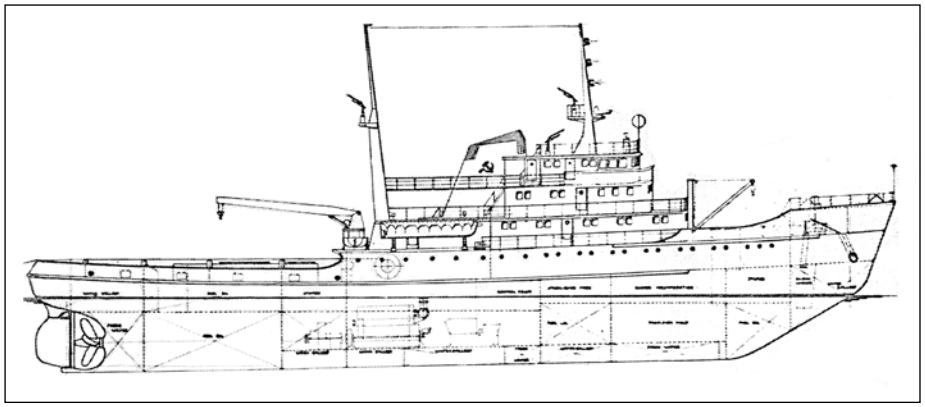
Tug e Newsletter
all about tugs

Holiday Season...

The luxury yacht LEGEND to a certain extent is still recognisable as a former salvage tug built in 1974 in The Netherlands. She is one of a series of four oceangoing salvage tugs contracted in 1972 by the IHC Shipyards. The order for teh four tugs was valued at 80 million Dutch Guilders. DIOKL and GERAKL were constructed by IHC Kinderdijk. GEKTOR and DIMANT (launch name only, she was delivered in 1974 to the owners as GIGANT, even though until 1979 she was still listed as DIMANT) were completed by IHC Verschure, Amsterdam. The ice-strengthened salvage tugs were designed for support to the Warsaw Pact fishing fleets. DIMANT / GIGANT, based at Murmansk carried the fleet number MCH-0819.

Dimensions were listed as 72,50 (oa) / 65,00 (bp) x 13,20 (mld) x 7,19 m with a draught of 5,96 m. 1.655 grt. Main engines 2x 2st 8-cyl Smit-Bolnes 308-HDK crosshead type diesels (300 x 550) delivering 6.800 bhp total output. Single fixed-pitch propeller. Bunker capacity 466 m^3. Bollard pull 52 tbp. Speed 17 knots max. Accommodation for a crew of 48. The tugs are able to operate in temperatures from +32 to -30 degrees Celsius. Sometimes listed as 7.800 hp and when ordered as 9.000 hp. A publication on Soviet merchant ships even listed these tugs as 9.000 bhp. On a special note: it was found necessary – after trials - to increase the fixed ballast.



Pre-construction side view of the Russian IHC tugs *drawing: coll. Job van Eijk*

History

12-April, 1973, launched as DIMANT. 1974 Delivered as GIGANT to Sevryba (Northern Basin Fisheries Association), Murmansk. 1993 sold / transferred to Sevrybkholodflot, Murmansk. 2019 again sold.

On 26 December, 1993, the Los Angeles Time newspaper reported that ". . . .after a year away from their homes - eight months of it stranded in Los Angeles harbor with engine problems - the crew of the Russian seagoing tugboat GIGANT are going to get their Christmas wish. They're going to be deported. Immigration and Naturalization Service officials said that the six Russian sailors still aboard the ship must leave the United States because it appears the owners of the stranded ship are not making any progress toward repairing it. The sailors will be leaving Los Angeles by plane . . . . ".

Very few photos exist of DIMANT since she was delivered as GIGANT. DIMANT seen here during trials *photo: coll. Job van Eijk*

LEGEND ex GIGANT seen at Velsen, The Netherlands, on 24 April, 2014. At the time she was being refurbished *photo: Ruud Zegwaard*

1997 sold to Sevryba Joint Stock Co. (ZAO Rybopromyshlennykh Predpriyatiy Severnogo Basseyna), Murmansk.

In 1999 the tug was registered with Alpha Schiff G.m.b.H. & Co. Schiffsbesitz K.G., Panama. Apparently owned by Swiss shipowner René Herzog. Re-emerged in 2002 as the expedition yacht GIANT I. Overall length since listed as 75,4 m. Laid up 2005-2007. 2007 again reconstructed. Tonnage now 2.290 GT. December 2012 renamed LEGEND. In 2014 in The Netherlands for a major overhaul. 2016 back in service.

As a yacht accommodation is available for 22 guests in 11 cabins. The crew numbers 28 people. Range listed as 18.000 nm at 11 knots. Fitted with stabilizers. GT now 2.407 photo: Reinier van de Wetering

The fate of the other tugs in this class is as follows:
GERAKL – launched 22-11-1973 – 1974 delivered to U.S.S.R. Baltic Shipping Co., Leningrad. 1991 re-registered with Baltic Shipping Co., Russia. 1995 sold to St. Petersburg Expeditionary Detachment Wreck Salvage & Underwater Technical Works (Sankt-Petersburg Ekspeditsionyy Otryad Avariynor Spasatelnykh i Podvodno-Tekhicheskikh Rabot) (ASPTR), St. Petersburg. Tonnage in 1996 listed as 2.078 GT, 623 NT, 740 DWT. 1998 sold or transferred to Baltic Tugs (Basseynovoye Upravleniye "Baltiyskiye Buksiry), St. Petersburg. Around 2006 reported arrested by Riga Shipyard. 2011 scrapped at Klaipeda

DIOKL – launched 21 February 1974, 10 October 1974 trials. Delivered to "Dalryba", Vladivostok. 1990 renamed *Kapitan Klyuyev.* 1991 transferred to Dalryba. 1993 sold to Vostokrybkholodflot. 1994 managed by Commercial Shipping Co. "KORF". 1998 sold to Joint Stock Co. Dalryba (A/O Dalryba), 1998: tonnage listed as 2.001 GT, 600 NT, 740 DWT. 24-5-2002 listed as managed by Vladivostok Fishing Port. 2008 to Russian Government, managed by Far-Eastern Expeditionary, Vladivostok. 22-11-2011 laid up at Vladivostok. 2016 last reported at Vladivostok. No further details.

GEKTOR - 14-6-1974 launched. Delivered to U.S.S.R. Zapryba, Kaliningrad. 1994 sold to Reftransflot Joint Stock Co. (A/O Reftransflot), tonnage reported as 1.995 GT, 598 NT, 740 DWT. 1996 sold for scrap to India. 11 August 1996 arrived at Alang. 1996 demolished by Chowdhry Shipbreakers, Alang.

Egyptian Voith Tractors
Recently Voith announced they had been contracted for a total of 11 Voith Tractor tugs to be used in three expanding Egyptian port terminals. The tugs will be constructed by **Egyptian Ship Repairs & Building Co** (ESRBC) which is a subsidiary of MIASO shipyards. MIASO is an Egyptian governmental organisation linked to the Ministry of Defence. The Maritime

LEGEND after her 'red' period *photo: Nico Ouwehand*

Industries and Services Organization was established by Presidential Decree in 2003. It took control of ownership of Alexandria Shipyard in 2004. Other subsidiaries are Egyptian Ship Repair & Building Co. (dating from 1924), Triumph Shipping Co.(established 2009 – operating ro/ro vessels) and National Nile Company for River Transportation (established in 1963)

Of the 11 tugs – which are slated for delivery in 2025 and 2026 – four will be constructed for Red Sea Ports Authority and four will be delivered to the Damietta Port Authority. The final three to be delivered will go to the Alexandria Port Authority in 2026.

The 70-tbp tugs will be fitted with VSP 32-RV5 / 265-2 propellers.

Egypt was an early adapter to the Voith Water Tractor. In 1957 the first three Voith tractors were delivered to the Suez Canal Authority. *Koronfil*, *Rihan* and *Yasmin* measured 13,1 x 4,0 m and were fitted with a single 110 kw (150 bhp) unit. The were Voith Tractors number 35, 36 and 36 on the Voith delivery list. In the mid-1960s the Suez Canal Authority took delivery of a further two Tractors, *Kader* and *Batea*. They measured 27,2 x 8,6 m and were fitted with two 590 kW / 800 bhp unts, for a total output of1.600 bhp. From the early 1970s the Voith Water Tractor also found its way to other Middle-East countries.

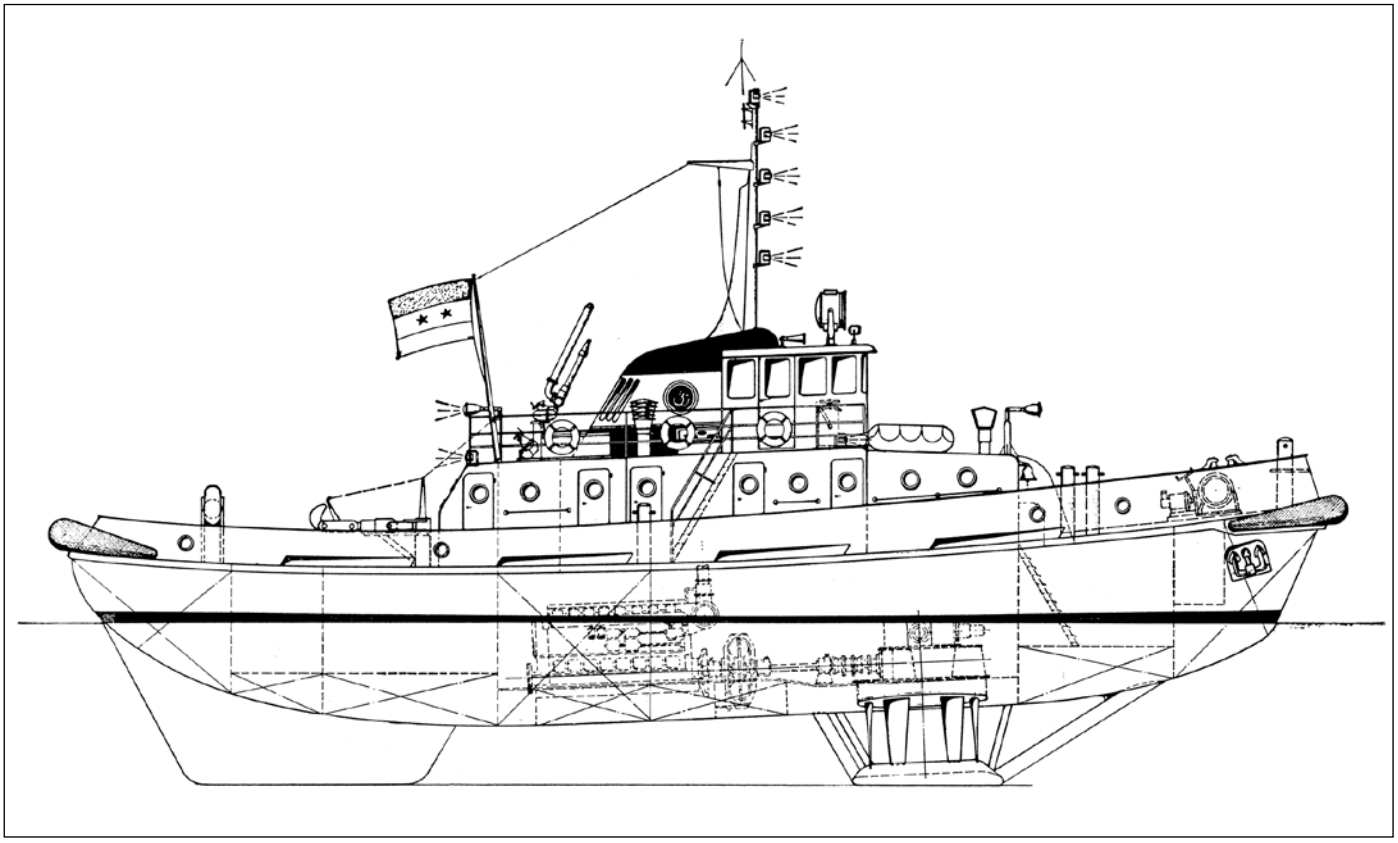
GEKTOR *photo: Hans Hoffmann*

The MIASO group shipyards in recent years have constructed over 40 Voith tractors with about two-thirds being a product of Egyptian Ship Repairs & Building Co.

Smit Lamnalco

In early July this year Royal Boskalis B.V. announced it had signed an agreement to acquire all remaining shares (50%) in Smit Lamnalco thus becoming sole owner. The terminal service provider is owned – since the early 1960s when it started as Lamnalco - 50/50 by Boskalis and the Rezayat Group.

From 2019 onward BosKalis began divesting its shiphandling towage services. Prior to that a number of the terminal towage services carried out by its various towage subsidiaries had been transferred to Smit Lamnalco which had been the terminal services operating arm of BosKalis. But by the end of 2021 BosKalis and the Rezayat Group announced to "review' their stakes in the business. In early 2023 an announcement revealed that Spanish operator Boluda had expressed a firm interest in the acquisition of Smit Lamnalco and 111 vessels of the fleet.



Voith Tractor KADER was the second generation of VWTs for the Suez Canal Authority *drawing: Voith*

Launch of the third KOYO MARU photo: Mitsubishi

Since then it had become quiet again until the announcement of early July. In 2023 Smit Lamnalco had an annual revenue of approximately USD 275 million and earnings before taxes and write-offs of USD 100 million. This transaction is subject to customary conditions including the approval of regulatory authorities.

A new "Koyo Maru"

Mitusbishi Heavy Industries earlier this year launched the next-generation *Koyo Maru* from their Shimonoseki shipyard. This is the third tug with this name. She will replace her 1998-built predecessor in the Nippon Salvage fleet.

Dimensions are 80,6 (oa) x 15,5 m as compared to 86,08 x 14,5 m in the earlier *Koyo Maru*. GT will be around 3.000 tonnes (2.474 in the older vessel). Speed is 14,5 knots against 16,5 for the older tug. The vessel is fitted with a selective catalytic reduction (SCR) system to comply with environmental regulations, allowing it to operate in designated areas where nitrogen oxide (NOx) emissions are restricted, such as the coastal waters of the United States and Canada, the North Sea, and the Baltic Sea. Furthermore the hull of the vessel has a new hull form (semi-vertical stem to improve propulsion performance). Temporary equipment - like ROV's - has been incorporated in the design for optimal deployment.

Space Tug?

NASA selected SpaceX to develop a re-entry vehicle that will be capable of positioning and braking the International Space Station in the exact spot to launch it into the earth atmosphere to bring its remains down in a dedicated area in the Indian Ocean.

By 2030 the station will has reached the end of its operational life. With a controlled descent the station will brake up in the atmosphere. As it his, however, the size of a football field it will not burn in its entirety and chunks of the station will reach earth.

The re-entry vehicle or 'space tug' as it is dubbed must ensure that in the exact right position the speed of the station will be reduced in order for it to take a dive through the atmosphere to that spot in the Indian Ocean.

The tow job including the development of the 'tug' comes with a bill of USD 843 million. The launch of the tug into space has to be paid for separately.

Hydrogen powered

Belgian CMB.Tech and Damen Shipyards will work together on hydrogen-powered ASD Tugs. Built by Damen, these vessels use CMB.Tech's innovative dual-fuel hydrogen technology that will significantly reduce emissions.

The collaboration for the first four vessels was signed on 23 May at Albwardy Damen in Sharjah. The signing took place during the 27th International Tug & Salvage (ITS) Convention in Dubai.

The hydrogen dual-fuel **ASD Tugs 2812 FF-H2**, with 80-tonnes bollard pull, that meets the most stringent IMO Tier III and EU Stage V standards, are a new step in the parties' cooperation. The vessels will feature four highspeed hydrogen dual-fuel engines, designed to minimise NOx and CO2 emissions. They will also have modular storage systems for compressed hydrogen, ensuring safe storage below deck. Each tug can carry up to 16 hydrogen bottles, storing a total of 736 kg of pressurised hydrogen at 350 bar. While these tugs will primarily run on hydrogen, they are equipped to switch to traditional fuel if hydrogen is not available and can operate on 100 % traditional fuel if needed.

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