

# Tug Newsletter

all about tugs



*ANNAMARIE* pictured here is a recent addition to the Dutch-operated tug fleets. In this case the tug – homeported at IJmuiden – is operated by Clots Maritiem BV, Velsbroek. She was acquired by Clots on 19 April, 2024 from Fairplay Towage Polska Sp. Zoo, Gdynia as *FAIRPLAY V*. On 24 April, 2024, she was renamed *ANNAMARIE*.

She was built in 1983 as yard number 200 by the Fairplay-associated Theodor Buschmann GmbH. & Co. K.G. Schiffswerft Stahl- und Metallbau, Hamburg which delivered her on 30 November, 1983, to Fairplay Schlepptampfschiffs-Reederei Richard Borchard GmbH., Hamburg. The tug was operated at Hamburg until June 2020 when she was transferred to Fairplay's Polish subsidiary.

Dimensions of the tug are 26,72 / 24,07 x 8,80 x 3.60 m with a draught of 5,00 meter.

Tonnage: 208 GT. Main engines are two 6-cyl. Klöckner-Humboldt-Deutz, type SBA-6M-528. Total engine output main engines is 2.320 bhp (1.706 kW) at 600 rpm. Propulsion is by two Schottel azimuthing thrusters in tractor configuration. Bollard pull 28,5 tonnes. Speed: 11,8 knots. The photo by Jan Plug shows *ANNAMARIE* departing IJmuiden for Rotterdam on 16 September, 2024.

**Clots Maritiem BV** was started in 2015 by Capt. Jim Clots. The same year the tug *Maas I* was acquired by Clots. The tug was overhauled and refurbished prior to entering service in 2016.

The tug started life in 1957 as *Hull 224* built by NV Scheepswerf De Meerboom (H.A. Akerboom), Oegstgeest to the order of NV Scheepswerven v/h H.H. Bodewes, Millingen aan de Rijn. The

latter yard completed her as yard number 549 *Volkerak* ordered by Nederlandsche Stoomsleepdienst v/h van Piet Smit Jr., Rotterdam.

The tug was one of a large class of 13 tugs built as replacement for their ageing and lost fleet of river tugs. Delivered from 1954 onward the entire class was disposed of in the mid-1960s when the river work dried up and P.Smit Jr started concentrating on their shiphandling towage operations.

*Volkerak* left the fleet in 1967 when she was sold to N.V. Handels- en Transport Maatschappij "**Vulcaan**", Rotterdam. Vulcaan was also owner of the N.V. Havenbedrijf Vlaardingen-Oost, Vlaardingen and the tug was re-registered the same day with Vlaardingen Oost as *Maas I*. Vlaardingen

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NOORDPOOL

photo: Nico Giltay

Oost also owned a shipyard and in 1992 Vlaardingen Oost was acquired by Damen Shipyards. The tug in 1989 had been re-registered with Holding Vlaardingen Oost and in 1993 transferred to Damen subsidiary Shipyard Van den Brink. In 2015, the tug was purchased by Sleepdienst Gebr. Clots (Clots Maritiem), Velsbroek

Dimensions when built were 16,80 / 15,60 x 4,35 x 2,10 m with a draught of 1,58 m. Air draught 4,00 m. She was fitted with a 6-cyl. 150 bhp Caterpillar D-326 which was replaced in 2004 with a 6-cyl. Caterpillar 3406-C with an output of 360 bhp. Bollard pull 4,5 tonnes.

Clots refitted the tug with a 32 kW Deutz gen set, a 20 kW electric bow thruster and hydraulic 30-tonne barge coupling winches. An additional demountable topdeck control station adds a further 2 metres to the air draught. *Maas I* has

been mainly working on the inland waterways often in connection with marine construction operations.

An opportunity for fleet expansion presented itself when in 2019 another former P. Smit Jr. tug was offered for sale. This was the former *Noordpool*, built in 1956 by Bodewes, Millingen. She was one of a class of five which were shiphandling / harbour tugs with an output of 376 hp. Four near sisters had an output of 300 bhp but lacked ice-strengthening which had been incorporated in the five other tugs, appropriately named *Noordpool – Zuidpool – Groenland – IJsland* and *Spitsbergen*.

*Noordpool* was registered under a string of P.Smit / Vigilanter associated companies until 1984 when all shiphandling tugs were grouped under Smit International Harbour Services. In 1991 she was sold to Van Tiem at Beneden-Leeuwen - a river towage and

salvage company – and renamed *Willem*. 1997 to Berging-, Sleep- en Transport Bedrijf Tiel, Geldermalsen where she was renamed *Noordpool*. 2014 sold abroad to UAB, Klaipeda. In 2014 to UAB Topeda, Klaipeda. That company went belly-up in 2019. The tug was offered for sale and sold to Clots where she was registered as *Noordpool* under Noordpool Sleep- en Berging BV, Velsbroek with Sleepdienst Gebr. Clots as manager.

Dimensions when built were 22,93 / 20,90 x 5,70 x 2,30 m with a draught of 1,90 m. Main engine was a Stork-Ricardo AR-218 with an output of 376 bhp which was replaced by Van Tiem in 1991 with a 12-cyl. Deutz with an output of 685 bhp. Clots in 2022 replaced this with a 12-cyl. Caterpillar C-32 with an output of 1.250 bhp. Bollard pull now 14,0 tonnes. She is fitted with a 400 m<sup>3</sup>/hr salvage pump.

A third tug was acquired in 2022. *Hendrik Sr.* as she is now named is a tug with its roots in Amsterdam. *Henrik P. Goedkoop* was built in 1962 by the Arnhemsche Scheepsbouw Maatschappij for account of NV Reederij v/h Gebr. Goedkoop. The 1.128 hp tug was one of a series of four powerful shiphandling tugs for the port of Amsterdam.

The tug was acquired from Multraship, Terneuzen, where she sailed as *Multratug 15* since November 2003. Multraship acquired the tug from Wijsmuller Harbour & coastal Tugs BV, IJmuiden. The Wijsmuller ownership was a consequence of Goedkoop - in 1979 - becoming a 100% Wijsmuller subsidiary. As an aside: in 1939 Wijsmuller became a 100% Goedkoop subsidiary.

From 1962 until 2003 *Hendrik P. Goedkoop* was active in The Netherlands except for a period in the mid-1970s when she was on charter to Smit International (Antilles) working at Curacao as *Mula*.

Dimensions are 28,87 / 26,50 x 6,96 x 3,02 m. Draught 2,35 m. Tonnage: 112 GT, 7 NT. Main engines 2x Bolnes 6-L with a total output of 1.125 bhp at 430 rpm. In 1968 her (wooden) wheelhouse was removed and replaced by steel. In addition she was fitted with fire-fighting gear. In 1970 her engines were upgraded and her engines were upgraded and a c/p propeller fitted, delivering a total



HENDRIK SR

photo: Nico Giltay





Ultratug orders Bogacay-design tug from Sanmar for operations in Mexico

artwork: Sanmar

of 1.500 bhp with a bollard pull of 16 tonnes. In 1982 the tug was fitted with an Aquamaster UL-316 / 2750 azimuthing thruster forward, driven by a 480 bhp Cummins KTA diesel. Bollard pull was increased to 21 tonnes. With the azimuthing thruster in the bow her design type changed to 'combi tug'. The

tug is fitted with a single-drum towing winch. (tech specs by Jasju van Haarlem)

**New for Lulea**

The Port of Lulea in Sweden recently placed an order for a new harbour tug that will also be capable of icebreaking. The tug will join three other vessels in

the Port of Lulea's current icebreaking fleet. Two of the tugs will provide icebreaking support at the ports of Kalix and Pitea during winter.

Port of Lulea CEO Anders Dahl said the acquisition of a fourth tug will ensure that the port's tug fleet will still be able to provide adequate icebreaking support even if one of its vessels is unavailable due to maintenance or repairs.

The 33,45-metre long tug will be fitted with twin azimuthing stern drives, thus guaranteeing significantly enhanced manoeuvrability and allowing to be performed ahead as well as astern. A total installed power of around 7.500 kW will deliver a bollard pull of 72 tonnes.

The new tug will be handed over to the Port of Lulea this year and will be named *Victoria* upon entering service.

**Sanmar Ice Class**

Sanmar has delivered a tough new Ice Class tug to Finland-headquartered operator **Alfons Hakans** to work in the northern Baltic Sea. *Ajax* is based on the

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Icebreaking shiphandling tug AJAX for Finland

photo: Sanmar

**TundRA 2600** design from Canadian naval architects Robert Allan Ltd and has been uniquely designed to meet the operator's individual needs.

Dimensions are 25,8 (oa) x 11,8 (mld) x 5,2 m with a navigational draught of 5.05 m. *Ajax* is capable of a variety of services, including shiphandling, escort, icebreaking, ice management and open sea towing. The drive train with its two Caterpillar 3512-E main engines produces 60 tonnes of bollard pull and a free running speed of 12 knots. With the CAT-E main engines and CAT SCR system *Ajax* is an environmental friendly tug having ABS NOx notation and IMO Tier III emission standard.

Deck equipment includes a heavy-duty winch on the fore deck for ship-assist duties and a foldable knuckle boom marine crane. Tank capacity includes 75,2 m<sup>3</sup> of fuel oil.

The TundRA design combines good seakeeping and relatively high free-running speed in open water with substantial escort performance, and at the same time has an effective icebreaking capability.

Formed in Finland in 1945, Alfons Hakans expanded in 2004 to also provide additional services in Estonia, and now also operates in Latvia via **PKL Flote**,

a Latvian tugboat company part of Alfons Hakans group.

Operating all year round in often harsh conditions, the group provides towage, salvage, icebreaking, heavy transport services, along with shipyard services at the **Suomenlinna Shipyard** in Helsinki, Finland.

Alfons Hakans is a long-term Sanmar customer sharing a commercial relationship dating back to the early 2000s when it took delivery of two then state-of-the-art 1AS Ice Class new-builds, *Helios* and *Selene*, to strengthen its fleet. These were the first icebreaking escort tugs built for a private entity to arrive in Finland.

Rüçhan Civgin, Commercial Director of Sanmar Shipyards, said: "We have worked closely with Alfons Hakans throughout this project to ensure that *Ajax* meets – and often exceeds – their brief. They are the experts when it comes to knowing what is needed to work all year round in the northern Baltic. That we have precisely matched their requirements is a great achievement by all those involved from the drawing board to final sea trials."

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