Deliveries in brief

Escort/rescue Z-drive tug ***Ava M McAllister*** has been delivered to US operator McAllister Towing by **Eastern Shipbuilding Group**. It is the third in a series of four tugs for the New York-headquartered company designed by Jensen Maritime Consultants.

The 100ft x 40ft (30.8m x 12.3m) vessel is powered by twin EPA Tier 4 certified Caterpillar 3516E marine diesel engines, each delivering 3,386hp at 1,800 rev/min. These are linked to Schottel SRP-510 fixed pitch Z-drives. Resulting performance is a free running speed of 13 knots and 80 tonnes of bollard pull.

Auxiliary power is also from Caterpillar in the form of three C7.1 turbocharged diesel gen sets and a C9.3 marine diesel for the FFS FiFi1 fire-fighting system.

Deck machinery includes winches from Markey Machinery comprising a Series DEPCF-52-75 bow-mounted single-drum hawser winch and a Series DEPC-42-40 stern-mounted single-drum towing winch.

Accommodation for a crew of seven includes a single officer's cabin, twin cabin, lounge/mess and galley on the main deck, with two twin cabins on the lower deck.

Ava M McAllister was built at Eastern Shipbuilding's Allanton facility in Panama City on the Florida panhandle, and is where the final tug in the series, ***Capt Jim McAllister***, is nearing completion.

Also recently delivered by **Eastern Shipbuilding Group**, ***Brian Boudreaux*** is the first new construction USCG Sub-M towboat for Florida Marine Transporters, based in Mandeville, Louisiana. The 90ft x 32ft (27.7m x 10m) inland towboat is a design by Gilbert Associates of Boston that Eastern Shipbuilding has been building for Florida Marine Transporters since 2006, with 70 now built or on order.

Brian Boudreaux is the second of the latest four-vessel order from Florida Marine, but the first newbuild in the series to be issued a USCG Sub M Certificate of Inspection.

Main engine power comes from two Caterpillar 3512C EPA Tier 3 diesels each rated at 1,500hp at 1,600 rev/min. The reduction gears are direct coupled Twin Disc Model MG-5600 with a 6.04:1 reduction. Electrical power is provided by two 99kW John Deere 4045AFM85 EPA Tier 3 generator sets.

Florida Marine's extensive towboat and tank barge fleet carries petrochemicals, chemicals, LPG, crude oil, agricultural liquids and dry cargo on the US inland waterway system. The operator's first order for the 90ft towboats began with a 25-vessel contract with Eastern Shipbuilding in 2005. Follow-on orders for the same tried-and-tested design make it the largest single owner, single shipbuilder new construction programme in the US.

A Shoalbuster 2308 is the latest addition to the fleet of Dutch marine services company Herman Sr Tug and Workboat Company following its delivery in May. Named ***Teddy*** and built by **Damen Hardinxveld**, it is the second of its type and the 13th Damen vessel to be ordered by the family-owned operator based in Dordrecht.

The Bureau Veritas-classed multifunctional utility tug is built for towing, survey work, anchor-handling and supporting dredging, ploughing and coastal construction operations. The versatility of the Shoalbuster design allows these vessels to operate in shallow waters as well as undertaking offshore activities.

The 23.35m x 8.64m ***Teddy*** has main power provided by two Caterpillar C32 TTA diesels each developing 634kW (850hp) at 1,800 rev/min. These are linked to twin Promarin 1,600mm diameter fixed pitch propellers in Giessen Optima nozzles via Reintjes WAF 464L/5.042:1 gearboxes. A single Kalkman 120hp bowthruster is hydraulically driven. Resulting performance is a free running speed of 10.5 knots and a bollard pull in excess of 22 tonnes.

On the aft main deck, an anchor-handling winch and a towing winch are both by DMC, while there is also an HS-Marine deck crane. Heated and air-conditioned accommodation for six comprises single cabins for the captain and an officer plus two twin cabins for the crew, as well as a galley and laundry room.

Herman Sr vessels are currently operating under contract in Latin America, the Middle East and Africa as well as Europe.

The first RAlly 1900-SX has been delivered to new owner Düzgit Group in Turkey by **Sanmar Shipyards** for service around Istanbul in the busy Bosporus area. ***Poyraz Koy***, a Robert Allan Ltd design, is a versatile, steel, twin-screw utility boat capable of carrying out a multitude of tasks including crewboat service, construction and maintenance work, cargo transportation and light towing.

The 19.8m x 7m vessel has a 55m^2 working deck with a 30 tonne-metre hydraulic marine crane fitted for moving cargo, construction equipment or navigation aids. For towing and anchor-handling, a towing hook or winch can be added.

Propulsion is by twin fixed-pitch propellers driven by Volvo D13 engines each rated at 400kW for a top speed of around 11.5 knots depending on the outfit and loading. Nozzles can be fitted for better towing performance, but with reduced top speed.

Forward in the forecastle is a space fitted out for 12 passengers, while on the lower deck, overnight accommodation for a crew of four is in two twin cabins, along with a mess room.

A more established design from the partnership between Robert Allan Ltd and **Sanmar** is the RAmparts 2400SX, designated the Bogaçay series by the shipyard, which has recently delivered the latest example to fellow Turkish operator Marin Tug.

Bogaçay XXVIII is the 60-tonne bollard pull variant of the tug within the 24.4m LOA and 11.25m moulded breadth dimensions of the exclusive design. Power comes from two Caterpillar 3512C main engines, each developing 1,765kW at 1,800 rev/min, combined with Rolls-Royce US205 fixed pitch ASD thrusters with built-in slip clutches driving 2,400mm diameter propellers. Auxiliary power is provided by two Caterpillar C4.4 86ekW generators. Resulting speed ahead is 12.5 knots and 12 knots astern.

Accommodation for a crew of six comprises single cabins for the captain and chief engineer above deck, along with a mess/lounge, galley and toilet/shower, while below deck are two twin cabins, toilet/shower and laundry room.

The arrival of ***Bogaçay XXVIII***, which has 1,200m^3/hr FiFi1 capability, brings the Marin Tug fleet to 10 vessels. The company is based in the Istanbul suburb of Karaköy, but also operates in several Turkish ports including Izmit and Tekirdağ.

UK towage company SMS Towage has added its first two **Damen** tugs to the fleet. ASD 2411 tugs ***Manxman*** (*pictured*) and ***Marksman*** have gone to work in the Humber Estuary on the east coast, where SMS Towage first began operating in 2002.

The two 24.7m x 11.3m tugs are both powered by twin Caterpillar 3516C main engines each developing 2,100kW (2,816hp) at 1,600 rev/min and driving Rolls-Royce US255 azimuth thrusters with 2,600mm diameter fixed pitch propellers. Two Caterpillar C4.4 generator sets provide

auxiliary power.

Resulting performances are slightly different, with ***Manxman***'s bollard pull ahead being given as 71.6 tonnes with a speed ahead of 13.5 knots, while ***Marksman*** was measured at 68.8 tonnes of bollard pull ahead and a speed ahead of 13.1 knots.

Both tugs have Bureau Veritas and Lloyd's Register classification and are fitted with a hydraulically-operated split drum anchor/towing winch.

Damen's established strategy of building certain vessels for stock meant very short lead times for both deliveries to SMS Towage. ***Manxman*** was first to arrive in mid-April, just seven days after the contract signing, and went straight to work towing a 292m, 178,000dwt bulk carrier. The contract for ***Marksman*** was signed in early May with delivery taking place five weeks later.

Paul Escreet, chairman of SMS Towage, said: "From Hull on the north bank, to Immingham on the south bank, these two vessels will play an integral role in our work on the Humber Estuary."

SMS Towage's two new tugs bring the company's total fleet to 18. As well as the Humber Estuary, the tug operator has permanent contracts in Belfast, Portsmouth, the Bristol Channel and South Wales.

The third in a series of three Ice Class pusher tugs for Caspian Sea operations has been delivered by **Thecla Bodewes Shipyard** in the Netherlands. ***Trewenna*** is a 40.6m x 13m multi-purpose vessel with a maximum draft of just 2.6m, thanks to a design by Thecla Bodewes to allow the tug to operate in the shallow waters of the Caspian and in the Russian inland waterways.

Like sister vessels ***Wenna*** and ***Conwenna***, delivered in 2017 and 2018 respectively, this last of the trio is owned by Silverburn Shipping Group in the UK

but operated by Moscow-headquartered Morwenna Shipping.

Main engine power comes from a pair of Cummins QSK-60s each developing 1,268kW and turning Teignbridge 1,800mm diameter four-bladed propellers. The propulsion package is completed by a Veth VT-180 bow thruster, while two Cummins QSK50 diesel engines provide auxiliary power. The pusher tug's performance is given as a maximum speed of 14 knots and a design bollard pull of 40 tonnes.

On deck, C-Nautical has provided a main winch and a tugger winch, while there is also a deck crane manufactured by Heila. Accommodation for 20 people is in 10 en-suite cabins, although the normal operating crew is 12.

To facilitate one of the vessel's main roles of pushing barges, ***Trewenna***'s wheelhouse can be elevated by up to 3m for ease of viewing over high cargo barges.

The redevelopment of the main wharf at New Zealand's Port Nelson means vessels up to 270m in length will be able to berth from next June. In preparation for that, the port has increased its tug capacity with the recent delivery of an ASD 2411 tug from **Damen Song Cam** Shipyard in Vietnam.

Huria Matenga II is the second new Damen tug bought by the port in recent years, following the 2016 arrival of smaller sibling ***Tōia***, an ASD 2310. The beefier new tug will help the port to attract larger container vessels and cruise ships as part of its planned expansion.

Measuring 24.7m x 11.3m, the tug is powered by two Catperillar 3516C main diesel engines, with twin Rolls-Royce US255 fixed pitch thrusters driving 2,600mm diameter propellers. The combination gives the vessel a free running speed in excess of 13 knots and a bollard pull slightly more than 71 tonnes

Two Caterpillar C4.4 generator sets provide auxiliary power, while on deck is a hydraulically-operated split drum anchor/towing winch and a Mampaey towing hook.

Accommodation for a crew of four comprises single cabins for the captain and chief engineer, a twin cabin for the crew, galley, mess room and sanitary facilities.

Port Nelson, in the north of New Zealand's South Island, is one of the country's main maritime gateways.

John Oliver