar. Other sponsors involved include Berg Propulsion, Bureau Veritas, Cummins, Kongsberg Maritime and Med Marine.

Hundreds of delegates will attend from more than 75 companies, and to date, more than 40 companies have committed to exhibiting their products and services. These include: Avikus, BeHydro, Bexco, Bridon-Bekaert, Bureau Veritas, Caterpillar, CC Jensen, Cummins, Damen, Danelec, DMT, Elkon, Elphiepoly, Fire Fighting Systems, Force Technology, Helm, Ibercisa, Jason Engineering, JonRie InterTech, Kongsberg Maritime, Lankhorst, MAN Energy Solutions, Markey Machine, Med Marine, Mørenot Offshore, Rolls-Royce-mtu, On Site Alignment, Piriou, Restech Norway, Robert Allan Ltd, Samson Rope Technologies, Sanmar, Schottel, Timken, Transport & Offshore Services, UniSea, Uzmar, Voith, Vulkan, WKM Cornelisse, ZF Marine.

TugeZine all about tugs
media partner of
TUGTECHNOLOGY '23
Platinum sponsor CATERPILLAR
22-23 May 2023, Rotterdam
Conference I Exhibition I Awards

Regional

FRAM PRINCE (ex SAYAN PRINCE, ex A.H.GENOVA) arriving Rotterdam from Italy 11 March, 2023, towing the barge S-44 with a cargo of jackets that will serve as foundations for the converter platforms for wind-farms. The transport departed 28 March destination the Dogger Bank area in the North Sea

photo: Leen van der Meijden

VB BEVER on 27 March departing Rotterdam for Mukran, Germany, towing the laden barge NP 571 *photo Nico Giltay*

NORNE on 15 March, 2023, departing Europoort for Gibraltar towing Koole's FJORD (ex FAIRMOUNT FJORD, ex BOABARGE 19) bound for Gibraltar where Koole Salvage is carrying out a wreck removal operation

photo: R.& F. van der Hoek

VENTURE (ex THRES) arriving 6 March, 2023, towing the barge TERRA MARIQUE *photo: Ruud Zegwaard*

Ukraine has a very extended inland waterway network of which some 4.000 km is potentially useful for transport purposes. Only an estimated 10% of this is being used for transport purposes. Roughly the inland waters fleet of push boats can be divided into three types: the big high-powered boats capable of long distance and cross borders operation, the smaller boats which generally operate within the Ukrainian borders and the compact push boats used in ports to shift cargo around over short distances.

KOZATSKYI - 28 (oa) x 9 m, draft 1 m

NIBULON-4 - built 2012 - 382 GT - 37,2 x 11,52 m - draft approx 2,6 m

PORTOVYI-5 - a harbour service push boat - 20,4 x 9 m - built probably 1983

ORENBURG - 57 (oa) x 9 m - draft 2 m

ZVENIGOROD - built 1963 - draft 1,8 m

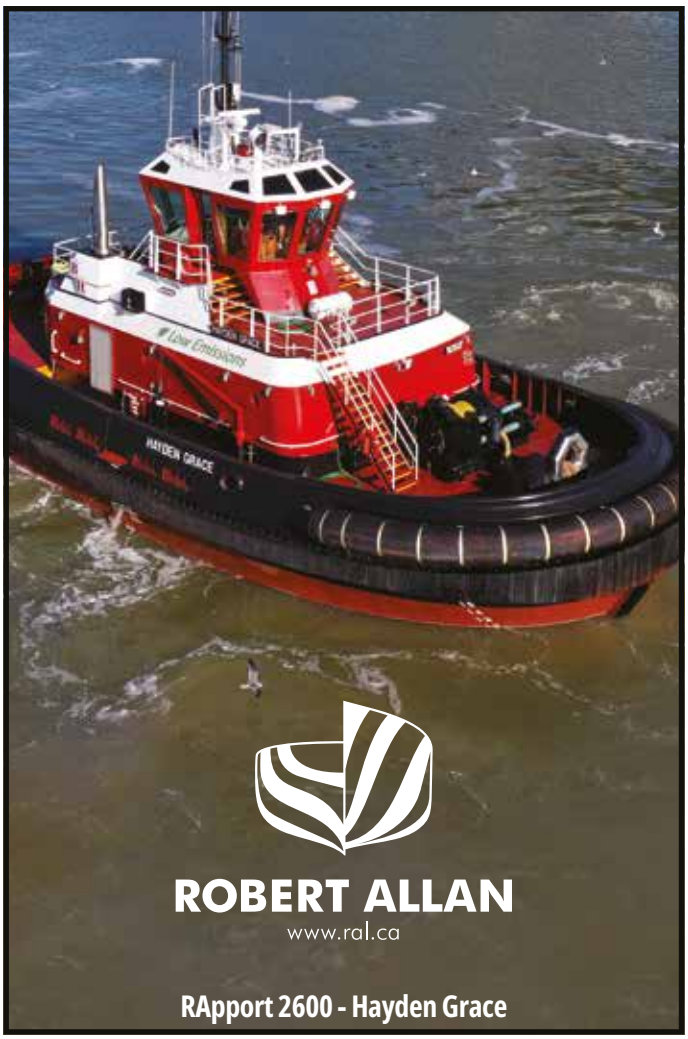
KAPITEIN MARITIEM

Maritiem vakmanschap






Doove Balg 3 - 8321 WE Urk / Postbus 235 - 8320 AE Urk
T +31(0) 527 682 435 E info@kapiteinmaritiem.nl
I www.kapiteinmaritiem.com



ROBERT ALLAN
www.ral.ca

RApport 2600 - Hayden Grace

VAN STEE
OFFSHORE





VAN STEE OFFSHORE
Nieuwe Vissershaven 13 • 8861 NX Harlingen • The Netherlands • Tel. +31 (0) 653 663 292 • info@vansteeoffshore.com
www.vansteeoffshore.com

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

Fako Shipping, Cameroon, acquired the 2008-built Rotortugs *Bugsier 4* and *Bugsier 6* from German tug owner Fairplay, renamed them and is transporting them to the port of Lomé. *Bugsier 4* was renamed *Fako Namme Menyoli I* and *Bugsier 6* became *Fako Namme Menyoli II* following the sale. These 377-gt tugs were built by ASL Marine Holdings in Singapore in 2008 to a Rotortug design with a length of 28 m and a beam of 12 m. Dutch company Redwise Maritime confirmed it is responsible for transporting them from the Netherlands to Lomé in Cameroon, a trip of around 5000 nautical miles.

FAKO NAMME MEMYOLI II, ex Bugsier 6, seen 11 January, 2023, at IJmuiden

photo: R.& F. van der Hoek

Previously, these tugs, both with 80 tonnes of bollard pull, supported ships entering and departing German ports and undertaking coastal towage assignments. In Cameroon, they will provide towage services operated by the local company, which has the long-term concession.

Meanwhile in a dispute over unpaid charter for two tugs, **Kotug** has seized another tug owned by Fako, the renting party, viz. *Fako Namme Menyoli 2*. Kotug leased the tug *RT Margot* to Fako in Cameroon from January 2016 to July 2018, and also the *RT Zoë* from February 2017 to July 2018. As of August 2018, the two tugs were leased to a sister company of Fako. A year later, the companies concluded a so-called 'settlement agreement'. In it, Fako acknowledged that 4,6 million Euros were still owed for the charter of the two ships. A payment arrangement was also agreed. Three years later, Kotug tried through various arbitration procedures to recover the arrears of charter, plus other costs, from Fako. As of the date of writing this Tug News (end of March, 2023) the vessel according to AIS was still moored at IJmuiden.

A.M. RAYMOND was sold by MGL Marine

photo: NGL Marine

NGL Marine assets sold

In March, 2023, it was announced that **Campbell Transportation Company Inc.** was to acquire the majority of the marine assets owned by NGL Marine LLC. Reason behind the acquisition is that Campbell wants to diversify its fleet while NGL wants to dispose of non-core assets with the proceeds to be used for debt reduction. The transaction according to NGL involved a total of USD 111,65 million in cash. When completed Campbell will own or operate more than 1.250 barges throughout the inland waterway system, including 95 tank barges in both the dry cargo and liquid cargo trades. The company also operates more than 60 push boats.

NGL Marine is a subsidiary of Tulsa-based **NGL Energy Partners LP**, a vertically integrated, full-service midstream provider, which focuses on water services, crude oil logistics, natural gas liquids logistics and retail businesses. It provides solutions for upstream companies, such as marketing crude oil, marketing natural gas liquids, treating produced and flow back water disposal or recycling. NGL Marine was formed in 2013 when NGL Energy

Partners bought and merged **Third Coast Towing** and **Cierra Marine**.

The NGL push boats are:

name	built	grt	hp
Evelyn James	2016	299	2.600
Richard Drake	2016	299	2.600
Steve Bryan	2015	299	2.600
L. Avery	2015	299	2.600
Eagle	1984	141	1.450
Apache	1980	138	1.700
Shirley Mahone	1977	163	1.450
Makenzi Haidyn	2018	299	2.600
Sophia Grace	2018	299	2.600
Riley Dexter	2018	299	2.600
H. Michael	2019	294	3.200
A.M. Raymond	2020	272	2.600
Kevin Allen	2020	272	2.600

JAMES K *photo: Weeks Marine*

Solstad sells

Norway's Solstad Offshore struck a deal with U.S. based **Tidewater** for the sale of their entire platform-supply-vessels fleet. The 37 vessels concerned will bring in USD 577m. All 37 are currently at work in the North Sea, Brazil, Australia and West Africa. Tidewater will fund the transaction through a combination of new debt and cash on hand.

The completion of the transaction is subject to third-party approvals such as certain charterers and competition authorities and buyers' financing and fulfilment of conditions precedent. The parties may abandon the transaction if it is not completed by June 30, 2023.

Solstad will use the proceeds to reduce debt. It intends to focus on its anchor-handlers and subsea vessels.

Shipwrecks

The shipwrecks in state waters of **South Australia** are protected under South Australia's Historic Shipwrecks Act 1981, while those in Commonwealth waters are protected under Australia's Underwater Cultural Heritage Act 2018. A survey by the government has revealed a total of 780 individual shipwreck sites in the region's waters ranging in date from 1837 to 2017. Also discovered from the survey is the existence of nineteen graveyards where multiple ships are known to have been lost. Shipwrecks on the West Coast have been found to be more European indicating visits to the region of Dutch, French and British explorers.

According to the Minister for Climate, Environment and Water the regional shipwreck surveys are fundamental to the successful management of our maritime heritage and historic shipwreck resources but require rigorous archaeological investigations involving fieldwork, research and assessment.

New Navajo class tugs for the U.S. Navy *artwork: coll. Job van Eijk*

Weeks Marine

has been investing in new dredging equipment. Included in the program were new dredge tenders in the form of lugger-type tugs. The smaller two of the three tugs – the *Jack K*. and *William O*.– are very versatile and handle very well, with fish-tail rudders and inboard offset rudders," said Jim Greco, Marine Services Division Manager at Weeks Marine.

"While versatility and manoeuvrability is important, we also need the power that the largest tug in the series, the *James K*., brings with its three 800-hp Cummins engines." The *Jack K*. and *William O*. are 62.5 foot twin-screw tugs and the *James K*. is 78 feet long and 30 feet wide.

The aft towing deck on *James K.* is significantly larger than that of its smaller sisters in this series. By comparison to other tugs, all three have a shallow draft, perfect for tending dredges. Tugboats that support dredging work have to be tough as well as nimble. Thick steel plate hulls and side shells and stainless steel deck connections, handrails and stern cap rails ensure that these three vessels can handle the elements and the work they are tasked with doing, said Weeks.

"James K"

was built at **Rodriguez Boat Builders** of Bayou La Batre, Ala. and delivered in late February to Weeks Marine.

The two smaller tugs in the series, *Jack K*. and *William O*., feature the

Solar navigation lights

For use as anchor light, port- and starboard light & stern light.
The advantages of the Solar Nav-Light® at a glance:
. led's instead of incandescent lamps - last longer
. automatic solar chargesystem - cheap
. robust design - durable
. magnet mounting or permanent flat mount strip - quick fixation on deck
. 20 nights without any sunlight - reliable
. 3 miles certified by U.S.C.G. approved labs. - certified

These solid Solar Nav-Light® lamps are available in several models but all are self contained & self powered.
Your Solar Nav-Light® equipment is now available through your local distributor or hardware store.

www.nav-light.com

Your Nav-Light® distributor:
W.K.M. Cornelisse Trading B.V.
Telephone +31(0)345-517122
Fax +31(0)345-684230
P.O. Box 146 , 4200 AC Gorinchem

Nav-Light®
The bright spot in the marine world

HARBOUR & TERMINAL TOWAGE | SALVAGE | OFFSHORE SERVICES | SEA TOWAGE | PORT SERVICES

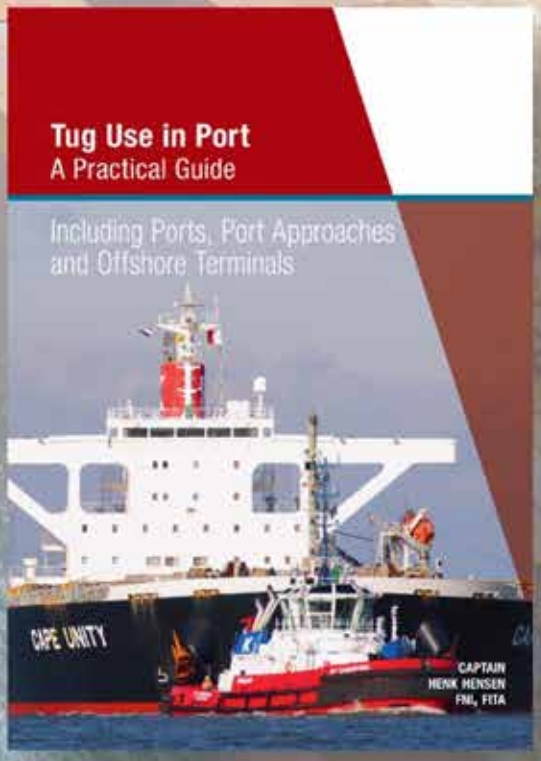
MULTRASHIP
MAKES THE
DIFFERENCE

MULTRASHIP.COM | +31 (0) 115 645000 (24/7)

MULTRASHIP
TOWAGE & SALVAGE
MAKES THE DIFFERENCE

POLESTAR PUBLISHING

Know your position, plot your course



Exclusive offer for readers of TugeZine: 20% discount on all our books! Simply enter 'TUG2023' at checkout. Visit us at www.polestar-publishing.com

Under construction for ACBL *artwork: ACBL*

Naming ceremony for two of the five tugs at the Sanmar Altinova yard photo: Sanmar Shipyards

Rodriguez fish-tail rudder and inboard offset rudders designed to improve manoeuvrability. The rudders on *James K.* are in line. The inboard offset used on the smaller tugs was not necessary because of the increased rudder surface that better captures the thrust of the water flow.

James K. is powered by three Cummins QSK19-M mains coupled to Twin Disc MGX 5222 DC gears with a 6.10:1 reduction ratio. The 66-by-56-inch stainless-steel, four-bladed Kahlenberg propellers are pitched for torque rather than speed. A pair of Cummins QSB7-DM engines turning 60-kW generators supply electrical power. Another departure from the two sister tugs is the large **Coastal Marine** hydraulic towing winch on *James K.* It is a side-by-side double-drum winch with an independent capstan. The main drum is fitted with 2.000 feet of 1.5-inch wire and the secondary drum has 1,000 feet of 1.5-inch wire. Two Nabrico deck winches with 120 feet of 7/8-inch Spectra line on the foredeck are used for barge pushing.

Bollinger cuts steel

In March, 2023, it was announced that Bollinger Mississippi Shipbuilding commenced construction of *USNS Muscogee Creek Nation*. This is the 10th Navajo-class towing, salvage and rescue ship (designated as T-ATS) and the fifth T-ATS being constructed by Bollinger since acquiring the program in April 2021.

The Navajo class provides oceangoing tug, salvage and rescue capabilities to support fleet operations, and are tasked with coming to the aid of stricken vessels. Their general mission capabilities include combat salvage, lifting, towing, retraction of grounded vessels, off-ship firefighting and manned diving operations. The T-ATS platform replaces and fulfils the capabilities that were previously provided by the Powhatan-class fleet ocean tug (T-ATF 166) and Safeguard-class rescue and salvage ships (T-ARS 50).
Named for the Muscogee Creek Nation, the new ship honours the self-governed Native American tribe located in Okmulgee, Okla. The Muscogee people are descendants of not just one tribe, but a union of several. Muscogee Creek Nation is the largest of the federally recognized Muscogee tribes, which is the fourth-largest tribe in the U.S. with more than 86,000 citizens – some of which have or continue to serve across the U.S. armed forces. This will be the first Navy vessel to carry the name *Muscogee Creek Nation*.
In addition to T-ATS 10, Bollinger is constructing *Navajo T-ATS 6, Cherokee Nation T-ATS 7, Saginaw Ojibwe Anishinabek T-ATS 8* and *Lenni Lenape T-ATS 9.*

11.000 hp for ACBL

American Commercial Barge Line (ACBL) announced a contract with **C&C Marine and Repair** of Belle Chasse, La., to build an 11.000-horsepower push boat (towboat). towboat. The vessel will operate on ACBL's mainline network, pushing up to 56 barges averaging approximately 75.000 tons of cargo.

The design of the twin-screw vessel is by Portland, Maine-based CT Marine. Dimensions are 198'x 12', the twin-screw towboat will measure 60,5 x 15,24 x 3,66 m with the wheelhouse eyeline at 14,32 m above the water. Main engines will be two **Caterpillar** C280-12 main engines that will be paired to **Reintj**es WAF-6755 reduction gears provided by Karl Senner LLC. Auxiliary power will be supplied by three Caterpillar 275-kW generators. CT Marine CT28-SL nozzles will house 124-inch / 3,14 m diameter stainless-steel 5-blade fixed-pitch propellers. Steering is by twin differential flanking and steering rudder systems. The vessel will be able to accommodate a crew of up to 12 and the design incorporates a floating spring-mounted superstructure for additional crew comfort. Estimated delivery date will be somewhere in the third quarter 2024.

Sanmar delivery

Mackenzie Marine and Towage holds the contract to operate tug services in Esperance, Australia. The new tug –

named *Lillian Mac* – is the fourth unit in the fleet, the others being *Hellfire Bay*, *Shoal Cape* and *Cape Pasley*. The company has been the first and only tug operator in Esperance for 50 years. *Lillian Mac* was named in honour of Sean Mackenzie's late grandmother who was also a company founder.

Lillian Mac was built by Sanmar Shipyards to a Robert Allan design of the new RAmparts 2400SX Mk-2 design. The new class of tug is designed to achieve an improved level of low emission, low environmental impact tugboat operation. The vessel conforms with International Maritime Organisation Tier III emission standard. The 24 x 12 m tug has firefighting capabilities of 1.200 cubic metres per hour and has accommodation for six people. The new generation, environmentally friendly tug is also designed for emergency response towing with state-of-the-art gear to rescue ships and bring them to a safe anchorage.

2 days / 5 tugs

The five tugs concerned were the fleet of five contracted for service at Canada's prestigious and environmentally-sensitive new LNG terminal in British Columbia. On 7 March at the Sanmar Altinova Yard the LNG-fuelled *Haisea Kermode* and *Haisea Warrior* were named by Lisa Grant, Interim Deputy Chief Administrative Officer of the Haisla Nation and Haisla Nation Councillor

Damen ASD 2811 for Trinidad & Tobago *photo: Damen Shipyards*

Kevin Stewart. The 40-metre 100-tbp tugs are based on Robert Allan's RAstar 4000-DF design. Indirect escort braking and steering forces are estimated at the 200-tonne mark.

The next day – at the Sanmar Tuzla shipyard – *Haisea Wamis*, *Haisea Wee'git* and *Haisea Brave* were named by Crystal Smith, Chief Councillor of the Haisla Nation. This trio are all-electric 65-tbp shiphandling tugs. The 28,4 m ElectRA-2800 design shiphandling tugs are powered by 6,102 kWh of battery capacity. Bollard pull is 65 tonnes. With ample clean hydroelectric power available in Kitimat, the shiphandling tugs will be able to recharge from dedicated shore charging facilities at their berths. This effectively results in zero emissions.

SVITER ARTHUR - first of six
photo: coll. Job van Eijk

Svitzer adds six

For its Brazilian operations Svitzer has ordered six stern drive tugs from **Estaleiro Rio Maguari**. The first of these has been delivered. Svitzer Arthur is of the Robert Allan RAmparts 2300-ERM design which is adapted to requirements of the yard. The 23,2 m tug features a raised forecastle deck for safer operations in heavier weather. The tug is configured as a reverse-tractor, i.e. fitted with a towing winch on the bow only. This is a single drum hawser winch from Ibercisa. The bow is protected by heavy duty cylindrical fendering. Main engines are two MTU 16V-4000-M63 diesels driving two Kongsberg US-205S-FP, 2.800 mm diameter azimuthing propellers. Bollard pull is 71 tonnes ahead and 69 tonnes astern. Speed is 13 knots. Dimensions are 23,2 (oa, excl. fenders) x 11,4 (mld) x 4,4 m with a draft max of 5,5 m.

BELLA, latest addition to the Van Dodewaard (Herman Sr.) fleet. See TugeNewsletter no. 15 for more information *photo: Nico Giltay*

“Swarozyc” - export with a twist

The Polish salvage tug SWAROZYC was an export tug with a difficult birth. The tug had been ordered during the German occupation of The Netherlands.

by TDI Tugboat Publications

The keel was laid in 1942 by the **Amsterdam Dry Dock Co**. Yard number 83 was intended for duty in Hamburg and Baltic waters hence she would have an icebreaking capability. The tug had been ordered by the German operator **Fairplay**.

Sabotage

Under the German occupation the workers managed to slow down construction, helped by scarcity of materials while the engine room provided many opportunities for delaying action. The hull was just about complete when launched in late 1944. The main engines, however, had not yet been fitted. By February 1945 the Germans had had enough and ordered to start loading the unfinished *Fairplay XX* with equipment, engines and other goods so it could be towed to Hamburg for completion. In the night from 25 to 26 February, however, Dutch Resistance succeeded in blowing a hole in the hull and sink her.

To Hamburg and back

German navy divers patched the hull and brought her to the surface. Three weeks later the tow to Hamburg was executed. In 1946, however, the still incomplete vessel was discovered in Hamburg. Reportedly It was transferred to Poland as a war reparation and towed to Szczecin for completion but later towed back to Amsterdam. This statement is not confirmed by Dutch reports that stated the tug was towed back to Amsterdam for completion – the vessel was at the time still owned by the yard.

Sold

The tug was sold in April 1948 through the Dutch Shipbuilding Export Centre to **Polimex** Polish Export & Import Co., Warsaw. The purchase was made with an eye to salvage and rescue operations off the Polish coast, as well as post-war wreck clearance operations. For this purpose in 1945 the **Zegluga Polska Towage & Rescue Department** was set up, managed by the Gdynia-America Shipping Lines S.A. (GAL). In 1955 the tug was registered under Polish Government with **Polish Ship Salvage Co.** (Polskie Ratownictwo Okretowe or Polratok for short) as managers. Around 1970 the company was listed as an independent non-government operator. Polratok had been established on 2 January, 1951 by the Ministry of Shipping for the express purpose life saving and wreck removal in Polish waters. Deepsea distance towing was occasionally carried out but from 1959 became one of the pillars of the company.

The Polish salvage tug SWAROZYC during a visit to Holland *photo: coll. Job van Eijk*

The yard apart from finishing the tug also upgraded it to post-war standards. The tug was completed at the end of March 1948 and handed over to Poland by the Amsterdam Dry Dock Co. on 1 April, 1948. Dimensions were 50,08 (oa) x 12,00 x 6,00 m with a draft of 5,45 m. The 712 grt vessel was powered by a 4-cylinder Compound steam engine with an output of 1.850 ihp. Speed 14 knots. The tug was equipped with a full range of salvage gear including a 360 t/hr salvage pump and a fifi monitor with a capacity of 3.600 l/min. The tug was suitable for working in ice. Reportedly broken up at Gdansk at the Radunia Repair Yard, scrap commenced in March 1979.

The first distance tow

The first long-distance tow by Polratok was, in fact, carried out when on 27 December 1955 *Swarozyc* left port for a 4.872 nm voyage to Lagos, Nigeria. There the dredger *Lady Bourdillon* - which had been purchased by the Polish Government – was collected for a return voyage to Hamburg over 4.468 nm. Problem was that the tug was never intended for such voyages so lacked adequate bunker capacity. When near Madeira the transport ran into a ferocious storm and the tow tried to take charge of the tug which could have been fatal. After two days course could once again be set towards Madeira which they reached with the last of the – low quality - African coal being scraped from the bunkers. On 15 March 1956 the tow reached Hamburg where the dredger was to be refitted.

Note: this tug must not be confused with *Swarozyc* completed in 1948 by the **Arnhemsche Stoomsleephelling Maatschappij**. That was a twin screw 55,65 x 8,20 x 2,25 meter inland waters tug with a total output of 500 ihp. As an aside, that tug was part of a large deal between the Dutch an Polish Government whereby 22 steam tugs of various sizes would be delivered in exchange for cargoes of coal. This tug was reportedly also scrapped in 1979.

Sources: files Job van Eijk, Polish Ship Salvage brochures, several Dutch newspapers reporting on the tug, the book Fairplay – dafür steht der name, website Facta Nautica, several editions of Lloyds Register.

SWAROZYC - a Dutch export tug with a twist seen here on 21 June 1978 at Rotterdam *photo: C. de Graaf*