

Tug Newsletter

all about tugs

Canada... Transport...



The tug TWC ENDURANCE belongs to the Canadian operator **Tidewater Transportation Canada Inc.** The tug was delivered in 2023, having been

constructed by **Damen Shipyards** to their ASD TUG 2312 design with the Twin Fin skeg configuration. Dimensions of the tug are 22,50 (oa) x 12,03 (oa) x 4,40 m with a

draught aft of 5,50 m. Displacement is 485 tonnes. GT is 263, NT 210 t. Main engines are two Caterpillar 3512-C-TA-HD/D with a total output of



The ATB unit ISLAND RAIDER with her 'mated' barge. The 25 (oa) x 12,5 (mld) m pusher is driven by two Rolls-Royce US-105-FP azimuthing thrusters. Engine output total is 1.700 bhp. The vessel is equipped with an interior Artcouple hydraulic pin system. The accompanying 25.000 barrel tank barge ITB RELIANT measures 77,96 (oa) x 20,15 (mld) m. 3.700 dwt. Sister is ISLAND REGENT with barge ITB RELIANT

photo: Alan Haig-Brown

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Tidewater Canada's TWC ENDURANCE assisting the tanker CASPIAN SEA. The 2019-built 114,218 dwt tanker is owned by Tostoli Shipping, Singapore and managed by Eastern Pacific Shipping Pte Ltd, Singapore. Dimensions are 250 x 44 m with a draught of 15,1 m photo: Robert Etchell

3.804 kW / 5.102 bhp at 1.800 rpm. Speed 12,2 knots. Bollard pull is 70 tonnes ahead and 65 tonnes running astern. The towing winch is a hydraulically driven double drum unit. Pull is 31 tonnes with a speed of 38 m/min on the second layer. Brake capacity is 175 tonnes. The winch sits in a covered position and serves both forward and aft operations. The tug is classed with American Bureau of Shipping as ABS A1 Towing Vessel photo: Robert Etchell

The roots of Tidewater Canada can be found in Capt. Fred Lewis' cable-laying operations in the B.C. Gulf Islands. In 1958 Capt. Fred Lewis began cable-laying operations. The reason for this was that the inhabitants of the British Columbia's Gulf islands wanted to arrange telephone communication between the islands. Their make-do operations were quite successful which led to commercial operations carried

out for BC Tel. The business assets of Coal Island Ltd. – the trading name of Capt. Lewis' company – were taken over in 1962 by his son in law, Peter Shields. Mr Shields – a civil engineer - hailed from a family construction business but ventured into property development in the Gulf Islands area of BC. To counter the frequent problems with barge services he purchased his own tug and barge in 1964. For his marine activities he set up – in



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1965 - **Shields Navigation Ltd.** under the parent company Coal Island Ltd.

When in the 1970s the oil companies increasingly took control of their oil transport the management of this was outsourced to companies like Shields. When in the 1990s following *Exxon Valdez* the oil companies distanced themselves from the transport side Shields Navigation saw an opportunity and created **Island Tug & Barge** to own and operate an oil transportation fleet which they obtained from the oil companies where they were made redundant.

Just prior to his son Bob joining him Peter jointly with three other investors had bought - in 1986 - the **Seaspan** operation which also included **Vancouver Shipyards**, with Peter acquiring the controlling interest. Bob was now to run Shields Navigation and associated Standard Towing with Peter concentrating on Seaspan.

The roots of the name Island Tug and Barge go back to 1925 when Harold B. Elworthy started his own towage business. International the company became best known for its two famous 'Sudbury' salvage tugs. After a ten-year association with McAllister Towing Ltd. of Montreal, Island Tug joined with Vancouver Tug to form what is now Seaspan International Ltd. The name Island Tug and Barge Ltd. remained an asset of Seaspan from 1970 until purchased in 1993 by the Shields family via their **Coal Island Ltd.**

In the late 1990s the Shields group of companies needed restructuring.



ISLAND SCOUT being 'launched'. The hull was built by Jinling Shipyard in China, then transported for finishing to Canada riding piggy-back on a newbuild barge ordered from China. Finished in Canada in 2006. 1.700 bhp, 25 tpb
photo: Alan Haig-Brown

International Tug and Barge, Standard Towing, Seatow Marine, Island Tug and Barge and Shields Navigation were to be integrated. In 2000 Shields Navigation and Island Tug and Barge finally merged into **Island Tug and Barge Ltd.**

With the passing of Peter Shields in 2008, Bob Shields now had to deal with other family business interests as well so a change in the management structure and operations at ITB was effected. Growth continued, including an expansion of ITB's position in the subsea construction sector with the addition of **Canpac Divers** and new support vessels such as a dynamically positioned cable layer, survey vessel and deep diving submersible vehicles.

ITB had been developing interests in the **Arctic** since 2001 with the purchase of the ice-classed *Island Tugger* and the construction of an ice-classed ocean going tanker vessel in 2003. Annual

voyages to the Canadian Arctic began in 2005 and in 2012, a newly retrofitted and ice strengthened *Cindy Mozel* together with the *Island Tugger* and tank barge *ITB Supplier* and oil spill response barge *ITB 503* set out to establish a new base in Tuktoyaktuk. In the following year, ITB designed, built and delivered four new double-hulled tank barges from China to join the fleet in **Tuktoyaktuk** which became the first modern double hulled barges to commence operations on the McKenzie River.

ITB Marine Group was created to allow each business to run separately while remaining coherent and related to one another. The Group comprised ITB Subsea (submarine cable installation and repair), ITB North (all operations in the Arctic) and Island Tug and Barge (operating on the West Coast).

In 2017 **Tidewater Canada** acquired Island Tug & Barge and ITB Subsea. Tidewater Canada is a subsidiary of **Tidewater Transportation & Terminals** - an American company headquartered in Vancouver, WA. In 1932 Lew Russell Sr. had started a river transportation business by chartering stern-wheelers to move customer products between ports. In 1960 the company was re-branded as **Tidewater Barge Lines**. They took over several companies and started - in the 1950s - **Tidewater Terminal Co.** which today operates five terminals. In 1996 Tidewater Barge Lines - the then largest inland waters tug and barge company west of the Mississippi - was sold to an East Coast investment company. In 2005 a **management buy-out** was carried out. Today the company



ISLAND RAIDER, one of two sister 'pin boats' designed by Robert Allan photo: Alan Haig-Brown





ISLAND MONARCH, 21 May, 2010, at Vancouver. The tug was built in 1966 by Star Shipyards, New Westminster, as HAROLD E JONES for Vancouver Tugboat. 1971: SEASPAN MONARCH. 1994: ISLAND MONARCH, registered under Standard Towing. The two 1994-installed EMD main engines deliver a total of 3.000 bhp (42 ttp). In 2003 fitted with 'pins' to work as an ATB pushing oil barges while her towing winch was retained photo: Nico Giltay

also operates an **environmental service** and a **railcar storage facility**. The marine fleet consists of 12 towboats (pushers) and over 100 barges of varied types.

In 2018 Island Tug & Barge introduced their new custom-built, state-of-the-art **articulating tug** *Island Raider*. Built on-site at ITB's Annacis Island facility along the Fraser River in British Columbia *Island Raider* was paired with *ITB Resolution* to bulk-transport refined fuel on the Canadian and US West Coast.

In 2022 the names Island Tug and Barge, ITB Subsea and ITB Marine Group disappeared and Island Tug and Barge formally became **Tidewater Transportation Canada, Inc** while ITB Subsea became **Tidewater Subsea Ltd**. The group was henceforth branded as Tidewater Canada.

On 19 January, 2024, **Ullico Inc.** announced the closing of its purchase of additional investment interests in **Tidewater Holdings, Inc.** by the Ullico Infrastructure Fund . UIF, which has been an investor in Tidewater since 2018, acquired certain interests managed by Upper Bay Infrastructure Partners on behalf of Tidewater's investors to achieve majority control in Tidewater Canada.

labor leaders to provide financial security to the movement's members and their families. At the time, many union members were denied life insurance because they worked in high-risk jobs or because they were affiliated with a union. The insurance company opened for business in 1927. In 2010, Ullico introduced the Ullico Infrastructure Fund as a tool to combat the infrastructure needs of the country, while providing jobs for union members and rebuilding communities.

Note: next to *TWC Endurance* a second shiphandling tug is *TWC Artemis*, acquired in 2022. She was built in 2015 by **Damen Shipyards Changde** as *Svitzer Yuma*, registered with Svitzer Caribbean Ltd and operated by Svitzer Bahamas Ltd. December 2022 sold to Tidewater Canada, renamed *Yuma* for the delivery voyage to Canada. 2023 renamed *TWC Artemis*. Total output main engines 3.000 kW / 4.023 bhp. 48,7 ttp. Speed 12,4 knots. 22,70 (oa) x 9,80 (oa) x 4,50 m. Draught 4,80 m.

This article was compiled from various sources. In 2019 Lekko International no. 611 carried an extensive article by the same author on the two Island ATB newbuildings.

The **Union Labor Life Insurance Company** was initiated by

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TugeNewsletter

is published at minimum every odd 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 2667-2456

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

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