The regional economy is based on primary production; forestry, fishing, horticulture and viticulture, and to landward the Nelson region is geographically isolated with no rail links. This makes the port the dominant point of entry and exit for goods of all types. Tourism has also prospered in recent years with the dramatic coastline supporting a thriving cruise sector.

Under the joint ownership of the Nelson City Council and Tāmzen District Council, Port Nelson commenced a major $60 million infrastructure investment programme in 2016. Its aim; to maintain competitiveness for the local exporters by ensuring the continuation of direct international shipping services rather than becoming reliant on coastal feeder systems, operating them and training for our tug crews will be simplified.”

The expectation is that the new facilities, due for completion in mid-2020, will accept container vessels up to around 270 metres while the increased vessel handling power of a new tug should also assist the port in securing additional visits of larger cruise vessels that previously could not have stopped over in the region.

“With the increased capacity of 70 tonnes bollard pull we will have the necessary power to berth larger ships than we can currently handle, as well as have the ability to extend berthing and sailing weather windows for vessels currently using the port.”

“The good experience with the ASD Tug 2310 was a major factor in our returning to Damen to discuss our future requirements,” continues Matt McDonald. “We had a great experience with the Tiba purchase. That project was delivered on time and within budget and she has performed really well since then.”

“Auckland-based Port Nelson, which was named Tōia, a Maori word meaning ‘to pull ashore’. She was welcomed into the harbour excited by the existing tug fleet following a 1,280 nautical mile voyage from Damen Shipyards Changde in China. Harbour Master Dave Duncan commented at the time, “With 50 tonnes of bollard pull the new tug will see our safety margins being much improved on the bigger ships. Now we’ve got the power we need to slow or stop even the larger vessels moving forward, and to pull or push them against strong winds and tides.” The two legacy tugs, the WH Parr and Huria Matenga, are capable of just 22 tonnes and 32 tonnes of bollard pull respectively.

“Port Nelson is not an easy harbour for ships to leave and enter,” says Matt McDonald, General Manager Operations at Port Nelson. “Not only is the entrance a narrow one that requires a sharp turn, the bay in which it lies has a tidal range of over four metres and so is subject to strong currents. Less predictably, high winds can strike with no warning from either the north or south. Over the past two years the Tiba has proved to be a valuable addition to the port’s tug capability, helping to restore the safety margins for vessel operations which had gradually been eroded over time as the size of vessels calling at the port has increased.”

But the company was only just getting started. By 2018, 3.6 million tonnes including 121,000 TEU containers were passing annually through the port and these volumes combined with increasing cruise ship traffic, resulted in a NZ$30 million upgrade plan being announced. This will focus on completing a rebuild programme that commenced in 1998 with the construction of a 120 metre length of what is now Main Wharf South, to which a further 60 metres was added in 2008. Now a further 100 metres of wharf, the majority of which is almost 100 years old, is being rebuilt to a strength of 100 tonnes axle load which will result in Port Nelson having a full heavy-duty berth of 280 metres in length.

This will not only allow Port Nelson to accommodate larger container and cruise vessels, it will also increase the port’s resilience in the event of a major earthquake, ensuring continuity of shipping and cargo operations. Some minor changes to the entrance channel and navigation aids were also included in the plans.

To support this added capability, on 10th December 2018 Damen sales manager Sjoerd de Bruin signed a contract with Port Nelson CEO Martin Byrne for the delivery of a second Damen Tug. With vessel sizes having continued to increase since the delivery of the Tiba, this time the model selected was the ASD Tug 2411. Port Nelson chairman Phil Lough was quoted as saying, “With its increased capacity of 70 tonnes bollard pull we will have the necessary power to berth larger ships than we can currently handle, as well as have the ability to extend berthing and sailing weather windows for vessels currently using the port.”

The process for the ASD Tug 2411 has been different this time as the tug has already been built but the Damen team have been very professional and responsive as was the case for the Tiba. With this new tug we expect safety margins to be further improved. She will also allow us to receive larger vessels, which is what the shipping lines calling at the port have been seeking. And with the ASD Tug 2310 and ASD Tug 2411 sharing many similarities in their design and system layout, operating them and training for our tug crews will be simplified.”

This latest round of investment at Port Nelson looks set to boost economic activity and bring in a new era of international connectivity for the region in which it plays such an important role. The Damen tugs that form an integral part of that look set to be busy for many years to come.

Over the past few years, Damen has been developing a relationship with what may well be its most distant customer from its headquarters in the Netherlands. Located on the other side of the globe on New Zealand’s South Island, Port Nelson is a thriving port in the north of the island that forms a critical part of the infrastructure that serves the regions of Nelson, Tasman and Marlborough.
André, Viridis a couple of months in the Port of Antwerp. There we sailed with many different surprising really, considering that this tour – visiting ports from Italy all the way to Germany – was the first Damen’s Reversed Stern Drive Tug 2513 Since embarking on its ‘European Introduction Tour’, which took place in the spring and summer of 2018, RSD TUG 2513 INNOVATION André points to Damen’s Twin Fin skeg as the reason for this aspect of heightened operators think of the RSD Tug 2513? And where is the vessel working now? captains, all of whom had experience with Voith propulsion systems. Their overall reaction – in terms of visibility, manoeuvrability and ease of operations – was ‘once you try it, you don’t want to go back’. We also performed operations during the tour, a good example of this was in Felixstowe.”

Time = space = safe
Indeed, during its stopover in the Port of Felixstowe, the Innovation carried out eight different towage operations with vessels up to 400 metres in length. Most notably, this culminated in a powered indirect tow with the OOCL Hong Kong, a 400-metre long ULCC with a 14.8 metre draught.

In indirect towing operating, the most striking feature of the RSD Tug 2513 is that it can start existing at 3 knots – instead of the 4.5 knots that an ASD needs. This means that operations can start earlier than with a standard ASD tug. Starting indirect towing earlier gives the tug more time to do more for the vessel it is assisting.”

“The feedback we received from operators was overwhelmingly positive,” says André, in answer to the first question. “For example, after the tour Damen chartered the Bla Uinda a couple of months in the Port of Anwerp. There we sailed with many different captains, all of whom had experience with Voith propulsion systems. Their overall reaction – in terms of visibility, manoeuvrability and ease of operations – was ‘once you try it, you don’t want to go back’. We also performed operations during the tour, a good example of this was in Felixstowe.”

Focus on the job
Since the end of the tour, the Innovation has been operating under the Kotug Smit flag in the Port of Rotterdam area. “It works here solely on harbour assistance duties,” he continues. “The 71.4-tonne bollard pull and fuel efficiency are two very attractive characteristics for performing these duties.”

“The design of the vessel is such that everything that you need on board is there. There is no unnecessary equipment and nothing is missing for harbour duties. Looking at the forecastle, for instance, there is a sink and an uncluttered deck. This minimalism means that crews can really concentrate on their work.”

The design of the wheelhouse and the shatterproof safety glass are also worthy of André’s praise. “The layout and the sightlines from the bridge are just perfect.”

Doubling container capacity
As part of that programme, Abu Dhabi Ports has partnered with China’s Cosco Shipping to double the container capacity of Khalifa Port to five million containers a year by extending the quay wall and dredging the harbour to allow it to accept the largest container ships. The increasing shipping activity is expected in turn to encourage foreign companies to set up in the industrial zone. All this additional activity will in turn create demand for Safeen’s services.

Safeen came into existence in 2014,” says Captain Banhammed, “with the intention of becoming the preferred provider of world-class integrated marine and port services. As a marine services provider our focus is on delivering all the port and marine services to Abu Dhabi Ports. These include towage, piloting, salvage, mooring, emergency response including oil recovery, rescue, bathymetric services and buoy maintenance. We also operate a sophisticated vessel tracking system monitoring all vessels using Abu Dhabi’s ports and waterways so as to maximise efficiency and safety.

“However, we are not limited to Abu Dhabi Ports. We serve other customers both within the region and beyond. Recently we have become involved in transshipment in Africa as well as in the UAE. So we are working on a number of fronts in the marine domain.”

In January 2019, Safeen took delivery of two Damen ASD Tugs 2411, following the signing of a contract just three months earlier at the Abu Dhabi Boat Show 2018 by Captain Banhammed and Pascal Slingerland, regional sales director for Damen Schipdijks Group. “With Khalifa Port now one of the world’s fastest growing container, bulk cargo and roll-on, roll-off vehicle transport ports,” continues Captain Banhammed, “of the many thousands of vessel movements that occur at our ports, around six thousand require pilotage and towage services. These are generally for the largest vessels at our three largest ports.

Handling the largest vessels
“Safeen has a big fleet of vessels, made up of speedboats, pilot boats, survey boats, a buoy maintenance vessel and two ASD tugs; we have a large number of‘ very large container ships that will berth at the ADT and Cosco terminals, as well as the bulk carriers bringing in bauxite for Emirates Global Aluminium.”

For many centuries Abu Dhabi has played a central role in the flow of people and goods not only in the Arabian Gulf but across the Indian Ocean. Its pivotal position between Europe and Asia makes it a natural transhipment point as well as a gateway into the Middle East. At the heart of its modern economic success lies Abu Dhabi Ports and its subsidiary Safeen, formerly known as Abu Dhabi Marine Services.

“Abu Dhabi Ports owns and operates the emirate’s eleven ports and so handles between 15,000 and 25,000 vessels each year,” explains Captain Adil Ahmed Banhammed, chief marine services officer at Safeen. “At its core lies our flagship deep-water Khalifa Port and the adjacent Kizad, the Khalifa Industrial Zone Abu Dhabi, which between them are currently investing billions of dollars in the next phase of their expansion.”

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 использование
SAFEEN PREPARES FOR THE FUTURE

André Versnel tug master Kotug Smit Towage

We have a plan to be ahead of Abu Dhabi Ports so that we are ready from day one to meet their needs as their service provider. The 70-tonnes of pulling power delivered by the ASD Tugs 2411 will enable us to handle our new visitors to Khalifa Port efficiently and safely. In particular, they need to be capable of bow-to-bow operations, something that we haven’t done before. Additionally, in some areas of the port we will need to deploy a small number of powerful tugs, whereas in others we can use a larger number of less powerful tugs.”

The two ASD Tugs 2411 will join three other Damen vessels already in the Safeen fleet; a Stan Tug 1907, named Ghazal; delivered in 2018 and the Shoalbuster 2609 Al Majtas, delivered in 2016. The Al Shaama, a Damen Busy Maintenance Vessel, built in 1994 in Abu Dhabi under the Damen Technical Cooperation programme, is also an active member of the Safeen fleet.

The three-month delivery timetable was made possible by Damen’s policy of building its most popular vessels for stock. The final outfitting of the ASD Tugs 2411 was done nearly at Damen Albauwary, in Sharjah, and just needed to be finished to meet the requirements of Safeen before sailing for Khalifa Port. Albauwary Damen will continue to support the vessels with warranty and after-sales services. The ASD Tug 2411 is one of Damen’s most popular designs, with over 100 in operation around the world.

“We’re very pleased that Abu Dhabi Ports has opted for our proven ASD Tug 2411 to support the Abu Dhabi Ports container terminals,” said Damen’s Pascal Slingerland.
HOW A TWO-PILLAR STRATEGY WAS THE SECRET TO SUCCESS IN CYPRUS

VTS Vasiliko Terminal Services is a prominent marine services provider for Cyprus’ ports and terminals and is one of the leading providers in the Eastern Mediterranean region. You might remember the name from news of their collaboration with Damen Shipyards Group in July last year, when Vasiliko Terminal Services placed an order for the new ASD Tug 2310 and named it VTS Ayia Marina.

A new opportunity
The extraordinary story of the rise and expansion of VTS is one Damen has been privileged to witness first hand. In 2014, as the state-owned Cyprus Ports Authority began to withdraw from operating ports services, VTS was founded as the first private marine service provider in Cyprus. The company’s growth and operational success since then is testament to the evolution of the Cyprus Ports Authority management of marine protocols – something in which VTS chief executive Yiannos Lakkotrypis played a key role.

“We were the first private marine service provider in the country, many rules, regulations and procedures were not in place. The system was not ready to accommodate us,” says Mr Lakkotrypis. “As we were the first private marine service provider in the country, many rules, regulations and procedures were not in place. The system was not ready to accommodate us.”

The team at VTS – a veritable ‘who’s who’ of Cypriot marine lore including former director of Lavar Shipping Reginos Tsanos and tug master, pilot and CCO Captain Stelios Christofou – invested considerable time and resources into helping Cyprus Ports Authority establish protocols and procedures for the operation of marine services, and in the process positioned VTS as the leading provider of the region.

“Traffic at the terminal has increased considerably, while in the meantime we have secured more contracts including the Vasiliko Cement Works, STS operations in the region, and servicing the oil majors in their drilling campaign in Cyprus EEZ,” confirms Mr Lakkotrypis.

The result is a point of pride for VTS, and also an example of how ‘a rising tide lifts all boats’ – not only for operators but also for manufacturers. VTS commissioned Damen to provide two ASD Tugs 3212 back in 2014 and expanded their fleet with the arrival of a third Damen ASD Tug in December 2018.

What’s the key to this success? Two main pillars: “People and equipment,” says Mr Lakkotrypis. “We invest heavily in our people. We make sure that we provide all possible training and we believe that our personnel is our main asset. However, people would not be able to do anything without the right equipment.”

The company’s vision goes beyond effective delivery. VTS prides itself on its contribution to the security and efficiency of Cyprus’ ports, and on the role it plays in the Mediterranean maritime industry. Mr Lakkotrypis recalls some specific instances in which VTS was able to demonstrate its commitment to its clients. “The vessel at the terminal that was saved under extreme weather conditions in 2015, the fire at the cement factory that was fought with the FFI 1 capabilities of the ASD Tugs 3212s from over a kilometre distance in 2017, or the recent explosion of the vessel at the Vasiliko area that was salvage by VTS Namuni at the end of 2018 – these factors have established VTS as a leader and also as a company that caters for the social welfare and the environment where it operates.”

The critical focus
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“We really believe that through our Damen tugs and the quality of support provided by Damen, we have a considerable advantage over our competitors … In other words, we have invested in Damen, because we share the same values of quality, reliability and safety.”

That returns us to the importance of common values and commitment to excellence. Mr Lakkotrypis is clear on his motivation, “Damen for us is a strategic vendor that actively participates in our business. The relationship we have built with them, coupled with their after-sales service and support left us with no other option than to enhance our arrangement. We did not want to take any risks or compromise quality.”

Such firmly-rooted collaboration not only keeps business on an even keel, but gives VTS a solid foundation upon which to build into the future. Mr Lakkotrypis is a keen proponent of the privatisation of Larnaca port, which would open up further opportunities for the business.

This vision, he explains, is a broad-scope perspective that goes beyond VTS’ immediate operations.

“Besides the search for new markets, we really want to help our current customers increase, improve and develop their business further. This is something that will enable us to grow and expand.”

With Mr Lakkotrypis at the helm, VTS looks set to play a pivotal role in the future fortunes of Cyprus’ marine services.

Expansion and optimisation
VTS ordered the ASD Tug 2310 for the improvements in efficiency it would bring to its Vasiliko port operations. “Vasiliko is a very challenging port in respect to manoeuvring,” says Mr Lakkotrypis. “It is a small port, with a turning circle of just 300 metres, and it takes a lot of experience and expertise from our pilots and crew to berth or unberth vessels.” This is where the ASD Tug 2310 comes into its own. “Its size, agility and flexibility will enable us to operate inside the port of Vasiliko efficiently.”

“The ASD 3212 tugs have been the flagships of our fleet, the pride of our company and the tools that have transformed VTS as the leading marine service provider of the region. Not only have they exceeded operational expectations, but they have also acted as protection of our clients’ facilities and of the area of Vasiliko in general.”

This in turn has a knock-on effect for other areas of the business; for example, one of the ASD Tugs 3212 could be easily replaced and released to perform VTS operations. It’s not simply a question of capacity, but of strategic utilisation of resources. In an industry where safety and reliable performance are paramount, operating a robust fleet is invaluable.

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“The philosophy has seen VTS demonstrate its capacity at both the Port of Vasiliko and the VTTV Oil Terminal. Jetty, explains Mr Lakkotrypis. “I believe that the reliability and quality of service provided by VTS has played an important factor for the expansion of business in both of our clients.” Ultimately it is a shared success, brought about by excellent strategic client management and the development of a strong reputation through high quality service provision.

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Based on the opposite side of the Firth of Forth to Edinburgh, the family-owned company of Briggs Marine and Environmental Services has for nearly fifty years delivered an ever-widening range of marine services to customers initially in Scotland and later all over the UK and overseas.

It all began with marine civil engineering projects, but over the years has spread out to include services from third-party vessel management and submarine cable installation and repair projects to renewable energy operations and maintenance, emergency response and salvage. This diversity is quite deliberate and designed to provide a degree of protection against the adverse winds that, as experience has taught the company’s owners and their management team, can affect different sectors in the maritime industry at different times.

Today the Briggs fleet totals over fifty vessels both owned and third-party craft managed by the company. These range from survey and pilot boats, barges and pontoons to a range of workboats. The Briggs flagship is the 61-metre anchor handling vessel Kingdom of Fife, designed and built by Damen and delivered in 2008. Also ordered at that time was the Damen Multi Cat 2612 Forth Jouster. Forth Jouster was in fact Briggs’ third Damen Multi Cat. In line with their long term contract model, Kingdom of Fife was ordered to support a 15-year, £100m contract with government contractor Serco to provide support for over 350 moorings, navigation buoys and targets for the UK’s Royal Navy around the UK coast as well as in Cyprus, Gibraltar and the Falkland Islands. Eight years later in 2016, Briggs Marine took delivery of a further Damen Multi Cat 2712, named the Forth Warrior, for duties including dive support, anchor handling, dredging assistance and vessel support. This took Briggs’ Multi Cat fleet (not all from Damen) to eight vessels.

As well as being active in supporting the busy offshore and coastal energy sector, both hydrocarbons and renewables, Briggs Marine has developed a strong reputation in the installation and maintenance of subsea cables. “These involve complicated technical solutions, and with their shallow draughts and dynamic positioning (DP) capability our Multi Cats play an important role in serving this sector, particularly with many of our projects taking place in shallow water,” says Marine Services director Iain Ross.

Other areas into which the company has moved in recent years include port services and other marine specific outsourcing. Port services covers a wide range of activities including oil terminal operation and management, supporting pilotage operations, undertaking marine surveys, maintaining navigation and mooring buoys and providing oil spill response services at ports such as Liverpool.

“Outsourcing is another area which we have targeted for growth,” continues Iain.

“In 2013 we won a contract with Transport for London (TfL) to manage and operate the Woolwich ferry service which carries around 20,000 cars and 50,000 passengers across the River Thames each week. We have just replaced the three original ferries with two, low-emission, new vessels utilising hybrid propulsion to provide what we believe to be the cleanest environmental performance of any diesel-driven vessel in the sector.”

It is by identifying opportunities of these types and leveraging its years of experience that Briggs Marine has maintained its active policy of diversification and doubled in size in the past ten years, and the momentum continues. “Damen fits in well with our business model,” says Iain. “Like us they excel in developing technical solutions and view collaboration as vital for success. Recently we have been looking together at providing modern dredging services to the UK’s rather traditional dredging sector and Damen’s support has been very helpful. We also see our 15-year Serco/MoD contract coming up to rebid, and Damen will be part of the discussion regarding the next generation of vessels that we will be putting forward.

“We have also been responsible for the successful delivery of organisational transformation of the operating entity, including managing an ongoing process of very significant change for our staff. We see more opportunities in this sector to apply our expertise to assist commercial organisations and government agencies with maritime functions that are outside their core competence.”

“The maritime industry does tend to be conservative, but we see our future in supporting our clients as they explore the new processes and technologies that are only beginning to provide practical solutions now.”

“We engineers are highly capable and have valuable experience from projects like the new hybrid Woolwich ferries and our recently-delivered pilot boats in Liverpool, which have innovative hulls that maximise fuel economy. Minimising emissions to air is rightly becoming ever more important and we continue to apply our knowledge in this area to tugs and other workboats and so build a reputation as a leader in the field. The key, of course, is getting the message across to port authorities and other harbour operators that the benefits outweigh the inevitable additional costs. It’ll take a while, but we know that Damen will be there to support us when we need it.”
**S .WALSH & SONS**

**ANTICIPATING GROWTH ON THE RIVER THAMES**

“We expect the Thames to become a superhighway with anything from 60 to 80 million tonnes of cargo moving in and out of London each year. The acquisition of this multipurpose vessel is part of our long-term vision,” says Jon Fisher, GRS Group chief executive, talking about how a new Multi Cat 1908 ordered from Damen will enable subsidiary company S. Walsh & Sons to respond to the anticipated increase in cargo movements on the River Thames in the coming decades.

Even at current figures, the River Thames is the UK’s busiest inland waterway, carrying the majority of all goods transported on the country’s inland waterway network. The growth to which Jon is referring is linked primarily to London’s predicted increase in population: reaching more than 11 million by 2050. The main reason behind the River Thames becoming a ‘superhighway’ is the fact that the vast majority of goods transported on the River Thames are related to the population increase: supplying materials for construction, civil engineering and transport infrastructure projects, for instance.

Such projects are the core business of S. Walsh & Sons, part of the GRS Group. The company delivers end-to-end materials handling services to the UK civil engineering and transport infrastructure market. Its services include excavation, freight (marine, rail and road), materials processing, environmental management, and land remediation. S. Walsh & Sons has more than 50 years of experience in civil engineering-related activities in and around London, working on high-profile projects such as Tilbury Docks, Crossrail, National Grid Power Stations, and the Channel Tunnel Rail Links.

More independence

After Damen finalised a number of modifications, S. Walsh & Sons took delivery of a 19-metre long vessel ten weeks after ordering. Equipped with a crane and a large deck space for its size, the new Multi Cat 1908 – called SWS Endurance – will serve as a true all-rounder in the fleet. “We chose this vessel for its versatility – we can use it as a tug to push or pull barges loaded with construction materials,” continues Jon. “Or as a crane vessel working off the side – loading steel or placing cable, for example.”

With these capabilities we can bid on contracts that we haven’t been able to bid on before. It’s also about gaining more independence – having a vessel like this in our own fleet means that we will not have to charter a comparable vessel any more. This will be a formidable addition to our expanding fleet on the River Thames.”

Try before you buy

Safety played a critical part in Walsh’s decision to order the Multi Cat 1908. The high seas experience with 360-degree visibility allows diverse vessels to be towed or manoeuvred safely and efficiently.

While S. Walsh & Sons has purchased a number of second-hand Damen vessels over the years, the Multi Cat Endurance marks the company’s first new-build vessel. “We were able to go out on sea trials before we placed the order. This ‘try before you buy’ idea is very attractive,” notes Mark Robinson, Marine Director of S. Walsh & Sons. “We are happy to be working with Damen again to deliver a diverse and safe working marine fleet for the future projects we will be involved in. Our ‘Damen experience’ has been absolutely fantastic throughout this whole process.”

**MULTRASHIP**

**CREW TRANSFERS IN A CHALLENGING ENVIRONMENT**

A cursory glance through the fleet list of Dutch dredging company Multraship shows that harbour and sea towage operations make up the lion’s share of the company’s operations. Indeed, Multraship Towage & Salvage has a range of more than 40 tugs on its books. Take a closer look, however, and it becomes clear that other maritime services also form a key part of the company’s portfolio. These include salvage and offshore contracts as well as diverse support services such as fire-fighting and perhaps surprisingly, crew transfer tasks. For this latter function, Multraship’s fleet contains a vessel that is particularly well suited to perform these duties – a Damen Stan Tugger 1905 called Multraship Responder.

“We use the Multraship Responder on a long-term crew transfer contract. It’s a purpose-built vessel with a few modifications to the accommodation and rescue capabilities that Damen carried out for us,” says Leendert Muller, Multraship’s managing director.

Western Scheldt

The crew transfer services are for a joint venture dredging company operating on the Western Scheldt River in the south of the Netherlands. “The dredging works are all along the river – from the entrance of the North Sea all the way to the Port of Antwerp. We use the vessel to transfer dredging crew and also representatives of the joint authorities who inspect the dredging operations. For this purpose, the Multraship Responder has seating capacity for twelve passengers.”

The complexity of conditions on the Western Scheldt River means that the Multraship Responder is far more than a glorified water taxi, however. Providing a comfortable seating plan for its twelve passengers is just not enough.

First and foremost, at 95 kilometres, the river is long. The distance to the transfer point can be up to 15 miles away so it is good to be fast because time is money,” says Leendert referring to the Stan Tanger’s maximum speed just shy of 30 knots. “We use multiple pick-up points at Vlissingen, Terneuzen, Hasselt and Antwerp so that we are never more than 20 or 30 minutes from the job site.”

**Testing tides**

The second point is that the Western Scheldt is a dynamic estuarine environment with a large tidal range. Currents are strong and exposed low tide sand banks are plentiful. “This is a tough environment with very changeable sea states. When the wind and the currents work against each other this can form quite large waves with short wavelengths. Therefore, you need a strong vessel that can cope with this working environment. The Stan Tender 1950 has the advantage of a strong steel hull.”

Furthermore, not only is the Western Scheldt one of the busiest shipping routes in the world with 150,000 ship movements per year, it also takes a notably meandering route from Antwerp to the North Sea. At one point, for instance, the largest 20,000+TEU container vessels on their way to and from Antwerp have to negotiate a bend with a historically treacherous acute angle.

“It is a busy river, of course, but it is also our home area,” adds Leendert. Multraship is headquartered in Terneuzen, roughly halfway along the river’s length. “Our crews know the area well allowing us to provide an excellent service.”
The 2015-built Multratugs 29 and 30 entered service in the Shetland Islands in May handles oil coming from the west of Scotland.

From the then newly discovered North Sea oil fields back in the 1970s. Today Sullom Voe also Shetland Islands at a latitude of 60 degrees north, the terminal was originally built to receive oil

The Sullom Voe Terminal is the largest oil and gas facility in the United Kingdom. Located in the

TAKING ADVANTAGE OF THE SECOND-HAND TUG MARKET

The Sullom Voe Terminal is the largest oil and gas facility in the United Kingdom. Located in the Shetland Islands at a latitude of 60 degrees north, the terminal was originally built to receive oil from the then newly discovered North Sea oil fields back in the 1970s. Today Sullom Voe also handles oil coming from the west of Scotland.

Can you tell us something about the move to ASD propulsion?

Kevin: Our work involves all the harbours within the area of the Shetland Islands. For the oil terminal we deal primarily with mooring and pilotage operations for export tankers, always using four tugs to assist inbound tankers and two for outbound movements. The majority of these are Aframax size, but include smaller and larger vessels too. We also carry out ship-to-ship operations within the harbour with vessels up to ULCC size.

How do you see your operations at Sullom Voe developing in the future?

Kevin: We gained experience of a very slick towage operation. From the perspective of the masters and the engineers, the ‘live’ on-the-job training involved various types of maneuvers with numerous types of ships in different situations – many more than we would experience here. Our masters came home full of praise.

Can you outline the work of the Sullom Voe Harbour Authority?

Kevin: In all we identified nine elements of training to make the transition from novice to competent ASD tug masters. We put all 36 of our staff through certain elements of that training, with the majority completing all nine elements. A significant part of the training offered by Multraship was in their simulator. And then, after three days of simulator training, this streamlined neatly into the next step of hands-on training. Our staff worked on Multraship vessels in Rotterdam, Antwerp and Terneuzen under the watchful eye of the training masters. This allowed us to reach a level of confidence to be able to go back home to Shetland to take on the next phase of training.

What was your experience of Multraship’s training programme?

David: Yes, the conditions are more exposed, but our guys are used to this. It was more a question of getting as much hands-on experience as possible. Training here was more like immersion training. Building confidence rather than actually learning specific tasks. This was related to the time spent at the wheel of the vessel with the training skipper for support. Moving forward we would like to see this as a continued cooperation with Multraship.

What did Multraship’s training programme include?

Kevin: All in all we identified nine elements of training to make the transition from novice to competent ASD tug masters. We put all 36 of our staff through certain elements of that training, with the majority completing all nine elements. A significant part of the training offered by Multraship was in their simulator. And then, after three days of simulator training, this streamlined neatly into the next step of hands-on training. Our staff worked on Multraship vessels in Rotterdam, Antwerp and Terneuzen under the watchful eye of the training masters. This allowed us to reach a level of confidence to be able to go back home to Shetland to take on the next phase of training.

Kevin: We gained experience of a very slick towage operation. From the perspective of the masters and the engineers, the ‘live’ on-the-job training involved various types of maneuvers with numerous types of ships in different situations – many more than we would experience here. Our masters came home full of praise.

David: I would like to add a huge thanks to Multraship for supporting us because they were absolutely super.

How important was local training back in the more exposed waters of the Shetlands?

David: It’s not really fair to compare like with like because the old tugs were built in 1986 and the new ones in 2015, so a certain amount of improvement is expected. For example, the old tugs had 45 tonnes of ballast pull while the new tugs have twice that. The feedback from the pilots about this is very good; they don’t use the extra power that often, but they like having it at hand.

How do the new Damen Tugs ASD compare with the older Visits?

David: We hear from our crews that they can lay down power with very little noise and very little vibration. This is a significant improvement – it means that crews can communicate by talking instead of shouting. Visibility was also an important specification in our tender, and this is very noticeable on the Damen boats. The visibility from the wheelhouse is second to none.

Kevin: With the Damen name attached to the tug there is always that degree of confidence that we were buying a very capable tug. However, we still have a feeling that we could be doing a bit more with the tugs themselves. Bow-to-bow operations is an example of this and that’s what we are looking at going forward.

How do you see your operations at Sullom Voe developing in the future?

Kevin: The Damen name attached to the tug is always that degree of confidence that we were buying a very capable tug. However, we still have a feeling that we could be doing a bit more with the tugs themselves. Bow-to-bow operations is an example of this and that’s what we are looking at going forward.

David: It wasn’t a conscious decision to change to ASDs. In fact, we were looking at the second-hand market but there were no Voith vessels at that time. Moreover, being a local authority means that we were constrained by local government and European rules to issue an international tender. Our assessment of the Multraship tender (comprising the two ASD 3212 tugs) was that this was the best available – not least because they gave assurances of a training programme.

The Sullom Voe Harbour Authority (SOVA) is a local authority set up in 1975. It is responsible for the management and operation of the Sullom Voe Harbour, which is the main entry point for oil and gas from the North Sea. SOVA is responsible for managing the port facilities, including the berths, piers, and warehouses. The port is located on the southern coast of Shetland, Scotland. SOVA is also responsible for the management of the port’s 127 acres of land and the 4,000 meters of quay. SOVA is a public body and is accountable to the Scottish Government and the Scottish Parliament. The authority is led by a chairman and a board of directors, who are appointed by the Scottish Government.
The port has undergone some changes in recent years. Up until two years ago it was part of its growing importance to this once remote area of Russia and its bright prospects for the future.

The decision was therefore made to investigate the new build options for adding a full-time tug to the fleet and various ship builders were approached for proposals,” says Vladimir Grigoriev, chief executive of Nakhodka Marine Trade Port. “The brief was to put forward for tugs that could safely manage the critical task of positioning and removing dry cargo ships and bulkers with a deadweight of up to 60,000 tonnes and lengths of up to 210 metres.

“The large volume ports where there’s been most competition and therefore most pressure on prices,” he adds, “has been driven in part by the formation of so-called ‘ocean alliances’, where container liners are forming cooperations to make themselves more competitive. At the ITS there was a lot of talk of consolidation in the industry as a means of this – which has been borne out by Kotug Smith’s recent letter of intent to sell all shares. I think there is more consolidation to come. It’s hard for companies – particularly the smaller ones who are not able to back up by activities in other sectors – to cope with the pressure on their own.

“Operational efficiency together with the environmental safety of cargo transfer operations remain the key priorities of Nakhodka Marine Trade Port,” says Vladimir Grigoriev. “We strive to be the leading port in the Russian Far East by the use of the Trans-Siberian Railway section of the Eurasian Land Bridge. This allows it to act both as a gateway for Russian exports such as coal and timber to the Pacific Rim markets, and as a transshipment point for goods from China, Japan and other nations looking for rapid, low-cost access to the markets of western Russia and Europe.

“Upgrading for the future “Today Nakhodka Marine Trade Port is one of the key stevedoring companies in the Russian Far East, making an important contribution to the development of the region. The port is one of Russia’s biggest, equipped to handle around 15 million tonnes of cargo per year and up to 800 ships transports each day. Since it parted company with EVRAZ, the key objectives that the port has set itself over the last two years have been to update its facilities and expand its cargo turnover by at least 30%.

It is also undertaking a programme introducing environmentally responsible cargo transfers and is currently installing systems to suppress dust formation and treat sewage. Looking further ahead, plans include additional purpose-built facilities for unloading bulk cargoes including an advanced rotary car dumper to unload railcars can much more rapidly whilst preventing dust erosion. The goals for the port to leverage its modernised facilities and expertise in cargo handling so as to broaden its customer base of shipping companies and destinations.

“Addition and updating capacity “With an area of 3.5 km² stretching down both sides of Nakhodka Bay, the port is able to berth-up to fifteen cargo vessels at any one time and, with business expanding, traffic has been growing. The port’s own pair of tugboats, the Oslyabya built in the USSR in 1971 with 882 kW of power, and the Yermak, built in South Korea in 1996 with 2,100 kW of power, are working at their respective age limits. Nakhodka will be used to familiarise the new crew with her handling and systems, and Damen’s team of field service engineers dedicated to supporting clients in the Russian Federation will take care of any services needed during the warranty period and beyond.

“Operational efficiency together with the environmental safety of cargo transfer operations remain the key priorities of Nakhodka Marine Trade Port,” says Vladimir Grigoriev. “We strive to be the leading port in the Russian Far East by the use of the best available technologies and capacities in our terminals. Getting this new tug will help us to enhance the quality of our services and significantly improve technical opportunities for our port.”

“Towage expert Alec Laing delivered a presentation at ITS last June in Marseille on the state of the industry at the time. In this edition of the Harbour and Terminal Journal, we catch up with him to see if there’s been any changes in the meantime.

“Overall, the economic and political backdrop has not changed a lot since last summer. There was an extensive market review in February for European ports. What it showed was that prices remained under great pressure, but had been relatively stable in small ports over the last 1-3 years.

“Tugs have a long lifespan and, without increased earnings, it likely to take a long time to see sustainable vessels become commonplace.

What can be done to regain healthy profitability in the current market? “Opinion is that consolidation will be positive for the industry. It’s likely that consolidation will enable prices to bounce back – less players competing means less pressure to reduce costs. It’s also important that they incentivise their crew – to invest in them. Not just in the crew, but the whole organisation. That’s where operators will find improvement and get that little bit extra. If goals are aligned, they can expect loyalty. In the end, it’s not only about short-term profit, but with assets lasting 25 years or more, we are in it for the long-term.

What could help is some way of helping owners to predict how their vessels can be operated for maximum efficiency. Currently such information is not readily available. There is some retrofitting of measuring devices taking place right now, but this is a traditional industry and it can seem expensive. It’s important that operators can see that the benefits of the reduced fuel consumption that can be brought about by sailing optimally.

What will also help is for there to be raised awareness of the critical importance of towage in the logistics chain. Ultimately this is done to bodies such as the European Tugowners’ Association and the British Tugowners’ Association to address. It’s not something that smaller players can address on their own. And those organisations are working hard to get that message across.”
The first idea for the Shoalbuster came from Henk Bruins (then managing director of Damen Marine Services (DMS)) during his time here at Hardinxveld, explains Jos. “His design combined the bollard pull of a tug with the shallow draught of a Multi Cat, with input from another vessel we had back then, the Drone Helper. This created a robust vessel with a large deck – the Shoalbuster was born.”

The secret weapon

The first Shoalbuster was a 2309, built in 1995 for DMS at Damen’s yard in Bergum. This was closely followed by another additional vessel for Herman Senior and three for Wagenborg. The Wagenborg contract in particular was noteworthy: Damen Shipyards Bergum completed construction of these three vessels – including hull – within nine months.

1999 saw the first Shoalbuster built at the Hardinxveld yard, with a design that had been further developed by Wim Crum. “He was Managing Director of DMS at the time and was a great believer in the Shoalbuster. His work definitely gave it a boost in the early 2000s as the Middle East market expanded. It wasn’t just Damen people who were involved at this stage, though. Clients such as Jack van Dodewaard from Herman Senior also provided valuable feedback.”

What did the owners of the first Shoalbusters use their vessels for? “The advantage of the Shoalbuster is its combination of power and shallow draught – this is its secret weapon. This means that it can perform as a great asset in the dredging industry – performing anchor handling, ploughing, and towage duties,” answers Jos. “In this way, you can describe the Shoalbuster as being the Swiss Army knife of vessels. There is so much that you can do with it – that’s why you can find it working in so many different branches of the maritime sector today.”

One vessel – multiple tasks

And – just like the Swiss Army knife – the Shoalbuster’s most characteristic design elements have undergone minimal changes during the previous quarter century. For example, Shoalbusters share the ability to ground safely. Freecarry, and the vast majority of the range is under the 500 GT Mark. They are classified for unrestricted navigation, enabling clients to operate on a truly global scale. “The looks are the same too,” notes Jeroen. “The high bow, the accommodation located towards the front, large deck towards the stern and the screws positioned at the stern where they are not going to be damaged – all this is the same.”

“It is the functionality that has changed. Operators today take much more equipment with them. This multi-functionality has become much broader over the years.” An example of this can be seen in operations in small harbours. “They are able to carry out all the jobs necessary in a harbour,” he says. “Towage, vessel assistance, firefighting, infrastructure maintenance, pollution control. The idea is that one ship does it all.”

This subject of multi-functionality is closely linked with customisation. “Of course standardisation is important within Damen,” adds Jeroen. “But a key part of the success of the Shoalbuster has been customisation. On this subject, clients such as Herman Senior, Seacontractors and Van Wijngaarden Marine Services always take the lead with the design for their ideal vessel.”

Evolution of design

While it is true that the Shoalbuster has proved itself as a powerful and versatile shallow draught vessel time and time again over the previous 25 years, it is also extremely important to state that the evolution of the Shoalbuster is still taking place. “The Pushbuster illustrates this point,” continues Jos. “In principle the design is the same, but with a higher wheelhouse and an Antipollute system on the bow.”

Another example of design evolution is the Shoalbuster 3514 SO Brutus – currently under construction for longstanding client Herman Senior and due for delivery in 2020. “The Brutus will be deployed primarily for offshore wind farm support and maintenance duties, where its DOP4 and shallow draught will guarantee precise positioning on the open sea and coastal waters.”

A true Shoalbuster at heart, the Brutus has the shallow draught (2.4 metres) and bollard pull (60 tonnes) that the market expects, while still reflecting its position in a forward-thinking maritime market. Its IMO Tier III certified diesel-electric propulsion system and a Green Passport illustrate this last point.

Smart and innovative

Just as the very first Shoalbuster designs combined a tug and Multi Cat, the Shoalbuster itself has also inspired new designs. Here, the Renewables Services Vessel (RSV) 3315 can be seen as the offspring of a Multi Cat and a Shoalbuster. Developed in close cooperation with Delta Marine, the first RSV was designed to serve a specialist niche in the offshore wind industry. “Staying sharp and innovative with smart design decisions – this represents the continual evolution of the Shoalbuster,” concludes Jos.

CELEBRATING 25 YEARS OF THE SHOALBUSTER

There are a number of vessel types in the Damen portfolio that have helped form the foundations of the globally operating shipbuilder that we know today. Damen’s Shoalbuster is one such vessel design. Jos van Woerkum, managing director, and Jeroen van Woerkum, commercial manager at Damen Shipyards Hardinxveld talk about the origins and the successes of this key player in harbour, coastal area and shallow water operations.

“The Noordstrom is a versatile, innovative, sustainable and very powerful work tugboat, completely designed to meet the requirements of the current market.”

Peter van Wijngaarden, managing director
Van Wijngaarden Marine Services

“Introducing such a multipurpose vessel will allow the port to greatly increase the level of work it can undertake in-house, leading to financial savings.”

Christopher Jones
deputy haven master
Bristol Port Company

“With a bollard pull of 60 tonnes we are aiming for a versatile, dynamically positioned vessel, suitable for performing a wide range of work in shallow waters.”

Jack van Dodewaard
managing director
Herman Sr

“Staying sharp and innovative with smart design decisions – this represents the continual evolution of the Shoalbuster.”

As well as the sustantibility of the vessel, there has been a process of continual improvement. “If something new is discovered that will improve performance, Damen has taken care off it in the next design – the vessels get better and better.”

Xander Schonewaas
executive director
Seacontractors

Jos van Woerkum
managing director
Damen Shipyards Hardinxveld

Jeroen van Woerkum
commercial manager
Damen Shipyards Hardinxveld

“One from the photo archives: the first Shoalbuster was built at Damen Shipyards Bergum in 1995. This 23-metre long trailblazer is still in active service today.”

Chris Clark
general manager
Murjan Al Sharg Marine Contracting

“The new 3329 has now replaced its predecessor in the Baltic Sea, and we look forward to the new and better opportunities and different types of contracts that our new ISA will open up for us.”

Willem-Harm Mastenbroek
owner and managing director
ISA Towage
A NATIONAL TOWAGE TREASURY IN MAASSLUIS

At the head of the inner harbour in the city of Maassluis in the west of the Netherlands stands an old town hall. The handsome, 17th century building no longer fulfils the civic role for which it was conceived – not since the 1970s when the city opened a new hall. For the past 40 years, the old hall has been the home of the Nationaal Sleepvaart Museum – the Dutch National Towage Museum – a showcase for all things tug-related.

The museum, founded by captains of the towage and maritime industries, was ideally located in what was then the hangar of the Smit Towage fleet.

“The collection grew so much,” rejoins Nico, “that we had to expand into the building next door, which was purchased with the generous donations of our supporters.”

A tour of Dutch heritage

Giving the author a guided tour of the museum, Nico starts off in the former office of the city’s mayor. “Today, this is where the advisory board of the museum hold their meetings. The painting,” he says pointing to the wall, “is of the Boorenjagers in Rotterdam from 1910.”

The museum’s exhibition room used to be where weddings took place when this was the town hall. “The painting,” he says pointing to the wall, “is of the Boorenjagers in Rotterdam from 1910.”

Visitors come from all over the world, he goes on: “Many Dutch sailors have moved abroad over the years and when they return they like to come here with their families.”

“And in all the years our visitors have been coming, we have never once received a negative comment in our visitor book.”

“The exhibition room used to be where weddings took place when this was the town hall. Actually, we still get people – usually those whose parents used to come – coming to celebrate their marriage here from time to time.”

“This changed in the 1960s with the building of the fourth Zwarte Zee vessel. Her drought was too deep for the harbour,” explains Nico Ouwehand. Nico began his voluntary career at the museum just six months after its opening in 1979. Forty years on and he is still there, along with colleagues like Hans de Klerk, who has served 15 years at the museum. Hans and Nico are joined by a small army of over 40 other volunteers fulfilling varied roles from IT support to tour guide.

Both Nico and Hans have a lifelong relationship with the maritime industry. “My father used to work on the Spido,” says Nico, referring to the Rotterdam harbour tour company that has been in operation for almost 100 years. “I used to go onboard with him and take pictures of ships coming and going from the port.”

“When I was young, I had a neighbour who was first mate on a Smit tug. I used to hear stories from him about life onboard and I received towage magazines from him – that’s how I became ‘infected’ with tugs,” explains Hans.

Taking over the street

“The museum has come a long way since its early days. Nowadays, we have over 200,000 photographs and over 350 of our own models.”

“The museum attracts between 3,500 and 4,500 visitors annually. "Last year we received over 5,000 visitors. This was more than normal because of a particularly popular exhibition featuring Lego tugs made by local model-maker Edsken Korkantje (who featured in an earlier edition of the Damen Harbour & Terminal Journal),” states Hans.

The museum has always drawn on the support of the industry and continues to do so today. “The chairman of our advisory board is Joop Timmermans, managing director of Port Towage Amsterdam, the joint venture between bates and Smitzor. Arnout Damen also sits on the advisory board,” he continues.

The museum will celebrate its 40th anniversary, Nico, who has previously authored a book marking the 25th anniversary of the museum, as well as the book ‘Roode Zee’ (100 years of Roode Zee), has dedicated the past two years to writing a special book to mark the event.

High-class modelling

The museum has come a long way since its early days. The image shows a thriving River Maas and harbour along with numerous traditional Dutch houses. If the maritime character of the famous harbour city is recognisable still, it’s the only thing that is. Having suffered a severe bombardment in the early days of the Second World War, the same view today would feature modern skyscrapers and the iconic Erasmus Bridge.

The museum hosts a new exhibition every 6-9 months.

Damen doet dat

“In 2008 we held an exhibition on Damen, called ‘Damen doet dat’ (Damen does that),” which was opened by Kommer Damen himself. “The exhibition room used to be where weddings took place when this was the town hall. Actually, we still get people – usually those whose parents used to come – coming to celebrate their marriage here from time to time.”

The collection grew so much,” rejoins Nico, “that we had to expand into the building next door, which was purchased with the generous donations of our supporters.”

Also featured is the iconic Erasmus Bridge.

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Harmonising regulations
One key element of achieving this goal has been that of working towards the harmonisation of worldwide tug standards. With most tugs generally operating in national waters and being below 500 GT, the majority fall outside the scope of the IMO Conventions. The result is that over the years individual flag states and classification societies have developed and implemented their own standards. This has led to a wide variety of regimes with little consistency and, given the high incidence of goring events and the associated risk of loss of life, there has been an urgent need to develop a harmonised international regulatory framework for towing stability.

“Following discussions with tug designers, builders and operators, we made a commitment to support the towing industry for the development of harmonised safety standards,” says Jildert Nauta at Bureau Veritas.

“One of the outcomes was the publication of the Guidance Note: Recommendations for life saving appliances, radio installations and navigation equipment for tugs of less than 500 GT (NI 617). This guideline provides recommendations for statutory requirements deemed applicable for tugs in accordance with their area of operation and takes into account the specific characteristics of three vessels, e.g. the requirement for a rescue boat may be subject to the assessment of the tug’s operational working area, manoeuvrability, size, freeboard and propulsion arrangements”.

Stability
Damen and Bureau Veritas have been working together on improving towing stability, which is crucial for the safety of tug operations. Unexpected events or unintended actions can cause the towline and its load to suddenly shift to one side of the tug. As a consequence, forces are generated which can cause the tug to heel and may ultimately result in capsizing. This occurrence is known as goring.

“Generally speaking, there are two causes for a goring event,” says Jildert. “The first is the case when the tow veers off, for example due to a loss of propulsion or steering on board the tug, with the result that the tug is dragged along sideways. This is called tow-tripping. This is the classic stability issue for tugs, whereby the towline pull versus the drag force of the tug’s hull creates a heeling moment.”

“Secondly, as tugs have become more powerful and manoeuvrable to meet the demands for higher load pull and greater operational capability, there is a possibility for tugs to overturn as a result of their own propulsive power generating a steering force versus the towline pull. This is called self-tripping, and as this has gained importance it has become a key consideration in the design of modern tugs.”

“A stability standard for self-tripping has been developed and a dedicated set of stability criteria for escort operations proposed. Making use of valuable industry feedback provided by leading shipyards such as Damen, plus designers, owners and equipment makers, a supported and practical set of regulations has been developed.”

“Within the SafeTug Joint Industry Project (JIP), Bureau Veritas has also led the development of the harmonised safety guidelines, whereby stability has been one of the key items.”

Stability regulations
To set new tug standards
As a leading innovator in all aspects of shipbuilding, Damen maintains close relationships with the main classification societies, working alongside them to develop new standards and to ensure that its new products meet the necessary requirements before they are brought to market. Damen has been working with Bureau Veritas for many years, most recently on subjects close to the hearts of both organisations; improving the safety and sustainability of tugs as they go about their duties.

In close cooperation with Bureau Veritas, Damen also designed an innovative range of tugs powered by natural gas. Developing a modular system that could be placed on a highly powerful and relatively small tugboat where space is a limiting factor and manoeuvrability is a key element to safe operations was a challenging task. However, together with Bureau Veritas and flag state authorities a new regulatory framework was established to make this possible.

Over the years, Bureau Veritas has classed more than 2,000 Damen vessels and, in 1972, Damen presented Bureau Veritas with a unique model of a Pushy Cat. Over the following years Damen borrowed it back on numerous occasions for events and exhibitions and now, as a gesture of friendship, Bureau Veritas is returning it to its original home. On Tuesday 18th June a small ceremony will take place to hand over the ship model.
DAMEN MARINE COMPONENTS GOES PUBLIC WITH ITS WINCHES

After years of manufacturing its winches for exclusive distribution within the Damen Group, Damen Marine Components (DMC) is making them generally available to third-party shipyards and equipment suppliers for the first time. On offer is a full range of high quality, low maintenance escort, towing, anchor and tugger winches, and capstans.

Damen Marine Components has been producing winches on a commercial scale since 2010, however for many years prior to that date Damen Maaskant Shipyards Stellendam had been maintaining and building highly-regarded winches for its fishing vessel clientele. Eight years ago, the decision was made to put that valuable knowledge and expertise to good use across the group in recognition that winches are often a vital component on board workboats.

In 2015, Damen Winch Technology was formed, bringing on board additional engineers and creating a dedicated unit with all its functions under one roof. This consolidation and expansion also enabled the full benefits of Damen’s expertise in standardisation to deliver better quality and lower costs to be realised.

Damen’s many years of experience as a leading builder and maintainer of vessels of all types can be seen in the design and build of all its winches. Not only are they capable and reliable, they are also simple to install and align, and service and spares are available at short notice on a worldwide basis.

DAMEN SONG CAM CELEBRATES FIRST FIVE YEARS

The management and staff of Damen’s state-of-the-art shipyard Damen Song Cam in Vietnam are celebrating the completion of its first five years. Specialising in the series production of vessels up to 60 metres in length, it has set a new benchmark in Vietnam for efficiency and modern facilities.

Joris van Tienen, general director at Damen Song Cam, says: “Over the past two years we have built close to 300 vessels in Vietnam, and this year we are celebrating the fifth anniversary of Damen Song Cam Shipyard. In just five years we have been responsible for delivering 100 of them. Currently we are building at a rate of 30 vessels a year and that is continuing to accelerate.

“I would like to thank all our employees for their dedication to building top quality vessels. Those will almost certainly be exciting years. Plans are for the yard to expand its facilities to accommodate the enlarged yard and to further develop the great relationship we have with our client, partner Song Cam for their strong and seamless cooperation and all the others who partner with us day by day for their faith and confidence.”

Those will almost certainly be exciting years. Plans are for the yard to expand its annual build capacity further to 40 to 60 vessels each year by diversifying the product portfolio.

FIRST YEAR OF NEXT GENERATION SERIES MARKS A SUCCESSFUL START

2019 is the first full year of Damen’s next-generation range of harbour tugs being available on the market. The first vessels have been delivered over the last 6 months – two RSD Tugs 2513, two ASD Tugs 2811 and two ASD Tugs 2813. There are 14 more on order for delivery in 2019. The vessels of the series are composed of a mix of new designs and a further evolution of existing designs, this next generation series is built on solid foundations. New and proven technologies have been combined and applied in a modular way to achieve the best balance in feasibility with high value for money over the entire lifecycle.

The range is led by the innovative RSD Tug 2513, presented in a European tour and introduced during ITS in Marseille. It delivers 70 tonnes of bollard pull in both astern and 65% bollard pull sideways. Thanks to this propulsion configuration, this highly manoeuvrable tug features 100% bollard pull over the bow, 100% bollard pull over the stern and 65% bollard pull sideways. With the Rotor Tug propulsion system the transfer between high speed escorting and low speed assistance operations can take place in an easily controlled manner.

To complete the line-up, Damen has redesigned the harbour maintenance tug, the ASD Tug 2810, to create the new ASD Tug 2811, and upgraded the successful ASD Tug 2112.

All next-generation vessels are laid out to comply with the new stability regulations coming into force in January 2020, are connected to the Damen Digital monitoring platform and are ready to be delivered in compliance with IMO Tier III. The new safe, smart and sustainable benchmark in harbour and terminal towage.

Azimuth Stern Drive (ASD) Tugs
Damen ASD Tugs have excellent working and sailing ability, are cost effective tools for harbour maintenance and bulk carriers. The ASD Tug is compact, powerful, very reliable, proven product on a competitive price. Damen ASD Tugs are designed for push pull, harbour assisting and re-con towing operations for up to 150 tonnes twelve force, as well as fire-fighting, salvage, oil pollution, hose handling and anchor handling operations.

The forecastle has a completely flush design. Ranging from 300 tonnes bollard pull, these vessels all have extremely good efficiency. With this range, Damen has also special ice class tugs.

Reversed Stern Drive (RSD) Tug
Damen RSD Tug 2513 is the ultimate ship handling tool. Always operating bow first, RSD Tugs are built for optimal sailing, steering and vessel assistance for the largest VLCCs to container vessels with extreme flare.

The Damen RSD Tug 2513 is the only compact tug designed to work bow first. Sailing ahead or astern, directly or indirectly, we esteem bow tugs, always in the earliest position.

OPERATIONS SUPPORT

Stan Tenders
The Damen Stan Tender is a true, multi-purpose workboat able to perform a wide range of harbour and port operations. This vessel is a combination of a high-speed vessel and a sturdy, reliable workhorse.

Pushy Cats – Small Stan Tug Series
The Damen Pushy Cat Series offers extremely clear, small workboat design, highly manoeuvrable vessels and proven propulsion systems.

Fire Fighting Vessels
Damen’s dedicated Fire Fighting Vessel is ideal for police patrol duties, fire fighting and emergencies.

THE RIGHT VESSEL FOR THE RIGHT JOB

FIT FOR PURPOSE AT EVERY STAGE

PORT MAINTENANCE

Multi Cats
Damen’s 13-strong Multi Cat Series is designed for a range of activities in various coastal environments. The Multi Cat has proven itself over the years by our loyal customers.

These strong vessels have optimum decks space in relation to the deck equipment, which leads to maximum operational efficiency. The wheelhouse has a 360-degree visibility, ensuring the highest standards of safety.

ShelterBusters
Damen ShelterBusters are multi purpose vessels fit for operations inland, in harbours and coastal waters, as well as for unrestricted towage duties.

They are especially designed to take on heavy duties, which can often be in shallow waters and in areas of limited manoeuvrability. There are currently 17 ShelterBusters in the range.

Trailing Suction Hopper Dredgers
Damen offers a range of TSHDs, which have been designed as dedicated maintenance dredgers, built around a modular concept. This means that key components are designed to be easily repaired, thereby reducing downtime.

The Damen TSHD 650 is a cutter suction dredger and the Damen TSHD 2000 is a combination of a hopper dredger and a cutter suction dredger.

With the possibility of fully customising the dredger, the standard TSHDs offer a highly efficient, flexible and cost-effective solution.

PT4000 Pontoons
Damen Pontoons are robust high-quality, high spec built pontoons fit for a wide range of purposes. Prepared and ready to go, they are built to the strongest and most advanced standards. Big steps towards safety and room and ballast system. The pontoons can be outfitted according to your requirements or custom designed from scratch.

Damen Pushy Cats are single screw, dual engine, very reliable, proven propulsion systems.

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