

# Tug@zine

all about tugs

*Big Tug  
Sales...*



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February/March 2024

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*A symbolic picture showing the ocean tug ALP ACE overtaking competitor FAIRMOUNT SHERPA. It shows the situation in the past, 12 June, 2015. In the present Fairmount Marine has been absorbed by Boskalis which now has purchased ALP Maritime as well. Both companies have thus been reunited with their former competitor Smit International Ocean Towage. Boskalis today is owned by HAL Investments owned by the Van der Vorm family. The Smit ocean towage operations were set up around 1892 at the request of HAL (Holland America Line), the owners of which later in history became the Van der Vorm family. Having sold Holland-America Line the family started investing in other projects. One can argue that thus today the Dutch ocean towage history has come full circle and is back at its roots, the HAL photo: Hans Hoffmann*

## ITS 2024

I am sure you are all aware that it actually **is** 2024 so the title of this column concerns the year as well as the upcoming **27th International Tug & Salvage Convention**.

Judging from the papers to be read reducing the ecological footprint of tugs and workboats gets lots of attention. The various types of fuel currently being developed there is still a wide array of options. Obviously the fuel is just one of the components. The engines need likewise be adapted or developed. And is the port infrastructure – is there, for instance – availability of shore current. Much is also depending on the operating profile of a tug.

On the subject of the 'remote-controlled' vessel the publicity has died down a bit. No doubt research is ongoing but the energy transition seems to take priority. And there is the obvious threat of cyber (in)security.

A note to our subscribers: we have slightly changed our publishing schedule. Due to us having become media partner of ITS 2024 the next issue will be close to the ITS 2024, which means TugeZine and TugeNewsletter swap position on the calendar. In the second half of the year we will return to the old schedule.

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# ETV service to be sold

On 4 March, 2024, a press release by Econocom stated that it was going to sell the French ETV service Abeilles International it had purchased in 2020.

by TDI Tugboat Publications



photo: Econocom

The Econocom group announced it had entered into exclusive negotiations with the Spanish towage and shipping group **Boluda** with a view to selling 100% of its shares in the firm Les Abeilles to this group. This transaction is scheduled for completion in the second quarter of 2024 but remains subject to the agreements being finalised and the condition precedents that usually apply to this type of transaction, including approval from French authorities.

This sale will reinforce Econocom's solid financial structure with a view to its strategic plan One Econocom being applied over the 2024–2028 period. This plan was announced in mid-November and includes self-financing of Econocom's future organic and external growth.

The Econocom group bought Les Abeilles in 2020. At the end of 2023, Les Abeilles was reclassified as an 'asset held for sale', pursuant to the IFRS 5 standard and in line with the strategic directions of the One Econocom plan.

**Jean-Louis Bouchard**, Chairman and Managing Director of Econocom, said: 'We are delighted with this transaction with the Boluda group, a global leader in towage. Through this sale, Les Abeilles will enjoy support from a major player to develop in the future. The sale will take place as part of our plan to sell certain

assets that are not strategic for our core business, which we announced in mid-November as part of our strategic plan One Econocom for the 2024–2028 period.'

**Samira Draoua**, Chairwoman of Les Abeilles, added: 'Ever since we acquired Les Abeilles in September 2020, we have been keen to strengthen and develop this flagship firm in French maritime activities. We bought and launched two of the world's most powerful tugboats (Abeille Méditerranée and Abeille Normandie). We have also diversified our activities through Abeille Horizon and reinforced our expertise by creating the Abeilles International training school. Through this sale to Boluda, Les Abeilles will be able to pursue and speed up this course.'

**Vicente Boluda Fos**, Chairman of Boluda, added: 'Our group has been present in France since 2007 and is deeply rooted there. Our commitment to French employment and growth has always been a prominent characteristic of our identity. Boluda is a family group that is over a hundred years old. Today, the group has reached a key moment in its history by becoming an undisputed global leader in towage. The arrival of Les Abeilles, with its operational expertise, in our group is a new stage in this growth.'

## The French ETV service

is in fact a modern version of the dedicated salvage tug on permanent salvage station. The French ETV services started in 1975 following the *Amoco Cadiz* spilling 223.101 tons of oil on the French coast. But the forerunner of the French ETV service was started already back in 1922. Even prior to that year relatively powerful tugs were operated by French companies, the biggest of which was Les Abeilles. These tugs were, however, often away from their home ports. So any casualties had to be dealt with by the much smaller less seaworthy harbour tugs. The consequence hereof was that more often than not tugs were



photo: Les Abeilles

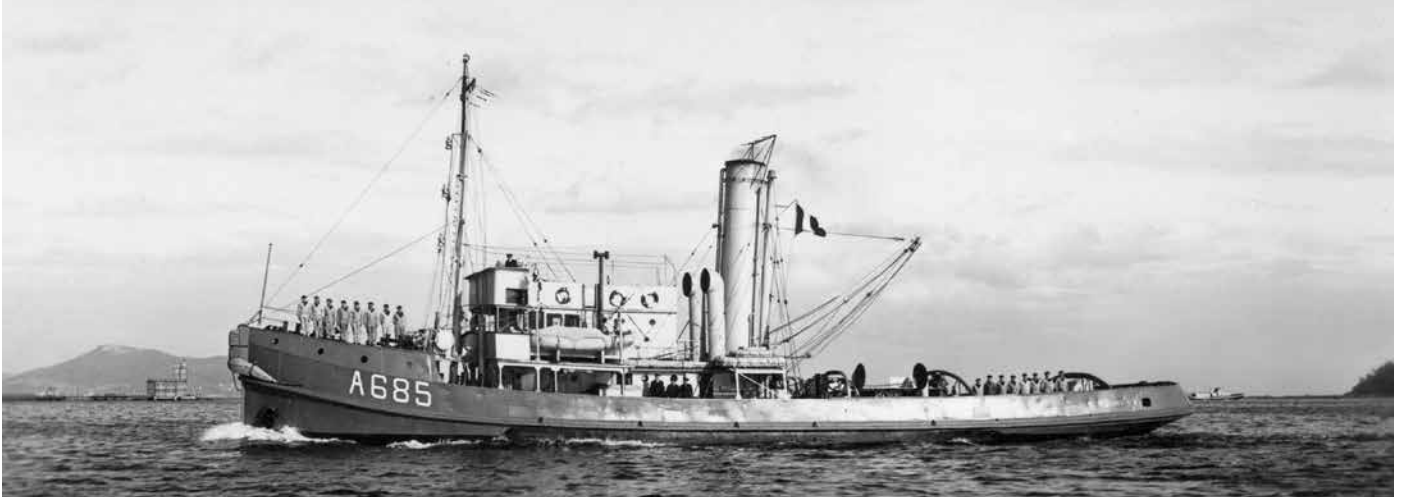
unavailable for rescue operations. Another problem at the time was that ship-borne merchant marine radiotelegraphy was in its infancy with most vessels not having such a thing on board.

Anyway, immediately after the First World War had ended the situation of the French merchant shipping fleet was seriously depleted. To rectify this the French Government wanted to purchase tonnage from the British Government. The latter only wanted to deal with individual operators, not the Government. A work-around was to use the Central Committee of French Shipowners but it was their members that chose only the best vessels. The British Government then refused the sale on the grounds of 'all or nothing'.



photo: Boluda





*FORT was one of the UFM tugs that were put to work as station tugs for rescue and salvage work. Seen here later in life in French Navy service postcard: Marius Bar*

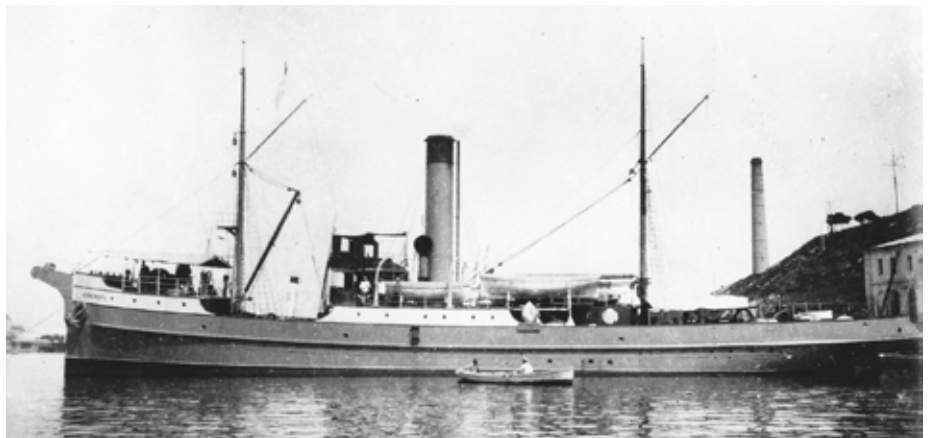
The French shipowners then set up a new company - Société Les Armateurs Français - that was to take the 'unwanted ones'. To cut a long story short, **Union Française Maritime** was then established to liquidate the vessels by either selling them off, scrapping or to find work for the more useful ships.

**Henri Cangardel**, the Director of the Union, in 1922 was triggered by the great loss of life in the 'Afrique' case - a French liner owned by Chargeurs Réunis with 609 passengers and 135 crew that lost engine power off Olonne-sur-Mer (now Sables d'Olonne) during a severe gale. Unable to effect repairs she drifted onto a reef and broke up. There were 34 survivors of which only 3 of the passengers. Cangardel initiated the set-up of salvage stations at Brest, Marseille, Bordeaux and St. Nazaire where the unwanted tugs were stationed for the express service of salvage and rescue. Given the ties with the Government this could also be seen as a semi-government-sponsored action. Just like today's ETV's although not with the same starting point. Apart from the pool of Government tugs a dedicated vessel from outside France was acquired. Renamed *Iroise* she was stationed at Brest and gained fame under her Master, Capt. Louis Malbert.

During its lifetime the rescue tugs were quite successful but in 1935 the UFM ceased trading with the sale of the last tug. Apart from that, since the mid 1920's gradually foreign tugs - Smit, Bugsier, Wijsmuller - had started to

appear in French ports and competing with UFM. The gap left by the UFM tugs was filled by the Abeille tugs, albeit only part of the year as on average the losses (if any) made in the winter months on salvage station had to be compensated for by distance towing jobs.

**The last dedicated salvage tug** operating out of Brest was *Abeille No. 26* (3.000 hp - built 1952). Already in 1958 she was sold to Canada. No replacement salvage tugs were forthcoming. The 2.500 bhp salvage tug *Jean Bart* belonging the Société Dunkerquoise and



*Chernomor in approximately 1914. She was acquired later as IROISE gaining fame under her Master, Capt. Louis Malbert. She was stationed in Brest*

*photo: coll. Boris Lemachko*



*ABEILLE 30 was reconstructed from a WW2 standard LT type tug. With this tug Les Abeilles forced their re-entry in deepsea towage market*

*photo: Ger de Vries*

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TORREY CANYON with broken back on the Seven Stones reef. A warning for the various Governments that was lost on them  
photo: coll. National Towing Museum, Maassluis

stationed at Boulogne-sur-Mer lasted from 1956 to 1965 when operations were no longer commercially viable. She was sold to Wijsmuller for further trading as a distance towing tug. No longer was a dedicated year-round available salvage tug protecting the French coast from the consequences of maritime mishaps.

### Warnings

The 1966 case of the 40.195 dwt tanker *Anne Mildred Brøvig* could have been a warning. En route to Hamburg cargo of 39.000 tons of crude oil she collided with the British vessel *Pentland* (1.216 dwt) when off Heligoland. Tanks exploded and she was set on fire aft. Bugsier tugs fighting the fire could not stop the tanker sinking by the stern. A salvage operation by (Smit)Tak Salvage lasting 50 days resulted in the forward half being raised with part of the cargo, but some 15.000 tonnes of crude was spilled.



The day after: what is left of the AMOCO CADIZ, with the entire cargo having been dumped on the French coastline  
photo: courtesy ISU - International Salvage Union

A year later, in 1967, the second warning was delivered by the tanker *Torrey Canyon* when due to a navigational error she ran aground on Pollard Rock, the highest part of the Seven Stones reef off the South coast of England. Over a number of days she spilled all of her 119.328 tons of crude oil in the sea. Prevailing weather and tidal conditions caused pollution on the French coast.

### A final warning

of what lay in store came in January, 1976 when the tanker *Olympic Bravery* suffered engine failure and grounded near Ouessant. She broke her back but fortunately she was in brand-new condition straight from the shipyard en route to Norway for lay-up. No oil was spilled.

### The big one

On 16 March, 1978, the fully laden tanker *Amoco Cadiz* lost steering in bad weather when off the French coast some 7,5 nm off Ouessant. Authorities were not notified although the tanker radioed a security call on VHF 16 to warn ships to stay clear of her. Attempts to repair or otherwise secure the rudder (system) failed. The tanker later radioed for a tug. The shore station relayed this to the only powerful tug nearby, Bugsier's *Pacific*. By now a full gale Force 10 was blowing.



Bugsier's tug SIMSON could have saved AMOCO CADIZ had the tanker made the world aware of its predicament the minute they discovered repairs to the steering gear were unlikely  
photo: Skyfotos-Fotoflite

When the tug arrived she offered LOF but the tanker Master requested a fixed-price-



tow. Negotiating went on for another 1,5 hours. Then an agreement was reached – but each Master thought a different one. Amoco – the owners – meanwhile kept searching for a fixed-price tow but none was found. Some 2,5 hours later they finally approved LOF. The weather was now a NW force 10 with heavy 10-meter swell. When the tanker finally grounded the towing wire broke. Just 15 minutes later a Bugsier tug nearly double the *Pacific*'s power arrived on the scene.

In the prevailing weather the tanker started to break up meanwhile spilling her guts – all 227.000 tons of it – which were drifting towards the French beaches. A massive and costly clean-up operation had to be mounted by the French.

The end result of this disaster was the result of a number of consecutive mistakes / failures. It began with the design of the rudder system, followed by failure to inform authorities onshore, the Master under pressure of strict company rules, failure of the tanker operator to grasp the possible outcome. Had the Master immediately informed the French authorities and immediately accepted LOF from the *Pacific* it was very likely that the grounding would not have happened. The tanker would have been farther off shore and the more powerful *Simson* would have arrived on location in time.

### Enter Abeille International

This company was the deepsea towage division of the Abeilles Group, although it was run separately from the shiphandling division. Established in the late 1960s the deepsea-capable



ABEILLE PROVENCE - seen here at Toulon in 1986 - was the first generation of the French ETV's

photo: Hans Hoffmann

tugs were transferred from Les Abeilles. These were the 1942-built LT-type *Abeille No. 10* (1.500 hp) and the 1953 built (as a steam tug but motorised in 1964) *Abeille No. 15*. The former was completely reconstructed and emerged as the 75 tpb *Abeille No.30*, intended for participation in the North Sea offshore industry. *Abeille No. 15* was again reconstructed in 1970 and re-engined with 4.000 hp resulting in 44 tpb (previous 22 tpb). But for international competition new tugs were needed.

In 1977 the 1.400 grt 9.600 bhp 110 tpb **ABEILLE NORMANDIE** was delivered by the builders Beliard-Murdoch of Ostend, Belgium. She was the first of two sisters ordered. Her first Master was **Capt. Jean-Bulot**. When *Amoco Cadiz* went aground the tug was sitting in the Belgian shipyard to resolve some technical

issues. The management of the company saw an opportunity and ordered the tug to proceed to Brest a.s.a.p. Brest had been swamped by the international press and there was a public outcry for coastal (environmental) protection. Abeille International wanted to show the world and more particular the French Authorities it had available capable tugs for these protection duties. Capt. Bulot happened to be the right man at the right time in the right place. Not publicity-shy he saw the opportunity so he loaded the assembled press on his tug to show them the casualty from the seaside.

The first actions of the French Government included adaption of the **regulations**. The shipping lanes were pushed further offshore, monitoring of traffic was stepped up and it became legally possible for the Government - in this case the Marine Nationale - to follow orders from traffic monitoring, if necessary by force. Second, the Marine Nationale had invited Abeille International **to provide suitable tugs on permanent salvage stations**. *Abeille Normandie* took up station at Brest, sister *Abeille Provence* was stationed at Cherbourg. They had to maintain radio watch 24/7 and be ready to sail I 10 minutes. In case of Force 5 or visibility of less than 1.000 m the tugs were to put to sea and patrol their designated areas.

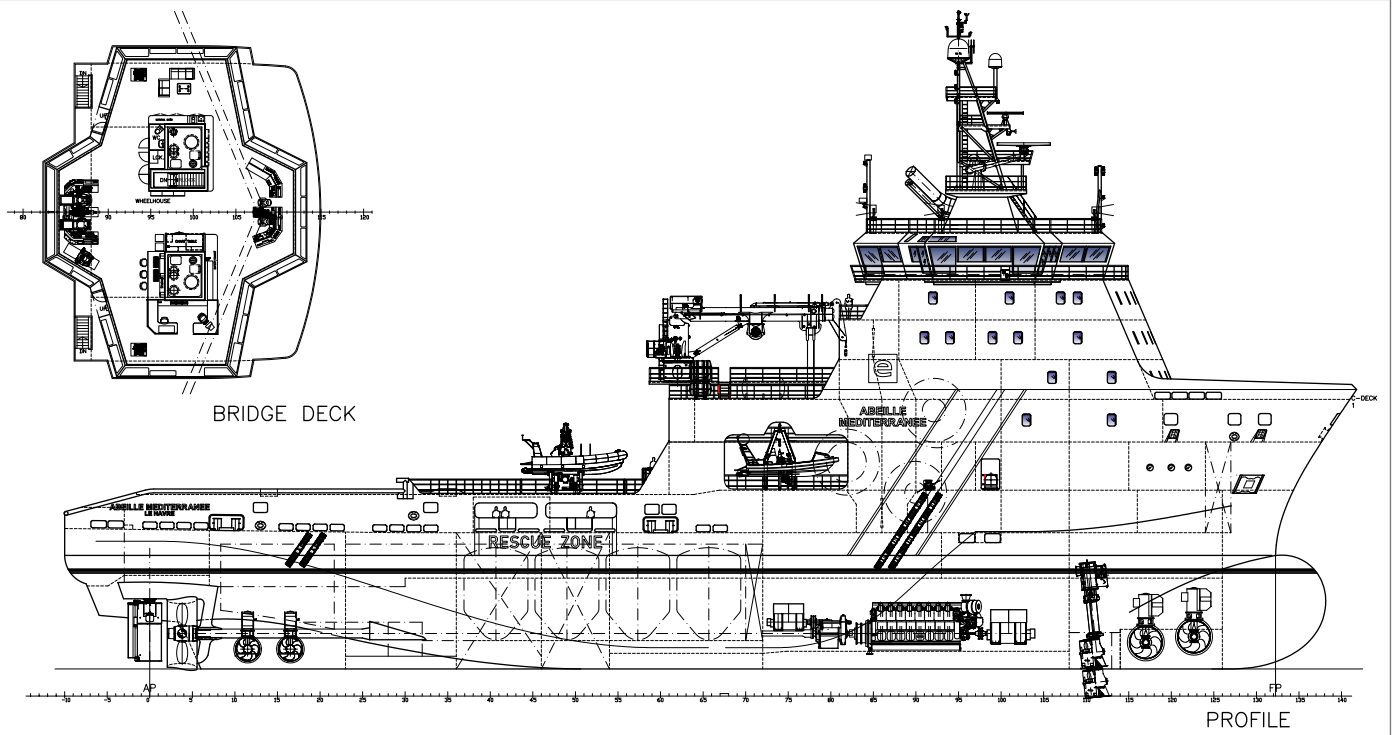
Exercises showed, however, that the tugs were able to hold a 260.000 dwt tanker and counter the drift but not powerful enough to exercise total control. Abeille International therefore



ABEILLE FLANDRE, the second generation. She and sister ABEILLE LANGUEDOC made history through the many publications about their work

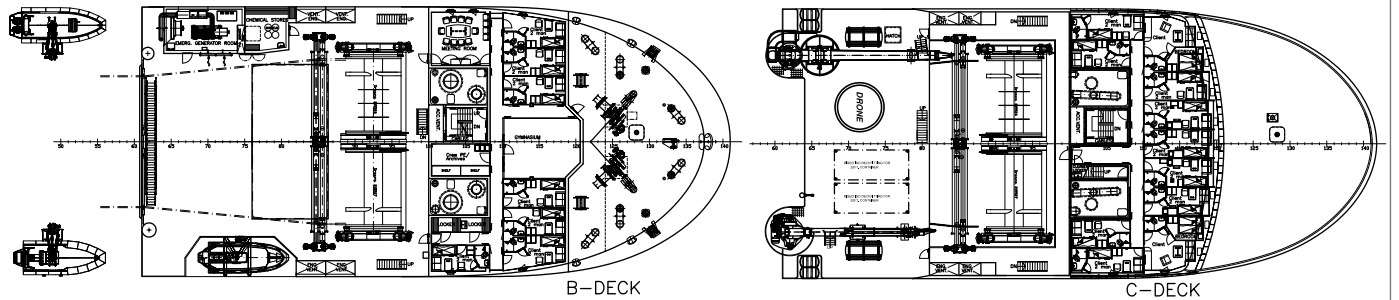
photo: Les Abeilles





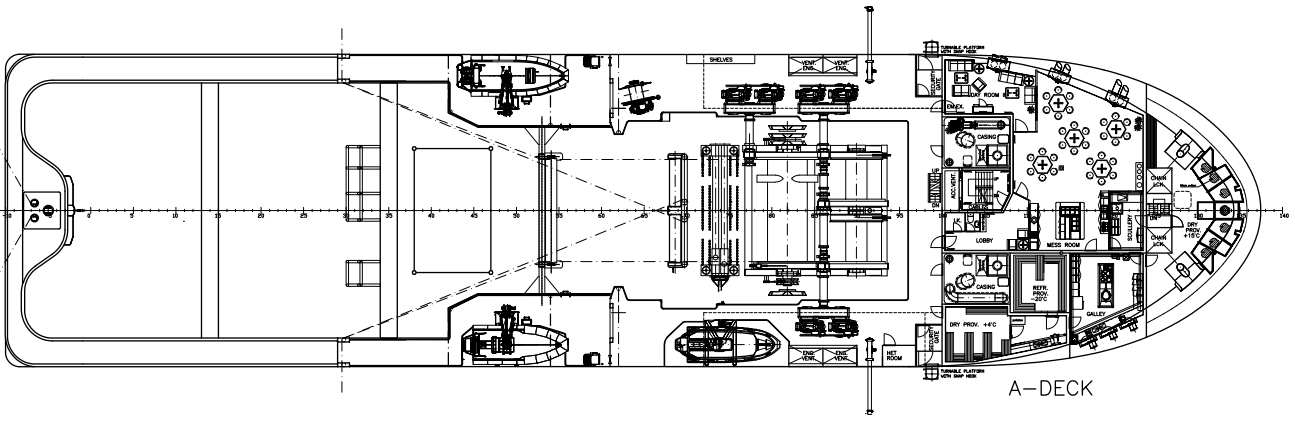
BRIDGE DECK

PROFILE

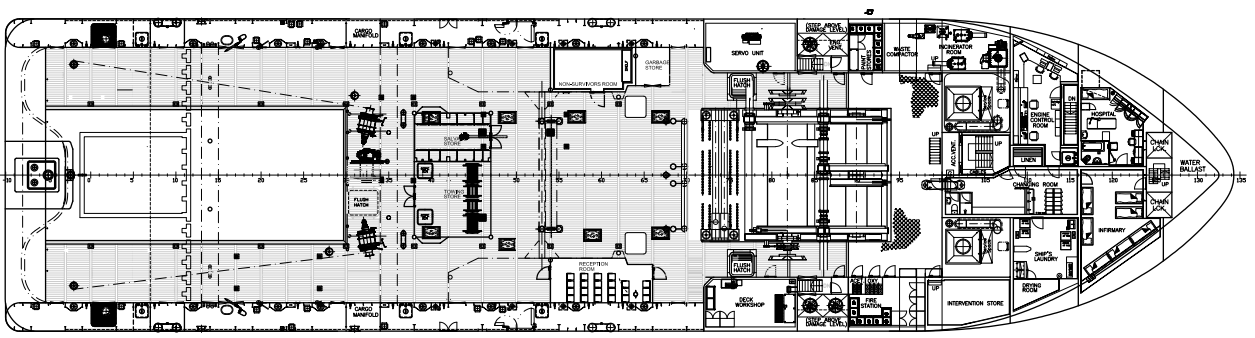


B-DECK

C-DECK



A-DECK



1st DECK



*ABEILLE LIBERTÉ and sister ABEILLE BOURBON are the third generation ETV's*

*photo: Les Abeilles*

started a search for more powerful vessels which they found with the Swedish **Neptun Bolaget** – a Broström subsidiary. They had just received two 12.800 bhp 160-tbp 17 knots newbuilds. Abeille International chartered the tugs with an option to buy – which they did in 1981 when the Government contract was renewed for another five years. Renamed *Abeille Flandre* and *Abeille Normandie* they took up station in Brest and Cherbourg. *Abeille Provence* was kept on the Government contract but relocated to Toulon in the Med. The ETV's regularly hit the headlines in the press and numerous articles were published in magazines.

In 1990 Progemar - the Abeille Group parent at the time – was purchased by **Groupe Bourbon** which had just acquired the other big French tug operator Chambon. Bourbon invested in two new ETV's that were delivered

in 2005 as *Abeille Bourbon* and *Abeille Liberté* and stationed at Cherbourg and Brest respectively. *Abeille Flandre* was repositioned to Toulon where she replaced the chartered tug / supply vessel *Merou*. *Abeille Languedoc* was repositioned to La Pallice and in 2011 to Boulogne. The latter station was due to an agreement with the U.K. to cover the busy Pas de Calais area.

In 2007 Bourbon ran into financial difficulties and was forced to sell Les Abeilles (the shippers) to the Spanish **Grupo Boluda**. Abeille International remained with Bourbon until 2020 when the banks took control. They sold Abeille International to **Groupe Econocom** which changed the name to **Les Abeilles**

With the two oldest ETVs were fast approaching 45 years in service it was time to look for replacements. Instead

of newbuilding – an earlier tender by the French Government in 2017 had not produced any takers – Econocom made use of the crisis in the offshore support sector. They purchased two high-end anchor-handling tug / supply vessels from Norwegian operator Siem Offshore which they adapted for the ETV service. *Siem Garnet* and *Siem Diamond* measure 91,00 / 79,35 x 22 x 9,8 m. Draft is 7,9 m. Engine output is 21.450 bhp resulting in a bollard pull of 300 tonnes. Speed is 18 knots. Manoeuvrability is improved by two tunnel-type bow thrusters, two tunnel-type stern thrusters and a single retractable azimuthing bow thruster. The contract for the ETV's with the French Government has a duration of 10 years. Value is 120 million Euro.

In addition to the four ETV's Les Abeilles operates *Jason*. This is a general support, assistance and pollution control vessel based at Toulon. She has been on charter to the Government since 2009. In that year she replaced the *Caranque* which had been on charter since 1994. She was built in 2005 by Keppel Singmarine as *Bourbon Apsara*. The 67 x 15,4 m anchor-handling tug / supply vessel has a bollard pull of 126 tonnes.

The latest addition to the fleet is the 187 tbp *Abeille Horizon*. This is the former *Union Lynx*, acquired in 2022 from Boskalis. The anchor-handling tug / supply vessel was acquired to operate in the field of deepsea towage, anchor-handling, experimental purposes, nautical training and last but not least as a replacement for one of the ETV's in case of temporary absence from their respective salvage stations. The vessel is operated in the spot-market.

The activities of Les Abeilles today also include the providing of manning and equipment geared to salvage and emergency response. Another activity is a design service specialised in ETV's, salvage vessels, and pollution control vessels.

**Note:** In TugZine nr 6 extensive details of the French ETV service, tanker fires, *Amoco Cadiz*, etc can be found. Subscribers to TugZine can download these articles or read online in HiRes.

Sources: archives *TugDoc International*, archives *J. van Eijk*, website *Les Abeilles*, website *Econocom*. Website *Siem Offshore*.



*ABEILLE NORMANDIE is seen here at Boulogne-sur-Mer in May, 2022. With sister ABEILLE MEDITERRANEE the fourth generation ETV and the first that were not constructed as a dedicated (salvage) tug but reconstructed from relatively new offshore support vessels*

*photo: Michel Payout / Les Abeilles*





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# Tug News – New Tugs

A selection of news from the world-wide tugboat industry and its suppliers. We are happy to receive your press releases and additional info via [tugdoc@upcmail.nl](mailto:tugdoc@upcmail.nl)

compiled by TDI Tugboat Publications

## Signet Rotortugs

*Signet Sirius* is the first of two ART 92-32W design Rotortugs recently delivered by **Signet Maritime** at their Pascagoula Shipbuilding and Repair yard. This is the first Rotortug that Signet has built and operated in the **Signet** fleet. The sister tug will be named *Signet Capella*. Designed by **Robert Allan** in collaboration with **RotorTug BV**, the Advanced Rotortugs (ART) incorporate the patented triple Z-drive Rotortug propulsion layout, featuring omni-directional manoeuvrability. The Rotortug concept offers increased redundancy for shiphandling, terminal support and escort towing, as well as enhanced crew safety.

The 299 (US)GT tug has dimensions of 103'-4" oa x 45'-6" mld with a draft of 15'-7" (mld) / 21'-6" (max). The three main engines each deliver 2.575 bhp for a total output of 7.725 bhp generating a bollard pull of 92 tonnes (metric). The tugs are classed by American Bureau of Shipping.

The ART 92-32W is the most powerful 32 metre ART to date. It is designed to escort deep-draft VLCCs in and out of the port of Corpus Christi. Extensive analyses and simulations have been



*SIGNET SIRIUS in indirect steering mode*

*photo: courtesy Robert Allan Ltd*

performed to confirm the suitability of the ART 92-32W for the proposed operations, including simulations and TDT-Sim analysis in conjunction with Markey Machinery to ensure proper winch selection for the tug. The close collaboration between Signet, Robert Allan Ltd. and Markey Machinery resulted in a next-generation Advanced Rotortug design that exceeded initial design criteria. Robert Allan Ltd. and Signet also collaborated with Signet's selected vendors, including Markey Machinery, MTU, Kongsberg, R.A.

Mitchell, Buoyant Works Ltd., Fabtek / Procurve, ABS and others to ensure the development of the highly capable escort/terminal tug. The combined manoeuvrability of three controllable-pitch thrusters and the high-speed, high-torque performance of the AGILE winches provides close-quarters shiphandling and constant line "time under tension" to safely manoeuvre laden 300.000 DWT+ ships.

The ART 92-32W is the first commercial vessel in U.S. history to be produced using **3D structural models** in combination with key plans in design, approval, and construction. The full cycle of design and construction has been completed in 3D, and it's improved the production methodology of the Signet shipyard significantly. All future vessels constructed at Signet Shipbuilding and Repair (SS&R) will follow the same design regimen. A 3D design process reduces costs and time investment, while streamlining interaction between all stakeholders throughout the design, verification, and construction phases, without compromising safety. In addition to using 3D structural design methods, *Signet Sirius* has several additional firsts, including: first 32 metre ART to achieve greater than 90 tonnes bollard pull first towing vessel to receive



*Albwardy Damen celebrates 10th Anniversary*

*photo: Damen Shipyards*





BB ELECTRA, an all-electric tug built by Sanmar

photo: Sanmar Shipyards



DINAMO 2023 will be the first all-electric tug in the Sanmar shiphandling fleet

photo: Sanmar Shipyards

ABS ENVIRO Notation first vessel in the United States to achieve ABS Low Emissions Vessel (LEV) Notation first vessel in the United States to receive ABS CyberSecurity-1 (CS-1) Notation

### Damen Shipyards Sharjah

On 13th January, Damen Shipyards Sharjah (DSS) celebrated its tenth anniversary. Starting out in 2012 on undeveloped ground, DSS has grown into a state-of-the-art shipyard covering 200.000m<sup>2</sup>. It features large construction halls and eleven repair berths, including one covered berth.

Over the last decade, the shipyard developed a strong track record, delivering 90 new vessels. Amongst these, is the largest newbuild vessel constructed in the UAE; a project DSS managed to safely undertake during the coronavirus pandemic. Additionally, the yard has undertaken over 3.000 repair projects including more than 1.000 dockings, 2.000 quayside repairs and ten major conversions.

Since it began its operations, DSS has invested continually in the development of both its technology

and its personnel. For example, the yard offers opportunities to talented people via Albwardy Damen's in-house graduate scheme. The results of this people development are clearly visible in the make-up of the team, where 75% of middle management have risen through the ranks internally.

DSS has full capabilities to carry out emergency repairs, including to fire damaged vessels. The yard's broad scope includes propeller repair, hydraulics and electric work, carpentry, 3D scanning, GRE and CNC pipework, underwater performance and diving work. Together with the other Albwardy Damen locations, the yard serves as OEM representative for a number of globally recognised manufacturers.

Lars Seistrup, Managing Director of Albwardy Damen/Damen Shipyards Sharjah says, "We are proud to be celebrating this milestone in our yard's history. From opening in 2014 DSS has grown into an established newbuild and repair yard. A significant part of our success stems from our greatest asset; our people – many of whom have been with us since the start. We are grateful to them for their hard work, which has brought us to where we are today. We are also very grateful to our customers who continue to place their trust in DSS and Albwardy Damen. 80% of our work is from returning customers. We see this as confirmation that we are meeting their requirements. We listen closely and aim to approach their challenges as a true partner, with a can-do mentality to deliver on-time, on budget to the quality they require. We look forward to continuing to support our clients in the coming ten years."

### Bukser og Berging goes electric

Based at the Port of Oslo the design of the tug *BB Electra* is based on the Sanmar ElectRA 2200 SX design. It is the eighth tug that Sanmar has delivered to Bukser og Berging. Dimensions are 22,2 (oa excluding fenders) x 10,84 x 4,4 (mld) m. The tug is fitted with 1.718 kWh of battery power. It can achieve

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*DIAS Z was delivered to the owners Nemeca Z*

*photo: Med Marine*

a bollard pull ahead of 45 tonnes and a speed of 11,8 knots. The tug is fitted with a Caterpillar C32 IMO Tier III compliant switchable marine generator set, a **DMT** forward towing winch, **Data Hidrolik** tow hook, **Palfinger** deck crane and a Data Hidrolik rope reel. Accommodation is available for a crew of three.

The tug is the owner's first eco-friendly electric-powered no emissions tug, but other environmentally friendly tugs from Sanmar include the Tier III emissions compliant sister escort tugs *Bamse* and *Bob* as well as the ground-breaking *Borgoy* and *Bokn*, the world's first two LNG-only fuelled tugboats.

#### More emission-free tugs

Recently launched at Sanmar Shipyards is the first all-electric tug for Sanmar's own tug fleet which operates at six ports around Turkey. It will be the 7th electric battery tug delivered from Sanmar Shipyards within a year. Five off these are already operating in Vancouver, Canada and the sixth recently delivered to Norway.

*Dinamo 2023* – based on the Sanmar / Robert Allan ElectRA 2300SX design – will be able to achieve a minimum of 70 tonnes of bollard pull ahead while operating on battery power. The ElectRA 2300SX has been designed to accommodate a large battery capacity to enable it to achieve a high bollard pull in a flush deck design, with the option to

maintain some backup diesel generator capacity. Dimensions are 23,4 (oa) x 11,85 (mld) x 5,16 (mld) m.

#### Another one for Nemeca Z

This Greek owner recently received a newbuilding from **Med Marine Shipyard**. The tug named *Dias Z* arrived at port of Piraeus on the 25 March, 2024. The 75 tpb FiFi-1 multi-purpose harbour tug belongs to the RAmports 2500W design series. Dimensions are 25,20 x 12,00 x 4,60 m with draft of 5,75 m. The

tug will perform shiphandling with its forward towing winch. Aft, a tow hook had been fitted.

Melis Ücücü, Med Marine's Business Development Director, stated: "The flawless delivery of *Dias Z*, once again underlines our unwavering commitment to providing our clients with reliable and innovative maritime solutions. We are delighted to have Nemeca Z as our esteemed client. Our shipyard is constantly being improved with advanced production standards and Med Marine stands as a credible partner within the shipbuilding industry globally."

**Nemeca Z Marine** owns and operates a fleet of 13 tugs including the recent delivery. It is one of the operators

in the main Greek ports and islands at Piraeus, Thessaloniki and Kavala. Nemeca Z was established in 2000 by the Italian operators Fratelli Neri S.r.L., Rimorchiatori Mediterranei S.p.A. and Cafimar Group, jointly with the Greek operator Zouros Group. Tugs in the fleet are *Dionysios Z* (65,1 tpb), *Stratos Z* (44,8 tpb), *Leon Z* (45,2 tpb), *Iraklis Z* (90 tpb), *Ellada Z* (65 tpb), *Endeavour Z* (71 tpb), *Anima Z* (25,8 tpb), *Agonistis Z* (39,5 tpb), *Foteini Z* (65,1 tpb), *Panther Z* (45,2 tpb) and now *Dias Z* (75 tpb). The company also employs three mooring boats.



*Artists impression of the new Damen ASD 1810, a compact shiphandling tug*

*artwork: Damen Shipyards*





Damen ASD 1810

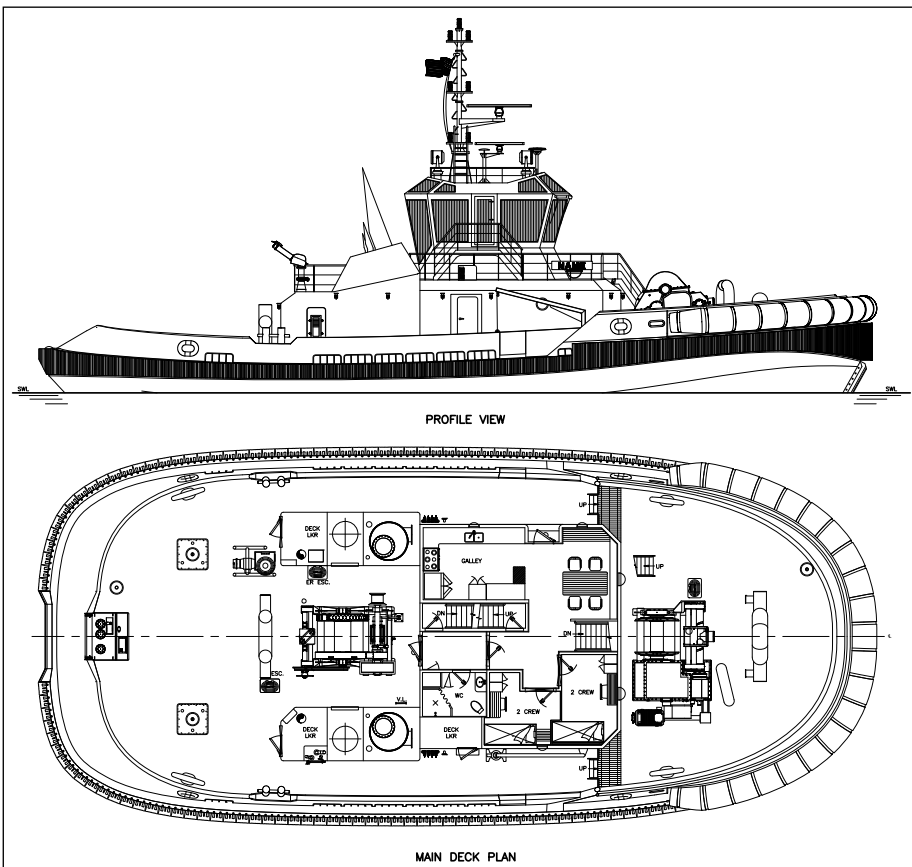
artwork: Damen Shipyards

### Damen ASD Tug 1810

The latest Damen Compact Tug, the ASD Tug 1810 – 18.25 metres x 10.23 metres – is the next piece in the puzzle as Damen sets out to answer the needs of the modern port operation. Siebe Cieraad, Damen's Product Portfolio Manager Tugs explains, "With it being a priority for us, you see safety return time and again throughout the entire design of the tug. For example, the vessel boasts a high freeboard, keeping water on deck to a minimum. It also has the tumblehome so characteristic of the Compact Tugs range, enabling it to get safely up close when assisting a vessel." The operation is further aided by the application of ergonomically designed consoles and a 360-degree view from the wheelhouse, enabling operators to see what's happening both fore and aft. The operators further benefit from the use of Damen Safety Glass; in the event of a towing line snapping, this shatterproof glazing ensures that observers on the bridge are protected.

### As compact as can be

Where the Compact Tugs portfolio really excels is its ability to answer the challenge of increasingly large seagoing vessels in ports. This creates a seemingly paradoxical situation whereby a tug is required to have more power, and yet has less space to operate in. With 30 tonnes of bollard pull ahead and 28 tonnes bollard pull astern, and at just over 18 metres in length, the ASD Tug 1810 is set to meet this challenge head on. Damen is tackling this by combining the proven credentials of its vessels with innovation. Take, for example, the electric power generation system installed on the vessels in the Compact Tugs range. Rather than the typical arrangement featuring two diesel generator sets, the system includes two shaft generators, one fitted to each power train, and a back-up diesel generator. This diesel generator can also be used when the vessel is alongside a quay where there is no shore connection available. Siebe explains, "The system draws on power from the main engines to create electricity. With this, there is no requirement for a third diesel engine to provide electrical power when the vessel is sailing." This provides a number



General Arrangement RAstar 3200 tug ordered by Bay Houston

drawing: Robert Allan Ltd

continue at page 35





# Tomorrows tugs. Today.



Damen's compact ASD Tug 2111 represents the latest in multi-purpose harbour towage. With 50 tonnes of bollard pull it has the power to confidently handle ships of all sizes, and the combination of Damen's patented twin fin skeg and twin Azimuth thrusters ensures excellent manoeuvrability. The double drum winch is positioned inside the deck house, allowing the single winch to operate over both the bow and stern. And as the latest in tug technology, the ASD Tug 2111 not only comes prepared for full compliance with IMO Tier-III regulations, it will also be available in a full electric version as part of an program for all Damen's compact ASD tugs.

Pictured here:  
**ASD Tug 2111**



Find out more on [Damen.com](https://www.damen.com)

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# Regional



Seacontractors' ATLANTIS on 16 January, 2024, arriving Rotterdam from Dakar towing GREENBARGE 3  
photo: R.& F. van der Hoek



Holyhead Towing's AFON ALAW arriving Rotterdam 12 March, 2024, from Hunterston (U.K.) towing OSPREY CONSTRUCTOR with GEPKE assisting photo: Nico Giltay



The Damen-built Multicat 3013 (yard number 571822) AL ALIAH seen on 6 February, 2024, running trials photo: R.& F. van der Hoek



DANCING WATER - ex OIL RANDAN - arriving Rotterdam 20 March, 2024, from Delfzijl towing a barge with ship sections photo: R.& F. van der Hoek



Neptune's Eurocarrier NP 518 on 26 January, 2024, departing Dordrecht for Tilbury (U.K.) towing the work barge NP 562. BROEDERTRouw II assisting with steering photo: Nico Giltay



# ITS 2024 Dubai

Tug owners, operators, managers, builders and designers will present the latest tug technology at the 27th International Tug & Salvage Convention, Exhibition & Awards in Dubai

The 27th International Tug & Salvage Convention, Exhibition & Awards, proudly presented in association with Caterpillar, is gearing up for its grand showcase from 21-23 May 2024 in Dubai. This event marks a significant gathering of the tug, towage, and salvage community, strategically chosen to unfold in Dubai, a vibrant global business destination and a prominent maritime hub.

Dubai's unique position as a centre for global business and maritime logistics, coupled with its status as a gateway into established and emerging markets, makes it the ideal destination for the industry's premier event.

ITS 2024 will span three days, encompassing a dynamic conference programme with dedicated sessions covering business challenges, operational advancements, decarbonisation, safety, technology developments, salvage and wreck removal challenges. Deep dive into case studies from recent high-profile maritime emergencies. Understand what it takes to ready fleets and crew for alternate fuels such as ammonia and hydrogen as the path towards zero emissions comes into focus. Hear exclusive operational experience on battery-powered tugs exceeding expectations. Industry leaders will shape this comprehensive programme, featuring technical papers, roundtable debates, keynote addresses, exclusive interviews and audience participation through polls and Q&As.

The extensive exhibition will offer opportunities to showcase expertise and meet clients during coffee breaks, lunches and between-conference

events, fostering valuable connections. Social events hosted by sponsors including receptions, tug presentations, hospitality areas, partner programmes and late night parties, will provide ample networking opportunities.

A highlight of the social programme is the ITS Gala Dinner and ITS Awards on 23 May 2024, where outstanding vessels, operators, innovators, and professionals will be celebrated for their contributions to safety, sustainability, and operational excellence. ITS Award winners, selected by industry peers, stand as a testament to operational excellence.

Tickets and passes for ITS Dubai 2024 are available at four levels: general access to the exhibition, bronze level for the ITS Gala Dinner, silver level with the ITS 2024 networking and hospitality pass, and gold level offering access to the complete ITS convention

experience. Limited sponsorship and exhibiting opportunities are available for companies and brands looking to align with the world's largest gathering of tug, towage and salvage experts. Whether launching a new product, entering a new market sector, increasing market share, or improving brand awareness, sponsorship offers an unparalleled opportunity to engage with the target audience in focused surroundings.

The 26th ITS Convention in Istanbul brought together over 1,200 visitors from 50 countries in 2022. As a truly international event held biennially in different maritime hubs since 1969, over 9,000 delegates and 1,250 exhibitors from more than 60 countries have participated.

*Reconnect with old friends and make new connections during the popular partner and social programmes.*



Dubai Drydocks in 2016 acquired the lead tug of a new Robert Allan / Sanmar Shipyard RAmparts-2200-SX design: DEIRA 7. Launch name SIRAPINAR is the Sanmar class name for this design. Seen here running trials. Dimensions are 22,40 m oa x 10,85 m with a draft of 4,67 m max. Depth is 4,40 m. Main engines are two Caterpillar 3512-C main engines with an output of 1.380 kW at 1.600 rpm each. Total output is 2.760 kW / 3.753 bhp. The drive train delivers a bollard pull of 46,9 tonnes ahead and 44,8 tonnes astern

photo: Sanmar Shipyards

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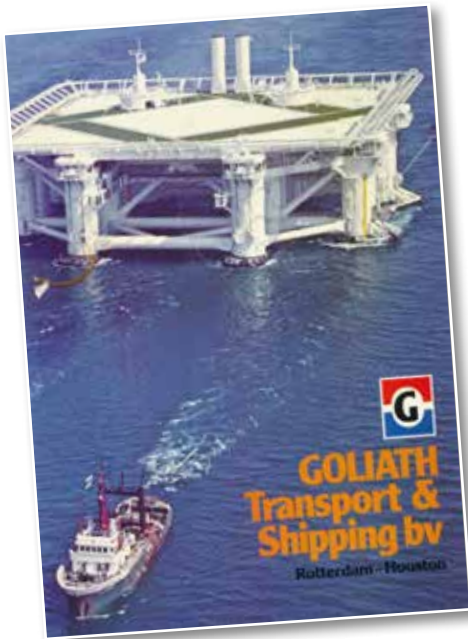


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# Fairmount - ALP - Boka

On 1 March, 2024, ALP Maritime returned to Dutch ownership. Not as an independent but as a Boskalis subsidiary. Eight of the most powerful tugs in the world joined the Boka fleet which thus became the leader in the top-end of the ocean towage market.

by Job van Eijk



It all began in 1978 when **Henk J. van den Berg** was awarded the general agency for Europe of Fukada Salvage & Marine Works Ltd., a big Japanese towage, marine engineering and construction company. In September, 1979, he established **Goliath Transport & Shipping BV** at Rotterdam. The company gradually expanded its services to include towage brokerage, barge transportation using (semi-submersible) pontoons and semi-submersible heavy-load carriers, ship management, crewing, ship delivery, etc. For this use was made of chartered tonnage or equipment of the represented companies. Apart from Fukada this included, amongst others, Tatsumi Marine, Cia Hispano Americana de Offshore, Transportes Navales, Remolques Maritimos, JL Heavyweight Transport and Nedbarges Sublift. In 1980 Henk van den Berg had become the sole owner of Fairmount Marine Investments BV, a holding company for the various activities.

In 1985 Goliath acquired three 5.420 bhp / 70 tpb ocean tugs *Groenland*, *IJsland* and *Schotland*. Dating from 1977 / 78 the tugs prior to this had been managed by Goliath for some time for account of

Ewout BV, an operational company of the Dutch Ship Mortgage Bank. *Ierland* (1976 – 4.400 bhp - 62 tpb) was acquired in 1986.

## J.P. Knight takes over

In November, 1989, it was announced that U.K. based **J.P. Knight** had taken a majority shareholding in Goliath which became Goliath-Knight. According to Knight the acquisition was related to a changing international market for barge transportation and with an eye to further European integration. J.P. Knight was one of the oldest British towage companies – established in 1892 as Kaiser Steam Tug Company by James P. Knight. In 1914 the name was changed to J.P. Knight. By the early 2000's the family-owned company had - apart from shiphandling, lighterage, coastal towing and barge transportation – ventured into ship repair, rig repair, oil and gas extraction, fish farming, underwater exploration and tourism.

## Fairmount

Henk van den Berg continued as **Fairmount Marine** acting as towage broker, S&P broker, towage contractor,

agency etc. The collaboration with Fukada Salvage was continued, but others were added to the portfolio. One such connection in the 1990's was the Japanese **Hinode Kisen**, a project cargo / heavy lift shipping company. Another one was the Singapore operator **Chuan Hup** with its fleet of specialised barges, anchor-handling tugs and supply vessels. Dutch **Leo Visser's Elizabeth** was put to work in Far Eastern waters. 1995 Fairmount was appointed as European Agent for the Chinese **Guangzhou Salvage** company. To this end the first overseas Fairmount was opened – Fairmount Marine Guangzhou. Flagship of Guangzhou was the 200-tbp salvage tug *De Yue*. This first move opened up the door to the international markets for the Chinese towage operators.

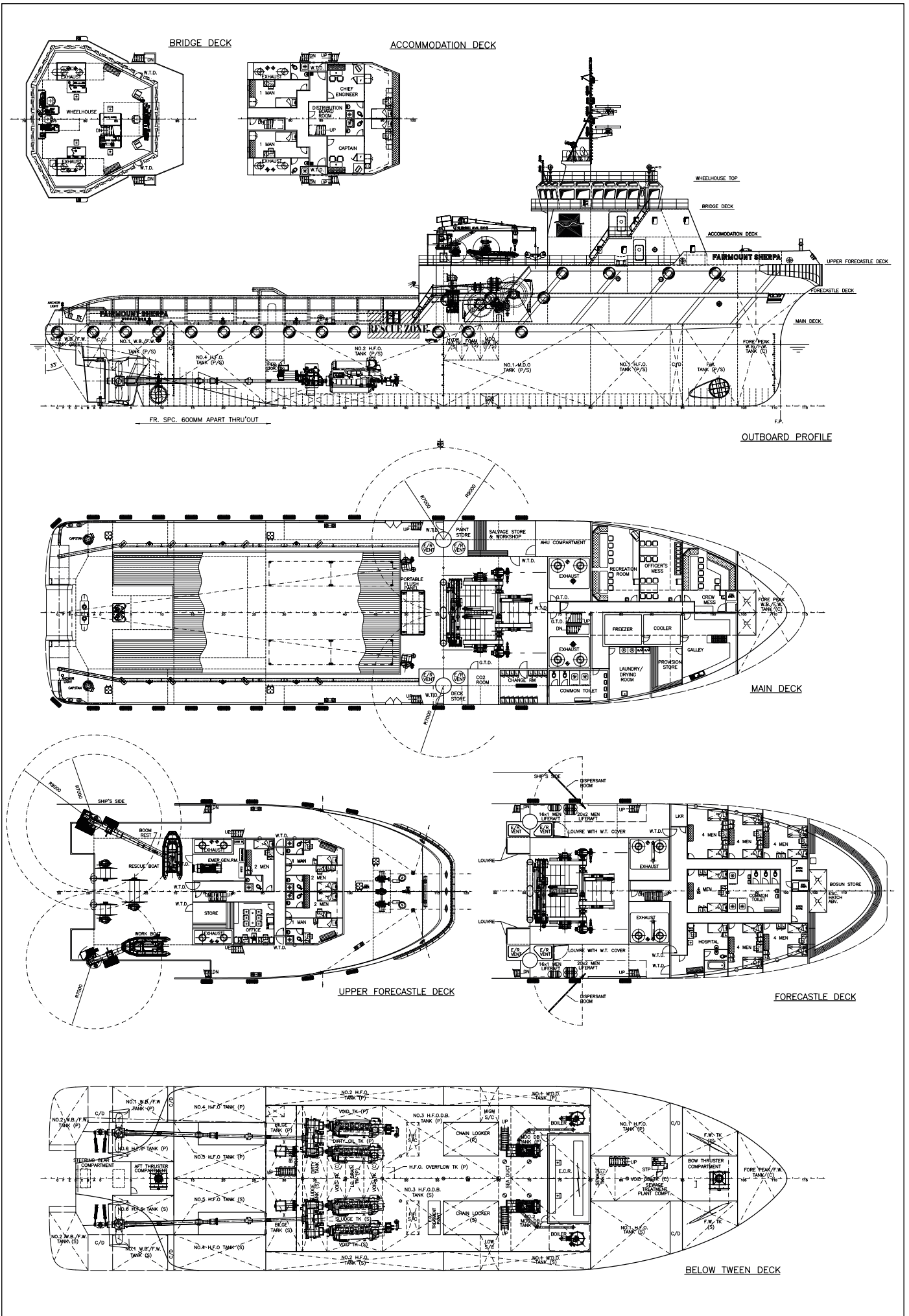
**A big project** in 1998 was the transport and installation of the *Molikpaq* – a steel mobile arctic offshore drilling caisson. Under the Van Oord AZC contract Fairmount was to arrange the tow of the 70.000 tonnes displacement unit from Korea to the drill site and its installation



*GROENLAND* in Goliath colours. She was built in 1977 for account of Willem Muller, Terneuzen, as one of three sisters. 5.420 bhp - 70 tpb - 482 GRT - In 1990 sold to co-shareholder J.P. Knight as KEVERNE

photo: coll. Job van Eijk





General Arrangement Fairmount 200-tbp class

drawing: Fairmount Marine



on site, the installation and hook-up of the associated pipeline, the SALM base and the SALM buoy. Under a separate contract the transport of rock for the protection of *Molikpaq* was secured. For the tow-out Guangzhou Salvage, Nippon salvage and Shanghai salvage supplied the tugs *De Yue* (200 tbp), *Koyo Maru* (120 tbp) and *De Da* (200 tbp). For the actual installation the Fukada crane barge *Yamashiro* with its 1.600 tonne revolving crane was converted for pipe-laying and installation work. The barge was handled throughout by Fukada's anchor-handling tug *Shin Nichi Maru* (45 tbp). For the rock transport the Fukada barge *Ocean Orc* (24.000 dwt) was converted for the purpose. She was handled by Fukada's tug *Shinyo Maru* (4.000 bhp – 56 tbp). Also involved in the project was Fukada's anchor-handling tug / supply vessel *Shin Kai Maru* (7.040 bhp – 83 tbp).

### Alliances

In early 2000 there was a sharp decline in the high-power long-distance towing market. Attempts were made to rearrange the market through pooling agreements that did away with mutual competition. That, of course, helped survival but at the same time raised eyebrows with potential customers as to the shrinking of the competition which took its toll on the towage tariffs. And, perhaps even more concerning: the pool vessels in general were less suitable for the extra duties required such as installation work and anchor-handling. Apart from a few short-lived attempts the Far Eastern operators stayed away

from the pools, no doubt because of their competitive lower cost structures. This was also the time the Far Eastern operators were adding high-powered new and second-hand tonnage to their fleets. One such newbuilding – the 15.680 bhp, 185 tbp, 2000-built *De Hong* owned by Shanghai Salvage - was taken on long-term charter by Fairmount per 1 April, 2002. In June of the same year Fairmount took *Hua An* (ex *Smitwijs New York* – built 1977 – 120 tbp) on long term charter. The third tug taken on long term charter was *De Xiang* (1998 – 14.300 bhp – 153 tbp). Her first job – jointly with *De Hong* - with Fairmount was the towing of *FSO Unity* (148.163 tonnes displacement) from Ulsan, Korea, to the Odudu Field offshore Nigeria – a voyage of 11.308 nm. The long-term charter of *De Xiang* was unfortunately cut short when already in 2003 the Chinese Government requested the tug to return to China for salvage duties.

### Aiming for the top (1)

In early 2001 Fairmount had decided it was time to enter the top end of the towage market aiming for market leadership. To this end five new state-of-the-art 200-tbp ocean tugs were ordered by a Limited Partnership (LP) company with investment company Münchmeyer Petersen Capital (MPC) based in The Netherlands. In this construction MPC bought shares in the LP while Fairmount chartered the tugs for a 10-year period with an option to buy after five years. Also, MPC Ship Management was to handle the crewing of the new tugs. The first to be arrive was *Fairmount Sherpa* delivered by the Niigata yard in May 2005.

The design of the new tugs was based on that of Semco Salvage's *Salviscount* and *Salvanguard* delivered in 2004 but with some significant diversions. To market the new tugs Fairmount had



*The Chinese tug DE YUE - 1979 - 200 tbp - 98,00 / 90,00 x 15,80 mld x 8,00 m - draft aft 6,94 m - two c/p props in nozzles - was one of the most powerful in the world. She carried out a number of tows under contract of Fairmount*  
photo: coll. Job van Eijk





The first of the 200-tbp class - FAIRMOUNT SHERPA - seen here arriving at Rotterdam 19 December, 2005, to be presented to the tug & salvage community photo: Job van Eijk

teamed up with Semco Salvage to run a combined fleet of ten powerful tugs in a pooling agreement named **One Allianz**. In the end this was a short-lived venture but it served its purpose in the initial years of the new fleet.

#### The French connection . . .

In 2003 Fairmount became interested in the contract for the new French ETVs. Without a French company involved their plan for two 300-tbp ETVs would not stand a chance so they approached **Louis Dreyfus Armateurs** to make a joint offer for the tendered contract. They did not, however, make it through the first round so the 300 tbp's were never designed. The contract went ultimately to Groupe Bourbon.

Nevertheless in 2005 Louis Dreyfus and Fairmount established the joint-venture **Louis Dreyfus Fairmount**. The intention was to enter the offshore **oil rig maintenance** sector using a former tanker reconstructed as *Gavea Lifter*. In Louis Dreyfus they found a (co)financier

to reconstruct the vessel into a semi-submersible barge at a cost of USD 10 million. *Gavea Lifter* was a success initially operating off Brazil and in the Gulf of Mexico.

#### . . . and sale of Fairmount

It was during this period that Louis Dreyfus approached Henk van den Berg with an offer to buy the company including the five 200 tbp newbuilding's, *Gavea Lifter* and the multi-purpose vessel *Fairmount Fuji*. Acquisition of additional semi-submersible vessels contemplated at the time of the takeover were, however, abandoned.

On 30 May, 2007, ownership of Fairmount Marine was transferred from Fairmount Marine Investments to Louis Dreyfus Armateurs SAS, member of the Louis Dreyfus Group. Fairmount Marine had become a 100% subsidiary of Louis Dreyfus Armateurs. The sale of Fairmount by itself was not unusual but the buyer - Louis Dreyfus - at the time was not involved in towage although

they had some experience with coal transports in Indonesia.

Note that the **Louis Dreyfus** family business was started in 1851 by the son of Louis - Leopold Dreyfus - as a wheat transporting company. The company quickly diversified, also into shipping. Three branches of the family evolved each being active in different markets. **Philippe Louis-Dreyfus** in 2007 effected a management buy-out whereby Louis Dreyfus Armateurs detached itself from the Louis Dreyfus Group.

#### Heavy transport venture

At the time two semi-submersible barges - *Fairmount Fjord* and *Fairmount Fjell* - were being converted by Malta Shipyards into 25.000 dwt self-propelled heavy transport vessels. These were the former *Boabarge 19* and *Boabarge 20*. The reconstruction was initiated as an answer to expected increased market demand for fast 'dry' transport of heavy objects. In July, 2005, **Fairmount Heavy Transport NV** (established in 2005 by Henk van den Berg and two partners) had acquired the two Boa barges. Manager for the two ships was Fairmount Marine which initially handled the conversion. In late 2007 Fairmount Heavy Transport changed its name to **Fairstar Heavy Transport**. On 23 January 2008 all activities by Fairmount Marine as (ship)manager for Fairstar were terminated and transferred to Fairstar. The two vessels were eventually completed but the Fairstar company in 2012 was taken up in the Dockwise fleet, a Boskalis subsidiary.

#### Under French ownership

The heaviest tow in the Fairmount history was carried out in 2008.



FAIRMOUNT SHERPA towing the semi-submersible cargo barge FAIRMOUNT FJELL

photo: coll. Job van Eijk





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The 180 x 88 m 50 m high Adriatic GBS (Gravity Base Structure) LNG terminal was towed from its construction dock in Algeciras for installation offshore Venice, Italy. The 300.000 tonnes displacement structure was towed to location by *Fairmount Summit*, *Fairmount Glacier*, *Fairmount Expedition* and the time-chartered *Salvanguard*, a total of 765 tbp. Average towing speed was 4,25 knots.

In 2008 the five 200 tbp tugs were purchased from the investors by Fairmount Marine which by now was a Louis Dreyfus subsidiary.

### New venture – same people

In 2009 -2010 several key people left Fairmount to start up a new deepsea towage venture: **ALP Maritime**. Based in Rotterdam it was set up by former Fairmount employees Chief Financial Officer **Arjen de Geus**, Operations Director **Leo Leusink** and Commercial Manager **Paul Mulder**. They also secured – perhaps unsurprisingly since Leo and Paul had been responsible for Fukada equipment contracting and operations for some 12 years while with Fairmount - the representation of the Japanese Fukada Salvage & Marine Works which previously had been linked to Fairmount.

**The chosen market** for the new company was ocean towage, heavy transport and non-conventional marine contracting. Services offered were consultancy, ship management, agency services, representation and operations. In the sphere of consultancy this ranged from selection of optimal means of transport via transport engineering, preparation of tows, supervision of loading and discharging of cargo to the provision of towmasters and offshore installation crew.

### Aiming for the top (2)

The company was set up amidst a slack towage market. The first couple of years the company did not own any tugs but chartered suitable tonnage whenever required. This brought them in contact with, amongst others, Harms Bergung & Transport. The Hamburg-based company at the time had been and was building up a considerable newbuild ocean tug fleet ranging from around 100 tbp to nearly 300 tbp. These early years ALP developed its plans for the future – a position at the top end of the towage market.



The *SEVAN HUMINGBIRD* platform was towed from Rotterdam by *FAIRMOUNT GLACIER* and *FAIRMOUNT ALPINE* escorted by Harms' *JANUS* (later *ALP WINGER*) photo: Job van Eijk

### No longer independent

In 2014 ALP Maritime became a 100% subsidiary of **Teekay Offshore Partners LLC** for a price of Euro 190 million. The tugboat community was taken by surprise when ALP then ordered four of the most powerful long-distance tugs in the world with a design bollard pull of 300 tonnes. The ALP Future class tugs were a break-away from the standard long-distance tug design. In this process ALP was advised by ABN-AMRO with regard to the financial aspects while De Breij Evers Boon advised on the legal aspects. De Breij stated: 'the initial phase was special, just like the set-up of the structure for the transaction. The reason for this was ALP's plan behind the deal resulting in a very good proposition'.

Shortly after the order for the four big tugs the ambitious operator announced a further fleet expansion with the purchase of six of the most powerful tugs in the world: *Orcus*, 306 tbp, built 2010; *Uranus*, 301 tbp, built 2009; *Ursus*, 218 tbp, built

2008; *Janus*, 219 tbp, built 2007; *Taurus*, 207 tbp, built 2007 and *Magnus*, 192 tbp, built 2006. All vessels are DP II equipped. These tugs were not unknown to ALP as the company marketed the vessels for a period in 2011-2012. The tugs were owned by German so-called Kommandit Gesellschaft which are effectively single-ship companies financed and owned by investors / shareholders. Vessels within such companies are run on a day-to-day basis by a contracted management company, which in this case was Harms Bergung.

It was around this time that several of the KG managing contracts came up for renewal. Reportedly USD 220 million was offered for the six tugs. One KG managing director, mr Thomas Rogalla, said: "In a nutshell, the investors look for an advantageous exit". Although the KG's decided to sell and thus terminated the management contracts with Harms, Harms Bergung disputed the sales and started legal procedures. Harms Bergung reportedly was a minority investor / shareholder in the KG's.



ALP STRIKER seen at Singapore 13 August 2017

photo: Maasmond Maritime (Piet Sinke)





Fairmount has always made use of chartered tonnage which they sourced mainly from Far Eastern predominantly Japanese and Chinese operators. Tatsumi Marine's OCEAN TIGER was one of those. She was the former NIPPON MARU belonging to Ichikawa Kaiji Kogyo (a.k.a. Ichikawa Offshore), built in 1976. 1983 to Fukada Salvage as OCEAN TIGER, 1987 Fukada Marine (Panama flag) as OCEAN TIGER I, 1988 Tatsumi Marine (Fukada mngers) as OCEAN TIGER (reflagged to Japan), 1990 European Marine Contractors (EMC) based in The Netherlands, again Panama flag. Renamed PACIFIC TIDE No. 3. 1992 arrested Canada with crew members charged with drug trafficking. 1993 acquired by Chuan Hup (Singapore) as CRI SUPREME (Panama flag). 2002 acquired by Asian Marine, Kaohsiung, as SALVAGE CHAMPION. 10.000 bhp - 140 tpb - 72,40 / 64,8 x 13,06 x 6,02 m. Draft 5,30 m

photo: coll. Job van Eijk



HUA AN for some years was employed by Fairmount on behalf of the owners, Hua Xin Shipping (Shanghai Salvage), St Vincent and later Liberian flag. She is the former SMITWIJS NEW YORK ex SMIT NEW YORK. Sold 2000 by Smitwijs. 2013 sold to Asian Marine as SALVAGE TITAN. Built 1977 - 9.200 bhp (listed as 16.000 ihp) - 125 tpb - 67,50 / 58,73

x 14,20 x 6,89 m. draft 6,24 m max - displacement 3.758 tons. Seen here arriving Rotterdam 21-10-2003. On 28-11-2016 SALVAGE TITAN and her tow - a barge loaded with ship-to-shore container cranes - went aground at Barangay Marzan in Sanchez Mira, Cagayan, off the northern tip of the island of Luzon in the Philippines. Refloated. SALVAGE TITAN was broken up at Kaohsiung in December 2022

photo: Job van Eijk



The Chinese tug DE XIANG joined the time-charter fleet of Fairmount in 2002. Built in 1998 the tug measures 94,0 (oa) x 15,6 x 8,4 m with a draft of 6,8 m max. 14.300 bhp - 153 tpb. Speed 20 knots max

photo: Jan v/d Klooster

Nevertheless ALP Maritime took over the tugs one by one over a period ranging from 1 December, 2014, to 31 March, 2015. The transaction put ALP Maritime in the position of market leader in the top-end distance towing market. The KG vessels were renamed *Orcus – ALP Centre*, *Uranus – ALP Guard*, *Ursus – ALP Forward*, *Janus – ALP Winger*, *Magnus – ALP Ace* and *Taurus – ALP Ippon*.

### Towage & salvage

One of the first tows carried out by *Alp Centre* (ex *Orcus*) started in January, 2015, when she towed the semi-submersible drill rig *Sedco 707* from Macae, Brazil, to Labuan, Malaysia in a 58 day operation. Another long tow executed by the same tug started in October. She took the newbuild semi-submersible rig *Songa Equinox* from the builder in Geoje, South Korea, to Bergen Norway in 76 days. In December 2014, *ALP Winger* (ex *Janus*) towed the rudderless tanker *Australian Spirit* from Halifax, Canada, to a repair yard in Setubal Portugal – a 13-day job for account of ALP's owners, Teekay. In July, 2015, *ALP Winger* had an almost repeat job in the form of the rudderless fully laden Cosco-operated bulker *He Hua Hai*. The tow took 42 days from New Orleans to Tarragona, Spain.

In end December 2016 a 100-day operation was carried out by *ALP Striker* and *ALP Centre* when the platform *Sevan Driller* was towed from Brazil to Singapore. Another significant tow and positioning job by *ALP Centre*, *ALP Guard* and *ALP Forward* took 44 days in the first half of 2017. This involved the *Kraken FPSO* towed from the yard in Singapore to the Kraken Field in the North Sea via Suez. In the autumn of 2017 *ALP Defender*

carried out the towage of *Randgrid FPSO* in 63 days from Singapore to Stavanger via the Cape. The same time that year *ALP Striker* took the semi-submersible rig *West Orion* from Walvis Bay, Namibia to Singapore – a 66-day job.

At the end of 2018 *ALP Defender* towed the world's largest semi-submersible rig – *Ocean Great White* - in 102 days from Singapore to Loch Kishorn, Scotland via the Cape. The shortest regular towing contract carried out by ALP is that of the Heerema barge *H-851* by *ALP Forward* in one day in July 2020 from Vlissingen, The Netherlands, to Rotterdam. The longest tow up to then, although including stand-by work, was that of the *Dampier Spirit FSO* from Stagefield, Australia to Aliaga, Turkey. *ALP Winger* was thus occupied for no less than 194 days in 2021.

Obviously the ALP tugs have been involved in a number of salvage tows.

Many of those jobs took less than a week with some notable exceptions like the emergency assistance to the LPG tanker *Daviken* off Portugal in 2016, the bulker *Azul Victoria* off South Africa in 2017, the chemical tanker *CT Cork* in the Med in 2017, the livestock carrier *Jawan* in 2019, the 21-day job of the *MSC Michaela* drifting in the North Atlantic in 2020 and that of the container vessel *Panther* offshore Morocco in 2022, to name but a few.

### Fairmount to Dutch owners

The same year ALP became a Teekay subsidiary - 2014 - **Fairmount** was sold by Louis Dreyfus Armateurs to the Dutch **BosKalis Group**. The sale of Fairmount allowed Dreyfus to refocus on its main activities. The historic involvement in the volatile dry bulk market was offset by its industrial pillar with long-term contracts in the areas of cable laying, seismic research and transport of Airbus parts.



Aerial view of ALP STRIKER carrying out DP-trials off Horsburgh Lighthouse, Singapore

photo: Maasmond Maritime (Piet Sinke)



ALP DEFENDER and ALP GUARD at Singapore the start of the tow with the LIZA UNITY FPSO, 3 September 2021. Later ALP GUARD was added to the transport which took 52 days to reach the Stabroek Field off Guyana

photo: Maasmond Maritime (Piet Sinke)





*ALP IPPON towing ANNA CHRIS for account of BD-Shipsnavo GmbH & Co. in February, 2018, from Pointe Noire, Congo to Walvis Bay, Namibia*

*photo: ALP Maritime*



*ALP FORWARD with the semi-submersible rig ODN TAY IV for account of Odebrecht Oil & Gas Tenerife to Almeria in July, 2017*

*photo: ALP Maritime*



*ALP DEFENDER towing accommodation / work barge TELFORD 28 from Lome, Togo, to Dos Bocas, Mexico in April 2019*

*photo: ALP Maritime*



*ALP STRIKER, ALP SWEEPER and ALP KEEPER station keeping during installation of the KAOMBO-NORTE FPSO offshore Angola in April, 2018*

*photo: ALP Maritime*



ALP WINGER - ex JANUS - 21 January 2021 at Singapore Eastern Anchorage

photo: Maasmond Maritime (Piet Sinke)

This sale came as a surprise to the deepsea towage community since Boskalis had never shown an interest in deepsea towage as such - any tugs that had come to their fleet was in support of their dredging and construction work - and of lately in support of offshore construction work. Some deepsea tugs had entered the fleet as a result of the purchase of the Smit International Group and a few of those had been altered for construction support although retaining the towage capability.

A statement by Louis Dreyfus stated: "LDA Group has decided to sell this company to Boskalis to give Fairmount Marine an opportunity to tackle new challenges, inside Boskalis organization. It is also a strategic decision for LDA Group to focus on its bulk transport and logistics activities as well as on marine industrial services based on long term contracts," said the company in a statement.

### ALP changes

In March 2020 **Teekay Offshore Partners LP** changed its name to **Altera Infrastructure LP** as part of a global rebranding initiative. "In support of our new vision to lead the industry to a sustainable future, we are establishing a global energy infrastructure services business that will create long term value for its stakeholders. Upholding our uncompromised commitment to operational excellence and safety, we will be relentless in our pursuit of opportunities that lead to strong results and lower emissions and we stand firm to these principles through the current period of market volatility.

There will be a transition in our part of the industry, and we are committed to be at the forefront," said Ingvild Saether, President & Chief Executive Officer, Altera Infrastructure Group Ltd.

In July, 2022, ALP Maritime sold the *ALP Ace* (now *Multtraship Commander*) and *ALP Ippon* (now *Multtraship Protector*) to the Dutch operator Multtraship. Multtraship holds the contract for the Dutch Government's ETV service. Due to, amongst others, incidents near offshore windfarms the government decided extra ETV coverage was needed. The contract for the two additional ETV's is for 4,5 years with options.

'With the arrival of the emergency tugs, we have found a good way to limit the safety risks associated with these offshore wind farms for shipping in the years ahead,' explained Nicole Kuipers, Director of the Netherlands Coast Guard. 'In particular, the Borssele and Hollandse Kust wind farms are

surrounded by shipping lanes and anchorage areas. This will be the primary focus of the deployment of these two extra ETVs.' The third ETV - *Guardian* - has been deployed by Multtraship from its home port Den Helder monitoring the safety of shipping in the northern section of the North Sea since 2016. The vessels can intervene 24/7 from strategic positions in the North Sea to provide assistance to drifting vessels and vessels in distress in order to prevent damage to the vessel and the wind farms and to take any victims on board. In addition to being used as tugs, the vessels can also be used in search and rescue operations.

### 2024: ALP sold (again)

In February, 2024, it transpired that **Boskalis** - since 2023 **owned by HAL Investments Group** - was purchasing **ALP Maritime** from Altera Infrastructure FFTA Holdings. Altera Infrastructure today is a leading global energy infrastructure services group primarily focused on the ownership and operation of critical infrastructure assets in offshore oil regions of the North Sea, Brazil and the East Coast of Canada. Altera Infrastructure has consolidated assets to the tune of some USD 4 billion, comprised of 31 offshore assets, including floating production, storage and offloading (FPSO) units, shuttle tankers, floating storage and offtake (FSO) units and a unit for maintenance and safety (UMS). The majority of Altera Infrastructure's fleet is employed on medium-term, stable contracts. Also in early February, Norway-based marine operations provider **Ocean Installer** announced a pooling agreement with ALP to support its FPSO towing and hook-up work-scope.



SOVEREIGN is one of the two ETV's purchased by Smit International from Klyne Tugs when their U.K. Government contract was terminated

photo: Boskalis





*MANTA - ex UNION MANTA - seen here 27 March, 2023, is often engaged in offshore related work but also carries out distance towing and salvage work  
photo: Ruud Zegwaard*



*KAMARA - ex SMIT KAMARA - is an anchor-handling tug doubling as ROV support vessel  
photo: Ruud Zegwaard*



*BOKA SUB C - ex BOA SUB C - seen here on 4 March, 2023, is an offshore construction vessels with significant towing capability  
photo: Reinier van de Wetering*



*BEAR - ex UNION BEAR - an offshore support vessel now exclusively used for towing*

*photo: Leen van der Meijden*

Reportedly Ocean Installer chartered three ALP tugs to ensure sufficient capacity to support its clients projects. "The collaboration with ALP and the chartering of its vessels will further strengthen Ocean Installer's position going into a busy season," said Ocean Installer vice president of contracts and procurement Kjell Arild Berge. "We will offer these vessels as part of our services to clients, from end-to-end towing and hook-up of FPSOs. We also have a new global supplier on our list of collaborative partners. By teaming up with ALP and its vessels, we are even better positioned to exceed our clients' expectations worldwide."

Some of ALP's vessels may be deployed to Angola after Ocean Installer, in consortium with Oceaneering, gained a contract from TotalEnergies to execute the transport and installation work of the Girassol Life Extension project. This is part of TotalEnergies' campaign to extend the life of the FPSO, which has been working on Block 17 in Angola from 2001 to 2031.

On 1 March, 2024, Altera Infrastructure L.P. announced the completion of the divestment of ALP Maritime Group B.V., together with all its subsidiaries. The divestment of ALP is part of Altera's strategy to focus on its core segments, particularly the FPSO and shuttle tanker operations, as well as to prepare for investments in the Stella Maris CCS project in support of the global energy transition.

Ingvild Sæther, President and CEO of Altera Infrastructure Group Ltd. said: "The divestment of our towage segment is aligned with Altera's strategy to own and operate critical infrastructure in the offshore energy sector and will allow us to focus more on our stable, medium and long-term contracts for our remaining assets and enable us to pursue exciting new opportunities in our developing CCS business, in particular following award of our first offshore carbon storage license in the Norwegian sector."

Paul Mulder, CEO of ALP Maritime said: "I like to thank Altera for their continued

support over the years. Together we have grown ALP to become the market leader in its field, performing over 350 projects while being under the umbrella of Altera. We are sure that these vessels and the crew sailing them will make next owners as proud as they have made us".

### Boskalis market leader

The ALP tugs join the five 200 tpb ex Fairmount tugs in the Boskalis fleet. Boskalis furthermore operates several anchor-handling tugs amongst which *Princess* and *Sovereign*, two 200 tpb former British ETV's originally built for and operated by Klyne on their U.K. ETV contract. Other deepsea tugs came to Boskalis with the purchase of Smit international which in turn owned the Belgia URS.

Sources: press releases Fairmount Marine, Alp Maritime, Boskalis, Teekay, Alterra - Fairfacts Newsletter - websites ALP Maritime, Boskalis -Boskalis Annual Reports - newspaper clippings - TugDoc International files - Lekko (International) various issues - TugeZine 12 and 13 (the history of Ulrich Harms / Harms Bergung).

The Boskalis ocean towage tug fleet today consists of:

name	ex owner(s)	acquired / built	kw total	tpb	Loa x Bmld x Draft	max speed	flag	GT
<i>Princess</i>	Smit Int.	2010 / 2002	12.000	207	67,40 x 15,50 x 7,44	17,0	Belgian	2.258
<i>Manta</i>	Smit (URS)	2010 / 2003	14.720	206	75,50 x 18,00 x 6,74	17,0	Belgian	3.164
<i>Sovereign</i>	Smit Int.	2010 / 2003	12.000	192	67,40 x 15,50 x 7,44	17,0	Belgian	2.263
<i>Kamara</i>	Smit Int	2010 / 2005	4.920	83	70,90 x 16,00 x 5,70	13,5	Malta	2.666
<i>Nicobar</i>	Smit Int	2010 / 2006	7.380	120	70,90 x 16,00 x 5,70	13,5	Belgian	2.606
<i>Warrior</i>	Smit (URS)	2010 / 2009	5.200	90	40,65 x 12,70 x 6,65	13,0	Belgian	810
<i>Fighter</i>	Smit (URS)	2010 / 2010	5.300	90	40,65 x 12,70 x 6,30	13,0	Malta	810
<i>Boxer</i>	Smit (URS)	2010 / 2010	5.200	90	40,65 x 12,70 x 6,30	13,0	Malta	810
<i>Wrestler</i>	Smit (URS)	2011 / 2011	5.200	90	40,65 x 12,70 x 5,50	14,0	Malta	810
<i>Boka Sherpa</i>	Fairmount	2014 / 2005	12.000	200	75,00 x 18,00 x 6,80	16,5	Malta	3.239
<i>Boka Summit</i>	Fairmount	2014 / 2005	12.000	200	75,00 x 18,00 x 6,80	16,5	Malta	3.239
<i>Boka Alpine</i>	Fairmount	2014 / 2006	12.000	200	75,00 x 18,00 x 6,80	16,5	Malta	3.239
<i>Boka Glacier</i>	Fairmount	2014 / 2006	12.000	200	75,00 x 18,00 x 6,80	16,5	Malta	3.239
<i>Boka Expedition</i>	Fairmount	2014 / 2007	12.000	200	75,00 x 18,00 x 6,80	16,5	Malta	3.239
<i>Bear</i>	market	2016 / 1999	11.060	187	73,50 x 16,40 x 6,90	15,0	Belgian	2.590
<i>Boka Fulmar</i>	market	2021 / 2011	13.880	402	93,40 x 22,00 x 7,80	16,0	Belgian	6.776
<i>ALP Winger</i>	ALP	2024 / 2007	14.000	208	65,00 x 18,50 x 7,50	16,0	Netherlands	2.789
<i>ALP Forward</i>	ALP	2024 / 2008	14.000	219	65,00 x 18,50 x 7,50	16,0	Netherlands	2.789
<i>ALP Centre</i>	ALP	2024 / 2010	18.000	297	74,30 x 20,90 x 8,25	16,7	Netherlands	3.732
<i>ALP Guard</i>	ALP	2024 / 2010	18.000	284	74,30 x 20,90 x 8,25	16,7	Netherlands	3.732
<i>ALP Keeper</i>	ALP	2024 / 2016	18.000	302	88,50 x 21,00 x 7,95	19,0	Netherlands	5.901
<i>ALP Striker</i>	ALP	2024 / 2016	18.000	312	88,50 x 21,00 x 7,95	19,0	Netherlands	5.901
<i>ALP Defender</i>	ALP	2024 / 2017	18.000	306	88,50 x 21,00 x 7,95	19,0	Netherlands	5.901
<i>ALP Sweeper</i>	ALP	2024 / 2017	18.000	303	88,50 x 21,00 x 7,95	19,0	Netherlands	5.901

\*In addition Boskalis employs *Boka Falcon* (403 tpb) and *Boka Sub C* (220 tpb) which are listed as offshore construction vessels but are also equipped with powerful towing winches. *Kamara* also fitted for ROV work. *Manta* was designed for offshore support work with towage as a secondary quality.



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# Salvage & Wreck Removal

The Salvage and Wreck Removal Conference in December, 2023, attracted delegates from all over the world

by TDI Tugboat Publications



Some 120 delegates from all corners of the market gathered in London in December, 2023 to discuss the intricacies of the salvage business.

Topics ranged from contracts in emergency response to the obstacles in ship recycling and general waste. A topic that may be expected to return in future conferences is that of preparedness and emergency

response to ships that are using one of the range of new fuels, with their sometimes high toxicity.

Effective casualty management will also be a topic for future conferences since the 'chain of command' differs per country while at the same time the scale of preparedness may also be widely diverse. While the need for oil spill prevention is an accepted first this will be more of a worry in (remote) areas with sensitive ecological situations. Fire risk containment will be another returning subject in future conferences, especially in connection with lithium batteries.

Progress on some of the issues raised in this conference will no doubt pop up again during the year the results ploughed back to delegates during the next salvage & wreck removal conference.



*Cargo recovery operation of the SAFER FSO. SAFER was installed on location in 1988, 4,8 nm off the Hodeidah, Yemen, coast. Capacity 1,14 million barrels of light crude oil. In 2015 production was suspended due to the neighbouring war. In 2017 the inert gas systems ceased to function greatly increasing the chance of an explosion. The FSO is deemed to be beyond repair. In the picture Boskalis' NDEAVOUR alongside. She was specially outfitted for the job. Also alongside the UN-procured VLCC that will perform the ship-to-ship transfer and take the oil from SAFER*

*photos: Smit Salvage (Boskalis)*





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of benefits. For one thing, it results in a reduction in fuel consumption and, therefore, emissions, improving the vessel's sustainability performance. It also reduces the amount of maintenance that typically has to be carried out on a conventional generator. Crucially, this configuration enables Damen to produce a more compact design.

**RAstar 3200-W tugs from Sterling SY**

Longtime Robert Allan clients **Bay-Houston Towing** and **Suderman & Young Towing Company**, have awarded construction contracts to **Sterling Shipyard** in Port Neches, Texas, for multiple new tugs of RAsstar 3200-W design. The first tug is expected to be delivered in October 2025.

The RAsstar 3200-W tug for this application is based on the very successful RAsstar 3200 design series to which more than 100 units have been delivered and are under construction worldwide. Main engines will be a pair of EMD-16-E23B-HD **tier 4 EPA compliant engines**. Propulsion is by two **Schottel SRP-610** units generating a bollard pull of 105 metric tonnes. When performing escort operations, the 105-foot long escort tug will be capable of providing a



Crowley's all-electric eWOLF starts demonstrations prior to becoming operational photo: Crowley Marine

steering and braking force of 115 tonnes and 162 tonnes respectively at speeds up to 10 knots. The tug will be fitted with a towing winch on its aft deck for coastal towing service. Class is by ABS and includes Escort Service, Fire-Fighting Vessel 1 and Low Emission Vessel (US) notations. Robert Allan Ltd. will also provide a production design package

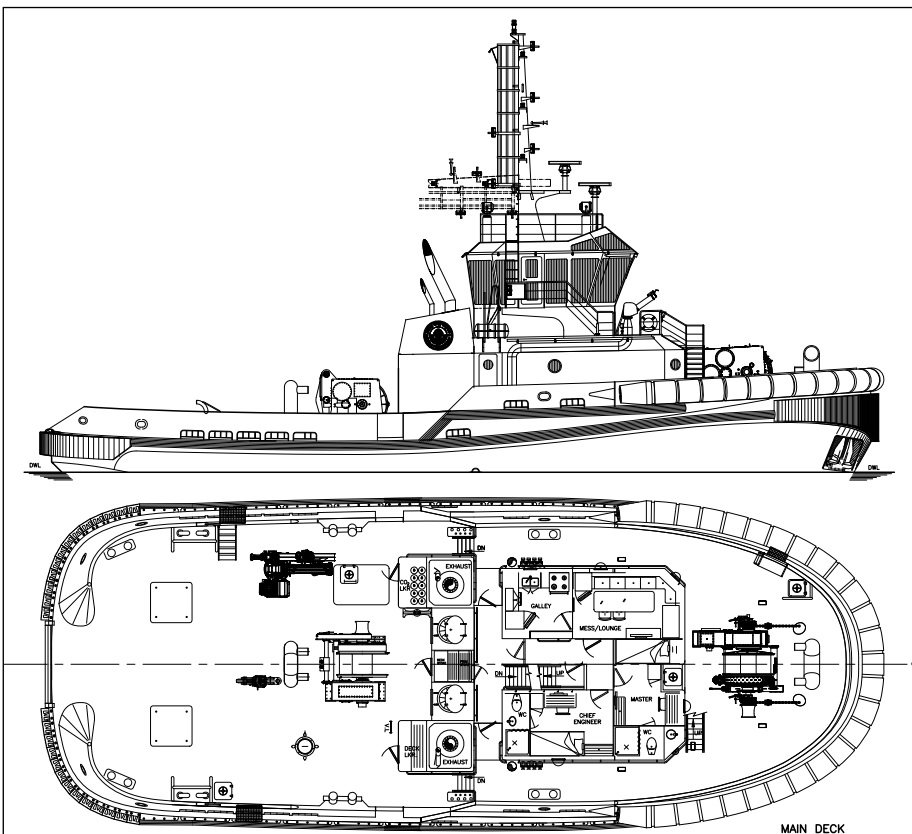
including steel parts and piping spools, etc. to the builders.

**Svitzer Maersk de-merger**

Svitzer, founded in 1833, has been part of A.P. Møller – Mærsk A/S (APMM) for the past almost 45 years. On 8 February, 2024, APMM announced its decision to initiate a separation of Svitzer through a demerger, subject to approval at an APMM extraordinary general meeting expected to be held on 26 April, 2024, with a subsequent listing of the new parent company, **Svitzer Group A/S**, on Nasdaq Copenhagen and an anticipated first day of trading on 30 April, 2024.

"As part of A.P. Møller – Mærsk A/S, we have grown to become a leader in the global towage and marine services industry. A separate listing gives us the opportunity to further strengthen our market position and the Svitzer brand, which we have carried for more than 190 years. Operating in a growing towage market, we have an attractive financial profile with solid margins and a predictable cash flow. We are organisationally, financially, and operationally ready for a future as a stand-alone listed company," Nilaus said.

The Board of Directors of APMM intends to propose a single share class structure for Svitzer Group with shares in Svitzer Group being distributed to the APMM



General Arrangement JOYMONI

drawing: Robert Allan Ltd



# Regional



*UNION ONYX (Boskalis) arriving Rotterdam 12 March, 2024, towing the dipper dredger MAGTOR. HENDRIK SR assisting with steering*  
photo: Nico Giltay



*Niels Hendriksen (NH Towage) SERVER departing Rotterdam for Esbjerg on 10 January, 2024, Rotterdam towing the Baars splitbarge B-802*

photo: Ruud Zegwaard



*The Clyde Marine Services newbuilding CMS THUNDERER seen on 1 March, 2024, running trials*  
photo: Nico Giltay



*An unusual visitor in the Rotterdam Waterway on 17 February, 2024, is the Danish BESTLA (Hansthalm Buggerservice A/S) formerly operated by Svitzer*  
photo: Leen van der Meijden



JOYMONI was delivered to Mongla Ports Authority

photo: Cheoy Lee Shipyards

shareholders pro-rata based on the nominal value of the shares held in APMM. It will be proposed that the APMM shareholders will receive one share in Svitzer Group per nominal APMM DKK 500 share and two shares in Svitzer Group per nominal APMM DKK 1,000 share. The demerger and distribution of the Svitzer Group shares will be tax-exempt for Danish tax purposes. A.P. Møller Holding A/S, which holds around 41,5% of the total share capital in APMM, has agreed to a 360-days lockup of its expected shareholding in Svitzer Group, subject to certain customary exemptions.

The **Executive Management** team of Svitzer currently consists of CEO Kasper Friis Nilas and CFO Knud Winkler, who will also serve as the Executive Management team in the future listed company, Svitzer Group. The new Board of Directors of Svitzer consists of Chair Morten H. Engelstoft, Vice Chair Robert M. Uggla, Christine Morris, and Peter Wikström, who will be proposed as members of the Board of Directors in Svitzer Group with effect from completion of the demerger on 26 April 2024. Moreover, it is the intention to propose one or two additional independent candidates to join the Board of Directors of Svitzer

Group at its annual general meeting in 2025. Svitzer will continue to be headquartered in Copenhagen and operate under the Svitzer name.

#### “eWolf”

Crowley recently took delivery of its *eWolf* tug, the first all-electric, ship assist harbour tugboat in the United States. The 82-foot (25 m) tug, designed by **Crowley's** engineering services team and built by Coden, Ala. shipbuilder **Master Boat Builders**, will enter service at the Port of San Diego this spring following final demonstration trials and completion of Crowley's microgrid shoreside charging station. The vessel will operate with zero emissions while providing the complete performance capabilities of a traditional tug, Crowley said.

“The *eWolf* will provide services through its advanced vessel control technology and first-in-class energy features, while providing the safety, quality and reliability that Crowley and our mariners are known for,” said James Fowler, senior vice president and general manager of Crowley Shipping. “We are thrilled to reach this important achievement for our company and the U.S. maritime industry through the collaboration with our partners.” “The *eWolf* demonstrates where the maritime industry can

go, in terms of both innovation and sustainability, with solid partnerships between owners, designers, suppliers and shipyards,” said Garrett Rice, president of Master Boat Builders. “We are proud to have partnered with Crowley in the construction of the *eWolf* and look forward to seeing her at work in San Diego very soon.”

The *eWolf* is designed to operate on full electric power, producing zero carbon emissions and expected 70 ton bollard pull strength. The vessel is equipped with an integrated electrical propulsion package provided by **ABB**, a 6.2 MWh Orca battery energy storage system from **Corvus Energy** and two electrically driven **Schottel** RudderPropellers type SRP 430-LE (2.050 kW each) with propeller diameters of 2,5 metres. The vessel also has two small generators on board for emergency use and to enable long distance transits at a reduced speed.

Crowley said the *eWolf* will generate 178 tons less of nitrogen oxide (NOx), 2,5 tons less of diesel particulate matter and 3.100 metric tons less of carbon dioxide (CO2) over the first 10 years of its operations – the equivalent of removing 350.000 gallons of gas from use, according to EPA calculations. Crowley in 2021 announced its commitment to reach net-zero emissions across all scopes by 2050. The Jacksonville, Fla.-based company estimates it will reduce overall emissions by 4,2 million metric tons of greenhouse gases per year.

#### 50th RAmports 3200-CL

With the delivery of the *M.T. Joymoni* to **Mongla Port Authority**, Bangladesh, **Cheoy Lee Shipyards Ltd.** has reached a significant milestone. This latest tug is the 50th RAmports 3200-CL to be completed and it represents more than a decade of evolution and refinement in tug design. There are vessels operating for clients such as Svitzer, Boluda, SAAM, PSA, Kotug, and Ocean Sparkle / Adani. The RAmports 3200-CL is operating in regions all over the world, including Asia-Pacific, Africa, Europe, Middle East, North and South America.

The RAmports 3200-CL was designed by **Robert Allan Ltd** in 2008 exclusively for Cheoy Lee Shipyards Ltd. The first tug - *Ocean Pioneer* – was delivered to **Ocean Sparkle** in India in 2011. Based on the popular RAmports series, the hull form was developed to provide a high performance, multi-function tug in a shallow draft configuration, with bollard pull of up to 85 tonnes. Over the years, there have been some significant changes to rules and regulations that have required updates to the design. These include IMO MLC Crew accommodation requirements, supporting structure in way of towing systems, and towing stability criteria, etc. The RAmports 3200-CL design has been kept current and is compliant with all these new standards.

The design has shown its flexibility to suit operators' preferences. Harbour service, terminal towage, escorting and offshore support can all be performed comfortably. All major engine manufacturers, Z-drive suppliers, deck machinery makers, etc. can be fitted, allowing full customization for every owner's needs.

#### Methanol-fuelled tugs

The keel has been laid for the world's first large purpose-built dual fuel



First steel being cut for the two methanol-fuelled tugs for Kotug

photo: Sanmar Shipyards

methanol escort tugs. Based on the Robert Allan **RAalvor 4400-DFM** design the two revolutionary new tugs will service Canada's **Trans Mountain Expansion Project (TMEP)**, escorting tankers from the harbour limits of the Port of Vancouver to the open Pacific Ocean through the commercial shipping

lanes of the Salish Sea. The service will be provided by **Kotug Canada**. The unique tugs will be the first that **Sanmar** has built for Netherlands-headquartered international operator Kotug, a contract that was won after a rigorous and competitive process.

Kotug has partnered with **Sc'ianew First Nation** from Beecher Bay, which is strategically located along the shipping route from Vancouver, to provide the service. The tugs being built at Sanmar's state-of-the-art purpose-built shipyards in Turkiye will be named *SD Aisemaht* and *SD Qwii-Aan'c Sarah* in honour of the Sc'ianew First Nation. Scheduled to enter service in 2025 they will be the most powerful escort tugs in Canada, capable of achieving a massive 120 tonnes of bollard pull. The tugs will provide significant environmental benefits, reducing greenhouse gas emissions and underwater radiated noise - protecting the Salish Sea's resident Killer Whales.

Ipek Gürün, Corporate Strategy Director Sanmar Shipyards, said: "This is another milestone in our journey to a more environmentally-friendly tug and towing industry where protecting our planet is at the centre of all we do. This project is also another example of our strategy of achieving our green goals through innovation, alternative fuels, and technological advance."



VB TRAGEN (pictured), launched as BOGACAY LXVII (80 tbp), follows on the sale to Boluda – a new Sanmar customer - of two ex Sanmar fleet tugs: VB HORUS and VB AMON

photo: Sanmar Shipyards



**Photo backpage:**

The tug ABEILLE 30 had a varied career. She was built during World War 2 as LT 538. She was one of a large class of standardized ocean tugs of which the LT and ATA designs were best known. At war's end many of those tugs were sold at very reasonable prices to commercial operators.

A number of LT's were transferred from the U.S. Government to the British Government under the Lend / Lease Agreement. LT 538 was completed in 1942 at Livingston Shipbuilding in Orange, Texas. The 45 x 10 m tug had a diesel-electric propulsion system delivering 1.500 hp which gave the tug a bollard pull of approximately 20 tonnes. During World War 2 the tug operated in the Pacific theatre. The tug was sold out of the military in 1947. Buyer was Mollers' Towages Ltd at Shanghai – although due to the uncertain situation in China they soon moved to Hong Kong. The new owners renamed her MARGARET MOLLER.

The Moller company was started by the Swedish Captain Nils Möller who arrived in Shanghai in 1855 as the Owner / Master of a sailing ship where he after some years started investing in shipping. Over the years a considerable business was built with a number of ships trading in the Far East. The Moller company over the next years was riddled with family disputes but nevertheless a considerable fleet was trading in 1935. The company then restructured in three divisions, one of which united all the towage and salvage services. During WW2 a large part of the fleet was lost. After the war Moller purchased several war-surplus ocean tugs, one of which was the MARGARET MOLLER.

She once became a casualty herself when she struck the infamous Pratas Reef during a salvage operation. She was towed to Hong Kong by the tug CAROLINE MOLLER (ex Bustler class GROWLER). She was then sold by Moller to the French towage and salvage company "Les Abeilles". Post war they badly needed an oceangoing salvage tug. The tug was delivered to Marseilles on 14 March, 1951 where she was taken over by Les Abeilles and renamed ABEILLE 10. The tug was based at Cherbourg under management of the subsidiary Societe Cherbourgeoise de Remorquage et de Sauvetage. for distance towing and salvage operations.

By 1972 the ownership of Les Abeilles had been transferred to the Blohorn family. The offshore oil business had taken off in earnest and the new owners wanted a piece of the pie for Les Abeilles. Their tugs, however, were under-powered and ill-equipped for that business. The owners then took the bold step to completely reconstruct ABEILLE 10. She was sent to Ateliers et Chantiers de l'Ouest at St. Nazaire where here engine room was stripped and refitted with two SACM AGO G-16-V turbocharged diesels coupled through Messian reduction gear to the single shaft fitted with a Berg stainless steel c/p propeller running within a Towmaster nozzle. Manoeuvring was enhanced by three rudders behind the nozzle and two flanking rudders in front in addition to bow thrusters. Furthermore her deck machinery was altered. A hydraulic Norwinch towing winch was fitted which had a single drum with 1.300 m x 50 mm wire. Also fitted was a hydraulic gog winch with 400 m x 34 mm wire. To facilitate anchor handling and towing a set of towing pins was fitted as well as a stern roller. A spare towing wire – 1.300 m x 50 mm – was stowed on a drum in the hold.

Although intended for offshore use the tug was also fitted with a full set of salvage gear including air driven and electrical pumps as well as submersible pumps. A variety of portable generators and compressors was carried as was a full diving set for depths up to 60 meters was carried. For fire-fighting purposes two fire monitors were fitted on the funnel-platform. These were serviced by a 250 m3/hr dedicated fire pump. Additional fire hoses were carried and a 5-tonne foam tank had been installed.

To put her in the new market she was renamed as ABEILLE 30 under which name she sailed from St Nazaire in September, 1972. In 1974 she came under the command of Captain Jean Bulot who stayed with her until 1977 when he transferred to the new ETV tug ABEILLE NORMANDIE. By 1983

she had outlived her usefulness and the nearly 40-year old tug was sold to Biscay Towing Inc., registered in Panama but operated from Gijon, Spain, in December. Her job was to tow ships intended for scrap to the Spanish scrap yards.

This lasted for a very short time only as on 14 January, 1985, BISCAY 30 sank in the Mississippi River after being overrun by her tow, the scrap vessel MASTER PETROS. Unfortunately one of her crew lost his life. Although she was raised, she was broken up in October of 1985



ABEILLE 10 in her original state as she was delivered to the company

photo: Skyfotos (Fotoflite)

photo: Job van Eijk





ABEILLE 30

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