

Tug@zine

all about tugs

*family-run...
disappearing . . .*



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disappearing?

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The SMS Towage tug PULLMAN en route during her 2017 delivery trip from the builders Sanmar Shipyard to Hull. Currently sailing as VB PULLMAN

Disappearing family-owned business?

TugeZine was set up to report on past, present and future tugs and towage. In this issue a lot of space is given over to the history of the British Specialist Marine Services / SMS Towage.

SMS is a family-owned company that was more or less kick-started when the owner left another family-owned business he had worked with for quite a number of years: United Towing.

That Hull-based towage and salvage company had grown from a number of single-boat and small operators that united in 1920 to avoid killing each other through cut-throat competition. In the 1980s the company had become part of a group with diversified interests although mainly related to shipping. The times were changing due to the development of the offshore hunt for oil. Big money was poured in that kind of business quick-starting a number of supporting businesses with different requirements, like anchor-handling, supply ships, seismic, etc. Betting on several horses did no longer work and traditional family-owned companies could not keep up with the demand for change.

At that point in time several big spenders entered the towage market. They already had a home-grown towage base and sought expansion. Thus Australian Howard Smith eyed the European market and purchased United Towing's parent. They had no interest in offshore but sought to gain a steady income to be achieved through shiphandling.

With United Towing being dismantled except for shiphandling the offshore-related personnel was no longer needed. One of those then took the initiative to continue on his own with his specialised experience and offshore and chartering market knowledge. That was Specialist Marine Services.

Later they also saw an opportunity to start shiphandling, beginning on their home turf: Hull. From there they expanded to other ports also on demand by port operators. By 2024 two large operations with big capital behind them remained: Svitzer and Grupo Boluda. The latter had joined forces with MSC so was in a good position to purchase SMS which operated in complementary British ports. End of story for SMS. Except in the pages in this issue of TugeZine | all about tugs.

Job van Eijk (editor)

photo: Sanmar Shipyard

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Editor

Job van Eijk

Co-editor

Cock Peterse

Advertising

Frank van Gils

DTP

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Editorial address

editor@tugezine.com

Website

<https://www.tugezine.com>

Contacts

TugDoc International

De Houtmanstraat 92
3151 TE Hoek van Holland
The Netherlands
Email: info@tugdoc.nl

Frank van Gils

Van Gils Promotions
Tel: +31 (0) 653 888 26
Email: info@vangilspromotions.nl

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No ordinary project



ENGLISHMAN and STATESMAN departing Loch Striven towing LNG LAGOS, 11 May, 1999

photo: Capt. Alan Stockwell



Towing LNG LAGOS photo: Specialist Marine Services



The LNG LAGOS transport arriving off Brest



photo: Jacques Carney

The *LNG Lagos* (ex *Gastor* - purchased by Shell in 1993) had been in lay-up since construction on a 10-point mooring in Loch Striven (West coast of Scotland) for some 20 years. The vessel had to be moved to Brest, France, to be re-activated and Shell selected **Specialist Marine Services** for the job.

SMS arranged for a towmaster (capt. Alan Stockwell), a runner crew and the tugs. SMS's *Englishman* and *Statesman* (132 tpb each) were selected for the job with the tug / supply vessel *Pacific Frontier* as escort. On 11 May, 1999, the tow was started. Sailing through the Northern Channel, Irish Sea, St. Georges Channel across the Western Approaches the transport arrived off Ushant on 15 May. Here they stayed in a holding position until midday 16 May. The tugs took the tow in assisted by the local shiphandling tugs *Abeille Iroise*, *Mengam*, *P 101*, *Scroff* and *Abeille Bihan*.

After disconnecting and recovering the towing gear *Englishman* departed for her next assignment with Heerema. *Statesman* returned to Loch Striven to lift the entire mooring spread and discharge the equipment at Aberdeen.

ENGLISHMAN (left) and *STATESMAN* as seen from the tow *LNG LAGOS* en route Brest, France
photo: Capt. Alan Stockwell

SMS Towage

One of the recent acquisitions by Grupo Boluda was the British family-owned SMS Towage. The company was set up and experienced growth in a time that consolidation into large groups was taking place.

by Jasiu van Haarlem and Job van Eijk



The sale of SMS Towage Ltd to Grupo Boluda. Paul Escreet (left) and Vicente Boluda Fos shaking hands on the deal
photo: Grupo Boluda

It was in 1972 that Mr Paul Escreet joined United Towing of Hull - a famous British towage and salvage operator. His first job was as assistant to the accountant. Mr. Escreet worked his way through various positions until in 1975 he was appointed Chartering Manager. It was in the booming days of the North Sea offshore industry that provided lots of opportunities for operators providing the right type of equipment. In 1985 he was appointed Offshore Rig Move Manager and set up United Towing (Offshore Services) Ltd. working out of



Specialist Marine Services representing Canmar at a trade show

photo: Specialist Marine Services

Lowestoft. This company rapidly became the most successful rig-move operation in the U.K. capturing about 75% of the market. For instance, in the period February 1986 to December 1987 86 rig moves were carried out. The goal was to provide - as a rig move contractor - a complete package with tugs and tow-masters, rather than being a provider of tugs to others. These tugs were sourced from the United Towing and Humber Tugs fleets with additional chartering-in of vessels from other operators to make up the towing spread.

In an article in 1992 in *Lekko International* Paul recalled: "In those early days it was difficult trying to promote a market philosophy in what basically was a monopolistic environment. The market was changing away from the conventional seagoing tug to the more modern and infinitely

more flexible offshore support vessel". The restraints caused by the fleet composition of United Towing during Paul's early years with the company - mainly conventional tugs - made it more difficult to gain the trust of the new offshore clients. Said Paul: "It may sound old hat, but I considered it important that when a client was advised that things would happen, I made sure that they did happen. In a world where talk is cheap, one gains the respect of one's client by adopting and sticking to those principles".

In 1987 Paul Escreet returned to Hull to take up his appointment as Marketing Director for United Towing. By 1990 Mr. Escreet was listed as United Towing's Commercial Manager.

1987 also was the year in which the North British Maritime Group (United Towing, Cochrane shipyard, Norbrit Shipping and several non-maritime businesses) sold 75,1% of its business to the Australian Howard Smith Group. Howard Smith in 1989 acquired full control of North British Maritime. The Group by that time had disposed of its non-maritime related assets. Furthermore Howard Smith wanted to concentrate on shiphandling as the market for ocean towage and high-powered tugs was shrinking. They disposed of the deepsea tugs and Howard Smith (U.K.) set its eyes on other U.K. ports to acquire further shiphandling business.



Paul Escreet, MD Specialist Marine Services (left) and Phil Woolhouse (chartering Manager) representing Canmar at the Offshore Technical Conference in Houston, May 1996
photo: Specialist Marine Services





BALTIC AMBER - ex ODIN SALVATOR - seen here at Hull 6 December, 1993, was one of the first vessel management jobs for Specialist Marine Services
photo: Harry Cutter



SMS MD Paul Escreet (left) discussing conversion progress of MISCAROO with Pat McCarthy, Canadian Marine Drillings' engineering superintendent
photo: Specialist Marine Services



The large, powerful CANMAR IKALUK, ex IKALUK, was managed by SMS in the early day for a short time only. Due to a slump in the market she returned to Canada but some years later came back on the books of SMS, as were other vessels of the Canmar fleet
photo: coll. Job van Eijk

With the business altering fast Paul Escreet left to start - in 1992 - his own business. He established **Specialist Marine Services** where he continued to do what he had done before - supporting the offshore industry with the charter and management of suitable vessels. Twenty years engaged in deep-sea towage and offshore chartering had given him the background and contacts needed to set up and run this business.

While the new company was formed Paul rapidly secured agreements with Boa Ltd of Trondheim, Norway and with Polish Ship salvage of Gdynia, Poland for the managing and marketing of their vessels. At the time of the interview with mr Escreet, Specialist Marine Services marketed four anchorhandling tugs up to 117 tbp, a platform 4.000

bhp supply vessel, a diving-support vessel and four submersible barges, with two smaller flat-top barges to be delivered still in 1992. And on 15 March, 1992 it was announced that Specialist Marine Services had contracted the management of the Canadian 14.900 bhp ice-breaking tug / supply vessel *Ikaluk*. This vessel had previously been in lay-up in the U.K. for a considerable time due to a slump in offshore work. Sometime later another tug - *Baltic Amber* - joined the SMS management portfolio. This tug had previously also been managed for some time by United Towing. At the end of 1992 *Ikaluk* returned to Canada to return to the North Sea in 1996. Specialist Marine Services was involved in reconstruction work to make the vessel better suited for the North Sea work. Likewise SMS was involved in

the conversion and upgrading of the Canadian *Canmar Miscaroo*.

SMS quickly developed a successful ship management portfolio and became well known for its rig moving service. It is of interest to note that vessels staying with the SMS fleet for a longer time took on the names of former United Towing tugs. Managed vessels usually kept their names.

Occasionally SMS vessels were involved in salvage cases. One such case - the *Pallas*- even put two SMS vessels on the scene. That story - in 1998 - began with an emergency towing exercise in which participated the German state-owned multi-purpose vessels *Neuwerk* and *Mellum*, the private-owned salvage tug *Oceanic* and the tanker *Bergina* laden with 100.000 tons of North Sea crude. It was, however, not the exercise but the aftermath that raised questions about the suitability of multi-purpose vessels over dedicated (salvage) tugs. See article elsewhere in this issue.

By 2002 Paul had concluded that there were opportunities in shiphandling as the market in the U.K. had become dominated by big - foreign - companies operating on an international scale. There was new room for competition with modern tugs run by efficient owners. SMS Towage was set up and



their first operation was on the familiar waters of the Humber. By that time Paul had been joined in the business by his son, Gareth Escreet.

SMS Towage introduced a steady stream of second-hand but modern tonnage – either owned or chartered. SMS Towage gradually became the senior operator in the Humber – beating off competition from the global operating harbour towage companies and strengthening the fleet with newbuilds. In 2012 SMS started to service the Bristol Channel by invitation of Associated British Ports. A year later in 2013, Belfast harbour was added to its service portfolio at the request of the port users. And in 2017 Portsmouth came on board.

On 24 May, 2024, **Boluda Towage** signed an agreement with SMS Towage Ltd. for the acquisition of the latter. The signing ceremony took place in Hessle (Hull). The acquisition involved taking over the harbour and offshore towage services and marine operations, together with the management, office staff, crew, and fleet, based in the United Kingdom.

Operating in the UK since 1992, first as a ship management company and since 2002 as a towage operator, SMS had emerged as a major player in the UK towage market. The company was operating in the UK ports/regions of, Tyne, Tees, Humber, Portsmouth, South Wales, and Belfast with a fleet of 20 tugs.

The addition of SMS strengthens the position of Boluda Towage, already operating in the ports of Invergordon (Cromarty Firth), London, Liverpool, and Southampton, as a global leader in towage and maritime services, with a broader scope in the UK. The geographical footprint of both Boluda Towage UK and SMS Towage is complementary.

Commenting on the sale, SMS Towage owner Paul Escreet stated: “The decision for us to accept the opportunity to sell SMS Towage to Boluda Towage came at just the right time, as we embark on a new chapter of business growth and development. I want to express my heartfelt gratitude to the entire team for their unwavering dedication and hard work while working within SMS Towage.



The 132 bhp ENGLISHMAN - seen here in 1995 - was the first of the offshore support vessels managed by Specialist Marine Services

photo: R. & F. van der Hoek

You have been the backbone of our success, and I am confident that under Boluda's ownership, SMS Towage will continue to thrive. My best wishes go out to each one of you as you embrace this exciting transition.

Vicente Boluda Fos, Chairman at Boluda Corporación Marítima, stated that “to continue being leaders in the international maritime towing sector, our company needs to expand its scope of operations and we are proud that a professional company like SMS Towage wants to be part of our Group”.

The renamed Boluda Towage SMS is ISM certified, which shows their commitment to safety and quality. Vice

President executive Boluda Towage, Mr. Vicente Boluda Ceballos, added: “The strong local team, with highly engaged colleagues, will bring a lot of experience and expertise to our company. Having exciting times ahead of us we certainly intend to deploy SMS Towage's professional crews and experienced employees on future projects”.

The fleetlist below includes the vessels operated by Specialist Marine Services pre-SMS Towage. The list was compiled by Jasiu van Haarlem with additional details provided by Job van Eijk. Note that the owner listed in most cases is the formal registered owner, while the 'manager' is often – but not always – the beneficial owner and / or operating



The Ulstein UT 704 design SCOTSMAN dated from 1976. The former ACTIVE PRINCE had a bollard pull of 95 tonnes

photo: coll. Job van Eijk





SERVICEMAN is the former SMIT MARLIN ex SMIT-LLOYD 61

photo: P.A. Groen



The Polish tug KORAL - seen here at Rotterdam 26 September, 2002, was operated by SMS photo: Job van Eijk

company. In the late 1980s United Towing operated a number of ocean and anchor-handling tugs for account of third parties. In some cases this included manning these tugs, in other cases it was marketing only. The vessels listed below were operated for a longer period while apart from these SMS also had shorter charters or management periods that are not listed. Vessel details have – wherever possible – been cross-checked.

Specialist Marine Services

t.sup. ENGLISHMAN (1) (1995-2004)

Built: 1975 by Elsflether Werft A.G., Elsfleth. Yard number: 392. Launched: 09-04-1975. IMO 7408914. Dimensions: 70,16 / 61,83 x 14,33 x 7,22 m. Draught 6,32 m. Tonnage: 1.520 grt (when built) - 1.782 grt (per 1988) – 535 NT. Main engines: 2x 8-cyl Atlas-M.a.K., type 8M-551-AK. Total output main engines: 9.460 bhp (10.406 bhp max) / 6.958 kW at 425 rpm. Propulsion: twin c/p propellers in nozzles. 1x bowthruster. Bollardpull 132 tonnes max. Speed: 15 knots.

History:

1975-06-17: OSA 1301 – Schepelsturm - Deutsche Dampfschiffahrt Gesellschaft

Hansa A.G., Bremen. Manager: Offshore supply Association (OSA) Ltd, London / Aberdeen. 1980-09-01: OSA 1301 – Schepelsturm. DDG Hansa in receivership; vessel ownership transferred to WG Versorgungsschiff Verwaltungs Gesellschaft mbH, Bremen. 1988-01-01: OSA 1301 – Schepelsturm – Owner: VTG Supply Boat Liberia Inc., Monrovia. Manager: OSA Marine Services GmbH, Bremen. 1989: OSA 1301 – Schepelsturm. Owner: O.I.L. Marine Ltd, Monrovia. Manager: O.I.L. Marine Ltd., Aberdeen / London. 1995-04: Englishman. Owner: Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. Manager: Specialist Marine Services Ltd., Hull. 2004: Englishman. Owner: Paragon Offshore Ltd., Nassau. Manager: Polskie Ratownictwo Okretowe (Polratok), Gdynia (flying Bahamas flag). 2014-04-10: Englishman - Owner: Pacific International Marine, Istanbul.. Manager: K&K Sadikoglo, Tuzla, Istanbul. 2017-06: Ayda. Owner: Silver Ocean Trace Sdn, Bhd., Kuala Lumpur. 2025 spotted flying Comoros flag.

t.sup. SCOTSMAN (1) (1997-1998)

Built: 1976 by Ulstein Mekaniske Verksted A/S., Hatlo, Ulsteinvik. Keel laid: 01-05-1975. Launched: 01-11-1975. Yard number: 135. Design: Ulstein UT 704. IMO 7408770. Dimensions: 64,55 / 58,04 x 13,82 x 6,91 m. Draught 4,72 meter. Tonnage: 1.333 GT 400 NT. Main engines: 2x 16-cyl Bofors-Nohab F216V-D. Total output main engines: 7.040 bhp – 5.178 kW. Propulsion: twin screw. Single bow thruster. Bollardpull: 95 tonnes. Speed: 16 knots.

History

1976-02-01: Active Prince - Active Marine Offshore Services, Aalesund (AMOS). Manager: Johan Hagenaes & Co., Aalesund. 1981: Lowland Raider - Investors In Industry Plc., Aberdeen. Manager: Lowline Ltd., Aberdeen. 1989: OSA Raider - OSA Marine Services GmbH, Bremen. Chartered from: Investors In Industry Plc., Aberdeen. Manager: Lowline Ltd., Aberdeen. 1994: Lowland Raider - 3i plc (former 'Investors In Industry'), Aberdeen. Manager: Lowline Ltd., Douglas (IoM). 1997: Scotsman - Lombard North Central plc., Douglas (IoM). Manager: Celtic Pacific Shipping Ltd, Hessel. (SMS – Specialist Marine Services Ltd., Hull). 1998: Boa Prince - Taubatkompaniet A/S (Boa Ltd), Trondheim. 2000: ADC Prince - Angola Drilling Corp. 2001: Boa Prince - Taubatkompaniet A/S (Boa Ltd), Trondheim. 2003-07-01: Intersurf - IMI Cayman Ltd., Sharjah. Manager: InterMarine (Sharjah) Ltd., Sharjah. 2007-02-01: Intersea - IMI Cayman Ltd., Sharjah. Manager: InterMarine (Sharjah) Ltd., Sharjah. 2008-09-01: Intersurf - IMI Cayman Ltd., Sharjah. Manager: InterMarine (Sharjah) Ltd., Sharjah. 2016 flying Cayman Islands flag, homeported at Georgetown.

t.sup / div.sup. SERVICEMAN (1) (1997-2000)

Built 1977 by shipyard De Waal B.V., Zaltbommel. Yard number: 710. Launched: 01-02-1977. 'Smit-Lloyd 60-class. IMO 7606308. Dimensions: 65,87 / 60,00 x 14,05 x 7,22 m. Draught 5,95 m. Tonnage: 1.715 GT – 787 NT. Main engines: 2x 14-cyl Bolnes 14VDNL150. Total output main engines: 3.980 bhp – 2.927 kW at 600 rpm. Propulsion: twin screw in Kort-nozzle. 2x bow thrusters. Bollardpull: 55 tonnes. Speed: 13 knots.

History:

1977-06-24: Smit-Lloyd 61 - Smit-Lloyd B.V., Rotterdam. 1985-09-05: Smit Marlin



- Maasmain B.V., Rotterdam. Manager: Smit Internationale N.V., Rotterdam. Reconstructed as diving-support vessel by Havenbedrijf Vlaardingen-Oost B.V., Vlaardingen. 1996-12-20: *Smit Marlin* - Seacor-Smit Offshore I B.V., Rotterdam. 1997-09-16: *Serviceman* - SMS - Specialist Marine Services, Hull. 2000-03-30: *Noordhoek Singapore* - Noordhoek Overseas Diving Contractors B.V., Zierikzee (NL). 2010-10-22: *Singapore Explorer* - Noordhoek Shipping B.V., Zierikzee (NL). 2010-11-04: *Singapore Explorer* - Euroflow Design Ltd., Lagos. Note: after 2010 sometimes listed as *Singapore Inspector*.

mt. KORAL (1998-2010)

Built 1976 by Hasund, Smie & Sveiseverk, Ulsteinvik. Yard number: 19. Keel laid: 10-1975. Launched: 04-1976. IMO 7607089. Dimensions: 36,71 / 30,97 x 10,06 x 5,8 m. Draught 5,10 m. Tonnage: 481 GT - 144 NT. Main engines: 2x 12-cyl Alco 12V-251F. Total output main engines: 4.400 bhp / 3.236 kW. Propulsion: twin screw. Bollardpull: 62 tonnes. Speed: 13,9 knots.

History:

1976-09-00: *Stril Power* - I/S Cesit, Stavanger (Nor). Manager: Simon Mokster Shipping A/S, Stavanger. 1986: *Bulbai* - Wijsmuller International BV, Netherlands (chartered for terminal towage at Curacao.). 1987: Terminal contract cancelled, tug returned to owners. *Stril Power* - Simon Mokster. 1994: *Rosscan Power* - Edina Shipping Co. Ltd.(Nordic Tankers). 1998 *Koral* (2) - Big Shipping Ltd., Valletta. Manager: Polskie Ratownictwo Okretowe (Polish Ship Salvage Co.), Gdynia. Operated by SMS - Specialist Marine Services Ltd., Hull. 2010-08-23: *Koral* - Oromare SpA., Genoa. 2014-04-01: *Koral* - Technologie Maritime (Tec-Ma) SrL, Augusta.

t.sup / div.sup. GUARDSMAN (1) (1998-2005)

Built 1977 by shipyard De Waal B.V., Zaltbommel. Yard number: 711. Launched: 01-02-1977. Delivered: 06-10-1977. IMO 7606310. Smit-Lloyd 60-class. Dimensions: 65,87 / 60,00 x 14,05 x 7,22 m. Draught 5,95 meter, Tonnage: 1.698 GT (2020) - 671 NT (2020). Main

engines: 2x 14-cyl Bolnes 14V-DNL150. Total output main engines: 3.980 bhp - 2.927 kW at 600 rpm. Propulsion: twin screw in Kort-nozzles. 2x bow thrusters. Bollardpull: 55 tonnes. Speed: 13 knots.

History:

1977-09-26: *Smit-Lloyd 62* - Smit-Lloyd B.V., Rotterdam. 1985-08-23: *Smit Manta* - Maasmain B.V., Rotterdam. Manager: Smit Internationale N.V., Rotterdam. Reconstructed as diving-support vessel by Havenbedrijf Vlaardingen-Oost B.V., Vlaardingen. 1988-03-15: *Smit Manta* - Asco Smit Marine Ltd., London. 1997-06-18: *Smit Manta* - Smit-Tak Internationaal N.V., Rotterdam. 1998-05-29: *Guardzman* - Lombard Specialist Leasing Ltd., Nassau. Manager: Specialist Marine Services Ltd., Hessele. 2005-07-12: *Guardzman* - Navegacao

Sao Miguel, Rio de Janeiro. 2006-07-13: *Guardzman* - Boldini SA., Rio de Janeiro. 2009-11-23: *Mar Limpo I* - Petrosantos Ltds., Rio Janeiro. 2012-11-15: *Mar Limpo I* - Brasbunker Participacoes SA., Jardim Santense. Manager: Bravante Group. 2016: *Guardzman* - Brasbunker Participacoes SA., Jardim Santense. 2020 reported in lay-up.

t.sup. STATESMAN (1) (1998-2007)

Built 1976 by Elsflether Werft A.G., Elsfleth (Ger). Yard number: 394. Keel laid: 30-09-1975. Launched: 28-03-1976. IMO 7415137. Dimensions: 78,00 / 60,00 x 14,33 x 7,27 m. Draught 6,27 m. Tonnage: 1.492 grt (when built) - 1.770 grt (1981) - 1.976 GT - 593 NT. Main engines: 2x 8-cyl Atlas-M.a.K., 8M-551-AK. Total output main engines: 9.462



STATESMAN was built as SCHNOORTURM and as such a sister to ENGLISHMAN. although she was lengthened following reconstruction due to fire photo: coll. Job van Eijk



NORSEMAN seen here 19 June, 2006, at the start of her career under SMS Management photo: Hans Hoffman

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CATERPILLAR 20-21 May 2025, Antwerp



bhp (10.406 bhp max) – 6.959 kW at 425 rpm. Propulsion: twin screw in nozzles. 2x bowthrusters. Bollardpull: 132 tonnes. Speed: 15 knots.

History:

1976-05-14: *OSA 1303 - Schnoorturm* - Deutsche Dampfschiffahrt Gesellschaft Hansa A.G., Bremen. Manager: Offshore Supply Association (OSA) Ltd, London / Aberdeen. 1980-01-01: *OSA 1303 - Schnoorturm* - Versorgungsschiff Verwaltungs GmbH., Bremen. Manager: VTG - Versorgungsschiffahrt GmbH., Bremen. 1981-03: *OSA 1303 - Schnoorturm* - Hansashore Canada Inc. (Crosbie Offshore Services Ltd.), St. John's, New Foundland. Canada flag. 1983: *OSA 1303 - Schnoorturm* - Crosbie Offshore Services Ltd., St. John. New Foundland. 1985: Crosbie in receivership. *OSA 1303 - Schnoorturm* – transferred to OSA Marine Services, St. John's, Newfoundland. (Culhane Marine Investments Ltd., St. John / VTG Versorgungsschiffahrt GmbH, Bremen). 1986: *OSA 1303 - Schnoorturm* - VTG Supply Boat Liberia Inc., Monrovia. Manager: VTG - Versorgungsschiffahrt GmbH., Bremen. 1986-11-30: Engineer room fire while in 10.45N - 99.11W. Abandoned by crew. 1986-12-07: taken on tow by tug *Panama Chief* (973 GT – built 1973) and towed to Balboa. Declared total loss. 1987-03: purchased by Panama Air Marine Safety & Supply Inc., Panama (owners of *Panama Chief*). Renamed *Baru*. 1987-05-07: arrived in tow at Conastil Shipyard, Cartagena, Colombia, for reconstruction and repair. 1988: *Baru* - A/S K/S Eide Sea Supply, Hoylandsbygd (Nor). Lengthened by 7,50 m at Eide Contracting Shipyard. 1991: *Sun Wrestler* - Eide Shipping (UK) Ltd., Aberdeen. 1994-04: *Sun Wrestler* - Loki Shipping Ltd., Bermuda. 1997-12: *Sun Wrestler* - Acomarit (UK) Ltd., Glasgow. 1998-11: *Statesman* - SMS Specialist Marine Services Ltd., Hessle. 2002-11: *Statesman* - Statesman Shipping Ltd., Hamilton, Bermuda. Manager: SMS – Specialist Marine Services Ltd., Hessle. 2007: *Statesman* - Eide Marine Services A/S., Hoylandsbygd. 2009: *Eide Wrestler* - Eide Marine Services A/S., Hoylandsbygd - Karmoy Skipsconsult Management. 2016-12-23: *Polar Explorer* – Marine Solutions MG A/B - Rederi AB. Nestor, Pitea (SWE). Manager: Marine Carrier AB., Pitea.



MERCHANTMAN ex *BUGSIER 5* is the first shiphandling tug in het Specialist Marine fleet. The 1976-built Schottel tractor tug is seen here in 1999 as *NORE COMMANDER* for Murray Tugs Ltd. In 2001 she returned to SMS and continued under her 'old' name
photo: coll. Job van Eijk



RIVERMAN is a Selmer Tug Mk-IV design built in 1977. The 12-tbp tug was acquired for smaller harbour work
photo: R. & F. van der Hoek

t.sup. MARKSMAN (1) (2001-2005)

Built 1975 by Bolsones Verft A/S, Molde. Yard number: 24. IMO 7411404. Dimensions: 58,98 / 52,00 x 12,37 x 5,59 m. Draught 4,27 m. Tonnage: 774 GT – 326 NT. Main engines: 2x 16-cyl Nohab-Polar F216V-D825. Total output main engines: 7.040 bhp – 5.178 kW. Propulsion twin screw. 1x bowthruster. Bollardpull: 88 tonnes. Speed: 15,5 knots.

History:

1975-04-29: *Star Taurus* - Star Offshore Services (Supply Boats) Ltd., Aberdeen. 1988: *Star Taurus* - Chung Wah Offshore Services Ltd. 1990: *Star Taurus* - Essar Shipping Ltd., Madras. Manager: Essar Sisco Ship Management Co. Ltd., Madras. 1997: *Dea Supplier* - Nomis Shipping Ltd., Aberdeen. 1997-12: *Kanga* - R&B Falcon Drilling Co. Ltd., Nassau. Manager: R&B Falcon Drilling Inc., Houston, Texas.

1998-07: *Navigator* - R&B Falcon Drilling Co. Ltd., Nassau. Manager: R&B Falcon Drilling Inc., Houston, Texas. 2001-03: *Marksman* - SMS Specialist Marine Services Ltd., Hull. 2005: *Marksman* - Radunia International Corp. 2006-01: *Navigator* - Minerva Maritime SA., Athens. 2010-06-07: *Navigator* - Athina SA., Athena. Manager: Minerva Maritime SA., Athens. 2015 Beached.

t.sup. MASTERMAN (1) (2001-2004)

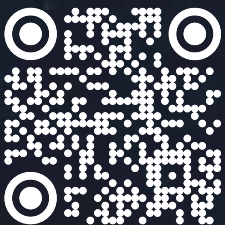
Built 1975 by Arnheemsche Scheepsbouw Maatschappij B.V., Arnhem (NL). Yard number: 471. Launched: 14-12-1974. IMO 7406980. Dimensions: 63,94 / 55,66 x 13,42 x 6,30 m. Draught 5,51 m. Tonnage: 1.356 GT - 487 NT. Main engines: 2x 16-cyl Burmeister & Wain-Alpha 16U28L-VO. Total output main engines: 8.480 bhp – 6.237 kW.



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TRUEMAN and sister TRADESMAN bringing the casualty AASVIK into port

photo: Marko Waite



SERVICEMAN ex SHINANO MARU is one of several former Japanese shiphandling tugs that were taken up in the SMS Towage fleet

photo: Jan Plug

Propulsion: twin screw, 1x bow thruster.
Bollardpull: 112 tonnes. Speed: 15 knots.

History:

1975-03-15: *Wimpey Seafox* - Wimpey (Marine) Ltd., London. 1987: *Gargano (2)* - Rimorchiatori Napolitani SrL, Naples. 1998: *Roo* - undisclosed buyer. 1998: *Champion* - R&B Falcon Drilling Co. Ltd., Nassau, Bahamas. Manager: R&B Falcon Drilling Inc., Houston, Texas. 2001: *Masterman (1)* - Vessey Developments Ltd., Hull. Manager: SMS - Specialist Marine Services Ltd., Hull. 2004: *Master* - Micoperi SpA., Ravenna. 2015-11-11: *Master* - Micoperi SP SA de CV., Ciudad del Carmen. Manager: Micoperi SpA., Ravenna. 2021: scrapped

t.sup. MERCHANTMAN (2) (2001-2003)
Built 1975 by Arnhemsche Scheepsbouw

Maatschappij B.V., Arnhem (NL). Yard number: 472. Launched: 31-05-1975. Design: Smit-Lloyd 100S-class. IMO 7412020. Dimensions: 63,89 / 54,84 x 13,31 x 6,30 m. Draught 5,06 m. Tonnage: 1.388 GT. Main engines: 2x 6-cyl Stork-Werkspoor-6-TM-410. Total output main engines: 7.500 bhp – 5.516 kW at 550 rpm. Propulsion: twin screw in nozzles. 1x bow thruster. Bollardpull: 100 tonnes. Speed: 14 knots.

History:

1975-05-31: *Smit-Lloyd 115* - Smit-Lloyd B.V., Rotterdam. 1988-02-13: *Smit-Lloyd 115* - Smit-Lloyd (Bahamas) Ltd., Nassau. Manager: Smit-Lloyd B.V., Rotterdam. 1996-10-14: *Smit-Lloyd 115* - Picardie Shipping Ltd., Nassau. Manager: Seacor-Smit Inc., Morgan Bay, Louisiana. 1998-05-14: *Deepwater Achiever* - R&B Falcon

Drilling Co. Ltd., Nassau. Manager: R&B Falcon Drilling Inc., Houston, Texas. 1998-08-05: *Achiever* - R&B Falcon Drilling Co. Ltd., Nassau. Manager: R&B Falcon Drilling Inc., Houston, Texas. 2001-09-10: *Merchantman (2)* - SMS - Specialist Marine Services Ltd., Hull. 2003: *Merchantman* - Marigul Shipping Ltd., Haifa. Manager: Versailles Services Ltd., Cruquius. 2003-02-01: *Eide Fighter* - Barge Invest A/S., Hoylandsbygd. Manager: Eide Marine Services A/S., Hoylandsbygd. 2017-04-07: *Eide Fighter* - Eide Marine Tugs A/S., Hoylandsbygd. Manager: Eide Marine Services A/S., Hoylandsbygd. 2021: scrapped.

t.sup. MOTORMAN (2001-2005)

Built 1977 by Campbell Industries, San Diego, California. Yard number: 117. IMO 7508881. Design: Smit-Lloyd 100S class. Dimensions: 63,91 / 60,56 x 13,31 x 6,35 m. Draught: 5,34 m. Tonnage: 1.389 GT - 484 NT. Main engines: 2x 16-cyl Delaval Turbine Inc. DMRV-16-4. Total output main engines: 7.312 bhp – 5.378 kW. Propulsion: twin screw in nozzles. 1x bowthruster. Bollardpull: 95 tonnes. Speed: 14,5 knots.

History:

1977-06: *Biehl Traveller* - The First National Bank of Canada, Houston, Texas. Manager: Biehl Offshore Inc., Houston, Texas. 1991-02-13: *Smit-Lloyd 119 (2)* - Smit-Lloyd (Bahamas) Ltd., Nassau. Manager: Smit-Lloyd B.V., Rotterdam. 1996-10-14: *Smit-Lloyd 119 (2)* - Seacor-Smit Marince Inc., Morgan City, Louisiana. 1998-05-14: *Deepwater Supplier* - R&B Falcon Drilling Co. Ltd., Nassau. Manager: R&B Falcon



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NORMAN ex NAGATO MARU

photo: R. & F. van der Hoek

Drilling Inc., Houston, Texas. 1998-11-11: *Searcher* - R&B Falcon Drilling Co. Ltd., Nassau. Manager: R&B Falcon Drilling Inc., Houston, Texas. 2001-08-13: *Motorman* - SMS - Specialist Marine Services Ltd., Hull. 2005: *Motorman* - Jaulnay Estates Ltd., Cruquius. 2005-04-18: *Eide Master* (1) - Eide Marine Services A/S., Hoylandsbygd. 2005-08-01: *Eide Traveller* - Karmoy Skipsconsult Management Ltd., Nassau. Manager: Eide Marine Services A/S., Hoylandsbygd. 2017-04-07: *Eide Traveller* - Eide Marine Services A/S., Hoylandsbygd. Vessel laid up. 2020: *Eide Traveller* - Marine Contractors A/S. 2021: scrapped.

t.sup. NORSEMAN (2006-2013)

Built 1984 by Husumer Schiffswerft GmbH & Co. K.G., Husum. Yard number: 1483. Keel laid: 01-1984. Launched: 05-1984. IMO 8321591. Dimensions: 67,82 / 58,81 x 16,21 x 7,45 m. Draught: 6,47 m. Tonnage: 1989 GT - 596 NT. Main engines: 4x 12-cyl Nohab F312V. Total output main engines: 12.232 bhp - 8.997 kW at 900 rpm. Propulsion: twin screw. 2x bowthruster, 1x stern thruster. Bollardpull: 175 tonnes. Speed: 12 knots.

History:

1984-09-01: *Barra Supplier* - Nordic Leasing Ltd., Aberdeen. Manager: Barra Shipping Co. Ltd., Aberdeen. 1996: *Olympic Supplier* - Olympic Supplier A/S., Fosnavaag. Manager: Olympic Shipping A/S., Fosnavaag. 2002: *Olympic Supplier* - Olympic Shipping A/S., Fosnavaag. Manager: Olympic Ship A/S., Fosnavaag. 2004: *Olympic Supplier* - Olympic Kombiskip A/S., Fosnavaag. Manager: Olympic Shipping A/S, Fosnavaag. 2006-05: *Norseman* - Oceanlink Offshore A/S, Oslo. Manager: SMS - Specialist Marine Services Ltd., Hull. 2008: *Ocean*

Supplier (Bahamas flag) - Manager: Thome Offshore Management. 2011: *Ocean Supplier* - Vestland Marine Sp Z OO. 2013-02-20: *Artemis* - S&O Ship Management Ltd., Elefsina. (Cyprus flag). 2016-03: *Artemis* - Asso Artemis Navigation Co., Elefsina. Manager: Assodivers Marine Services Ltd., Elefsina. 2024-09: still in service.

t.sup ANCHORMAN (2006-2008)

Built 1983 by Hyundai Heavy Industries, Ulsan. IMO 8211564. Dimensions: 71,50 / 62,30 x 16,00 (mld) x 7,50 m. Draught: 6,25 m. Tonnage: 2.322 GT. Main engines: 4x 6-cyl M.a.K. 6M-453-AK. Total main engine output: 10.800 bhp - 7.941 kW. Propulsion: 2x c/p propellers in nozzles. 2x bow thruster, 1x stern thruster. Bollardpull: 125 tonnes. Speed 15 knots.

History:

1983: *Mahone Bay* - Husky Oil Marketing Ltd & Bow Valley Resource Services

Ltd Operator: Husky Marine Services Ltd., Canada. 1987: *Maersk Supporter* - Maersk Supply Service. 1998: *Maersk Handler* - Maersk Supply Service. 1992: *Maersk Trinity* - Maersk Supply Service. 2005: *Misr Gulf VII* - Misr Gulf Shipping & Offshore. 2006: *Anchorman* - Specialist Marine Services Ltd. 2008: *Ocean Supporter* - Troms Offshore AS. 2011: *Ocean Supporter* - Vestland Marine Sp Z OO. 2013: *Ocean Supporter* - Albros Shipping & Trading Co.

t.sup NOBLEMAN (1) (2007-2008)

Built 1983 by Dae Dong Shipbuilding Co., Busan. Dimensions: 68,00 (oa) x 15,60 x 7,45 m. Draught 6,40 m. 1.599 GT. Main engines: 4x 8-cyl M.a.K. 8M-453-AK. Total output main engines: 13.000 bhp. 9.558 kW. Propulsion: 2x propellers. 2x bow thruster - 1x stern thruster. Bollardpull: 140 tonnes. Speed: 15,5 knots.

History:

1983: *Seaforth Crusader* - Seaforth Maritime, 1989: *Far Crusader* - Farstad Shipping Ltd.. 2007: *Nobleman* - Specialist Marine Services Ltd. 2008: *Nobleman* - owner unknown. 2011: *Ramco Crusader* - Vestland Marine Sp Z OO. 2013: sunk.

t.sup ROMAN (1) (2007-2008)

Built 1983 by Daedong Shipbuilding, Pusan, South Korea. IMO 8200632. Yard number: 259. Dimensions: 68 / 58,6 x 15,6 x 7,45 m. Draught 6,45 m. Tonnage: 1.971 GT - 592 NT. Main engines: 4x 8-cyl M.a.K. 8M-453-AK. Total output main engines: 13.040 bhp - 9.588 kW. Propulsion: 2x propellers. 2x bow



ENGLISHMAN (2) was a product of a Chinese yard. Seen here 9 June, 2009, in the Rotterdam Waterway

photo: R. & F. van der Hoek



thruster – 1x stern thruster. Bollardpull: 141 tonnes. Speed: 15 knots.

History:

1983: *Seaforth Centurion* – Seaforth Maritime. 1989: *Far Centurion* – Farstad Shipping Ltd. 2007: *Roman* – Specialist Marine Services Ltd. 2008: *Ocean Viking* – Thome Offshore Management. 2014: *King* – Sao Miguel Navegacao. 2014: scrapped.

SMS Towage

mt. MERCHANTMAN (1) (2001-2001)

Built 1974 by Max Sieghold-Werft Bremerhaven GmbH. & Co., Bremerhaven. Yard number: 165. Launched: 06-05-1974. IMO 7349106. Dimensions: 27,11 / 24,82 x 8,84 x 3,59 m. Draught 3,00 m., Tonnage: 176 GT 52 NT. Main engines: 2x 6-cyl K.H. Deutz SBA-6M-528. Total output main engines: 1.740 bhp – 1.280 kW at 900 rpm. Propulsion: 2x Schottel azimuthing thrusters in tractor configuration. Bollardpull: 30 tonnes. Speed: 11,7 knots.

History:

1974-07-08: *Bugsier 5 (2)* - Schuchmann Gesellschaft für Bugsier- und Bergungsreederei A.G., Hamburg. Manager: Bugsier-, Reederei und Bergungs A.G., Hamburg. 1987-01-17: *Bugsier 5 (2)* - Bugsier-, Reederei und Bergungs GmbH., Hamburg. 1999-04-08: *Balt II* - Knidos Container Ltd., Kingstown. Manager: Balt Tug Sp. Z.o.o., Szczecin. 1999 *Merchantman (1)* - Specialist Marine Services Ltd., Hessle. 1999-10-28: *Nore Commander* - Murray Tugs Ltd., Queenborough (U.K.). Manager: Nore Maritime Shipping Ltd., Queenborough



IRISHMAN ex TSING YI seen here 9 August, 2012

photo: R. & F. van der Hoek

(U.K.). 2001-03-04: *Merchantman (1)* - Linelevel Ltd., Hull. Manager: Specialist Marine Services Ltd., Hessle. 2001-12: *Tug* - Balt Tug Sp.z.o.o., Gdansk. Manager: Stockholms Hamnar A/S, Stockholm (SWE). 2001-11: *Tug* - Marin & Haverikonsult K/A A/B., Stockholm.

mt. TRADESMAN (1) (2001-2002)

Built 1972 by Max Sieghold-Werft Bremerhaven GmbH. & Co., Bremerhaven. Yard number: 158. Launched: 30-06-1972. IMO 7221988. Dimensions: 27,10 / 24,82 x 8,84 x 3,59 m. Draught 2,80 m. Tonnage: 170 GT – 54 NT. Main engines: 2x 6-cyl K.H. Deutz SBA-6M-528. Total output main engines: 1.740 bhp – 1.280 kW at 900 rpm. Propulsion: 2x Schottel azimuthing thrusters in tractor configuration. Bollardpull: 30 tonnes. Speed: 11,7 knots.

History:

1972-09-16: *Bugsier 1 (2)* - Bugsier-, Reederei und Bergungs A.G., Hamburg.

1987-01-17: *Bugsier 1 (2)* - Bugsier-, Reederei und Bergungs GmbH., Hamburg. 1999-04-08: *Balt I* - Knidos Container Ltd., Kingstown. Manager: Balt Tug Sp. Z.o.o., Szczecin (POL). 1999-10-28: *Nore Challenger (1)* - Murray Tugs Ltd., Queenborough. Manager: Nore Maritime Shipping Ltd., Queenborough. 2001-03-04: *Tradesman (1)* - Specialist Marine Services Ltd., Hessle. 2002-06-18: *RM Pomerol* - Société de Remorquage Louis Thomas & Cie., Rouen. 2007: *RM Pomerol* - Cie. Remorquage Maritime de Bordeaux Bassens, Bordeaux. Manager: Société de Remorquage Louis Thomas & Cie., Rouen. 2009: *RM Pomerol* - Westcom Technologies Energy Services Ltd., Kingstown. Manager: Martrade B.V., Sliedrecht (NL). 2021 still listed.

mt. PULLMAN (1) (2003-2004)

Built 1980 by Hikari Kogyo K.K., Yokosuka (JAP). Yard number: 305. IMO 7929229. Dimensions: 26,93 / 25 x 8,31 x 3,51 m.



The Spanish tugs RED WOLF (left) and RED HUSKY seen here at Hull were owned by REPASA, but operated for a number of years by SMS in the North Sea photo: Peter Elsom



Draught 2,29 m. Tonnage: 179 GT - 66 NT. Main engines: 2x 6-cyl Yanmar 6GL-DT. Total output main engines: 1.600 bhp – 1.177 kW. Propulsion: 2x Niigata Z-Peller azimuthing thrusters in stern drive configuration. Bollardpull: 27 tonnes.

History:

1980-03-15: *Kiso Maru* - Sanyo Kaiji Co., Nagoya (Jap). 2003: *Pullman* (1) - SMS Towage Ltd., Hessel. 2004-03: *Wyke Castle* - Portland Port Authority, Portland. Manager: Portland Towage Ltd., Portland. 2022: *Linda D* – Dean Tugs, Hull.

mt. RIVERMAN (2003-2006)

Built 1977 by Haugesunds Slip A/S, Haugesund (NOR). Yard number: 20. Design: Selmer Tug Mk-IV. Dimensions: 18,46 (oa) x 5,80 m. Draught 3,05 m. Tonnage: 78 GT (2009: 69 GT – 20 NT). Main engines: 2x 12-cyl G.M.-Detroit 12V-71-N 60. Total output main engines: 840 bhp - 618 kW. Propulsion: twin screw c/p in Kort nozzles. 1x bow thruster. Bollardpull: 12 tonnes. Speed: 10,5 knots.

History:

1977: *Skorpo*. 2001: *Bogoy*. 2003: *Riverman* - Specialist Marine Services Ltd., Hessel. 2006-03-17: *Abbe* - Frederi Wermdo A/B., Ingaro. 2009: *Abbe* - Rederi AB Skarmaro, Varmdo. 2013: *Abbe* - RPS Marine Ltd. (Rossaveal Port Services), Rossaveal, Co. Galway (IRE). 2016-12: sold to undisclosed buyer in Norway. 2025 spotted as *Agge.*, homeport Bergen.

mt. TRADESMAN (2) (2003-2022)

Built 1987 by Imamura Zosen K.K., Kure-Kobe. Yard number: 332. Launched: 12-06-1987. IMO 8704274. Dimensions: 22,60 / 18,42 x 9,15 / 8,50 x 4,73 m. Draught 3,50 m. Tonnage: 182 GT (2024: 131 GT). Main engines: 2x 6-cyl Niigata 6L-25-CXE. Total output main engines: 2.600 bhp – 1.625 kW at 720 rpm. Propulsion: 2x Niigata Z-Peller azimuthing thrusters in stern drive configuration. Bollardpull: 32,3 tonnes (2024 listed as 35 tonnes). Speed: 11,5 knots (2024: 11,8 knots).

History:

1987-07-22: *Waglan* - Hong Kong Salvage & Towage Co. Ltd., Hong Kong. 2003-02-01: *Tradesman* (2) - SMS Towage Ltd., Hessel. 2022-06: *CT Moreton* – Carmet Tug Co. Ltd – Wirral (UK).

mt. TRUEEMAN (2003-2022)

Built 1987 by Imamura Zosen K.K., Kure-

Kobe. Yard number: 323. IMO 8704286. Dimensions: 22,60 / 18,42 x 9,15 / 8,50 x 4,73 m. Draught 3,50 m. Tonnage: 182 GT (2024: 131 GT). Main engines: 2x 6-cyl Niigata 6L-25-CXE. Total output main engines: 2.600 bhp – 1.625 kW at 730 rpm. Propulsion: 2x Niigata Z-Peller azimuthing thrusters in stern drive configuration. Bollardpull: 32,3 tonnes (2024 listed as 35 tonnes). Speed: 11,5 knots (2024: 11,8 knots).

History:

1987-07-22: *Tai Tam* - Hong Kong Salvage & Towage Co. Ltd., Hong Kong. 2003-04-18: *Trueman* - SMS Towage Ltd., Hessel. 2022-06: *CT Upton* – Carmet Tug Co. Ltd – Wirral (UK).

mt. SERVICEMAN (2) (2003-2016)

Built 1984 by Hikaro Kogyo K.K., Yokosuka. Yard number: 336. IMO 8410421. Dimensions: 31,35 / 26,50 x

9,53 x 4,30 m. Draught 3,10 m. Tonnage: 194 GT (2018: 295 GT) - 88 NT. Main engines: 2x 6-cyl Yanmar 6Z-280L-ST. Total output main engines: 3.500 bhp – 2.574 kW at 730 rpm. Propulsion: 2x Duckpeller DP-4 azimuthing thrusters in stern drive configuration. Bollardpull: 54,5 tonnes. Speed: 13,6 knots.

History:

1984-10-29: *Shinano Maru* - Sanyo Kaiji Co. Ltd., Nagoya. 2003-11-23: *Serviceman* (2) - SMS Towage Ltd., Hessel. 2016-09-01: *Iceman* - SMS Towage Ltd., Hessel. 2017-10-16: *Iceman* - SC Logistic Remo Service SrL., Constanta. 2018: *Canal Services 16* - SC Canal Services SrL., Constanta, Romania.

mt. NORMAN (2004-2014)

Built 1981 by Hikari Kogyo K.K., Yokosuka. Yard number: 316. IMO 8113944. Dimensions: 32,83 / 26,52 x 9,52 x 4,32



RED DOLPHIN, another REPASA tug operated by SMS is seen here departing the Clyde towing a construction barge bound for Liverpool Bay
photo: Tommy Bryceland



WELSHMAN is the former J.P. Knight (Caledonian) Ltd tug KINCRAIG. Seen here operating in the Bristol Channel
photo: Marko Waite



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GUARDSMAN ex KWAI CHUNG seen here on 10 August, 2018, acting as stern tug for the newbuilt ferry VICTORY for the Isle of Wight route which arrived in tow of the tug AMBER II

photo: R. & F. van der Hoek

m. Draught: 3,11 m. Tonnage: 298 GT 89 NT. Main engines: 2x 6-cyl Yanmar 6ZL-UT. Total output main engines: 3.200 bhp – 2.354 kW at 730 rpm. Propulsion: 2x Niigata Z-peller azimuthing thrusters in stern drive configuration. Bollardpull: 50 tonnes. Speed: 13,5 knots.

History:

1981-12-10: *Nagato Maru* - Sanyo Kaiji Co. Ltd., Toyohashi. 1996: *Minase Maru* - Kaio Kaiun K.K., Imabari. 2002: *Hozan Maru*. 2004-03-25: *Norman* - SMS Towage Ltd., Hessel. 2014-07: *VB Veloz* - Tug Service Panama SA., Panama. Manager: Maritima de Panama SA., Balboa. 2018-10: *VB Veloz* - Empresa Maritima del Peru SAC., Lima, Peru.

mt. ENGLISHMAN (2) (2006-2015)

Built 2006 by Beng Bu Shen Zhou Machinery Co. Ltd., Bengbu. Completed by Pacific Ocean Engineering & Trading Pte. Ltd., Singapore. Yard number: 1168. Keel laid: 01-2005. Launched: 26-01-2006. IMO 9373058. Dimensions: 28,00 / 22,94 x 9,80 x 4,90 m. Draught 4,00 m. Tonnage: 329 GT – 98 NT. Main engines: 2x 8-cyl Yanmar 8N21A. Total output main engines: 3.600 bhp – 2.648 kW at 900 rpm. Propulsion: 2x Schottel azimuthing thrusters in stern drive configuration. Bollardpull: 50 tonnes. Speed: 12 knots.

History:

2006-03-08: *Englishman* - Pacific Ocean Engineering & Trading Co., Singapore. 2006: *Englishman (2)* - Pacific Ocean



RED PANTHER seen 3 September, 2011, inbound for Rotterdam is the fourth of the REPASA tugs operated by SMS

photo: Hans Hoffman

Engineering & Trading Co., Singapore. Manager: SMS Towage Ltd., Hessel. 2015-11: *Rufus Castle (2)* - Portland Port Authority, Portland. Manager: Portland Towage Ltd., Portland. 2024 – *Excalibur* - Fratelli Baretta, Brindisi (ITA).

mt. YEOMAN (2006-2023)

Built 1989 by Imamura Zosen K.K., Kure-Kobe. Yard number: 337. IMO 8816326. Dimensions: 24,60 / 19,00 x 9,15 x 4,70 m. Draught 3,50 m. Tonnage: 188 GT - 54 NT. Main engines: 2x 6-cyl Niigata, type 6L-25-CXE. Total output main engines:

3.000 bhp – 2.206 kW at 750 rpm. Propulsion: 2x Niigata Z-Peller azimuthing thrusters in stern drive configuration. Bollardpull: 37 tonnes. Speed: 12,5 knots.

History:

1989-04: *Tojo* - Hong Kong Salvage & Towage Co. Ltd., Hong Kong. 2006-06: *Yeoman* - SMS Towage Ltd., Hessel (initially bareboat charter). 2023 – *Yeoman* – Petrochemistry Research Center, Riga, Latvia.

mt. IRISHMAN (2006-now)

Built 1989 by Imamura Zosen K.K., Kure-Kobe. Yard number: 338. Keel laid: 30-11-1988. IMO 8816338. Dimensions: 24,60 (oa) x 8,5 x 4,70 m. Tonnage: 152 GT - 55 NT. Main engines: 2x 6-cyl Niigata 6L-25-

CXE. Total output main engines: 3.000 bhp – 2.206 kW at 750 rpm. Propulsion: 2x Niigata Z-peller azimuthing thrusters in stern drive configuration. Bollardpull: 37 tonnes. Speed: 12,5 knots.

History:

1989-04-27: *Tsing Yi* - Hong Kong Salvage & Towage Co. Ltd., Hong Kong. 2006-07: *Irishman* - SMS Towage Ltd., Hessel (initially bareboat charter). 2024-05-24 *Irishman* - Boluda Towage SMS Ltd., Hessel (UK) – subsidiary of Boluda Towage SLU., Valencia (Grupo Boluda). Manager: Boluda



SCOTSMAN ex *ULUPINAR VII* was the start - in 2011 - of a lasting relationship with the Turkish *Sanmar Shipyard.*, also owner of a shiphandling towage business. photo: coll. Job van Eijk

Towage Europe B.V., Rotterdam. 2024: renamed *VB Irishman*.

mt. RED WOLF (2006-2014)

Built 2006 by Astilleros Balenciaga SA., Zumaya. Yard number: 394. Keel laid: 02-02-2006. Launched: 28-03-2006. Delivered: 11-2006. IMO 9361419. Dimensions: 33,00 / 28,65 x 12,00 x 5,60 m. Draught (mld) 4,30 m. Tonnage: 477 GT - 143 NT. Main engines: 2x 7-cyl MAN-Burmeister & Wain-Alpha 7L-27-38. Total output main engines: 6.470 bhp – 4.760 kW at 800 rpm. Propulsion: 2x Steerprop SP-35 azimuthing thrusters in stern drive configuration. 1x bowthruster. Bollardpull: 87,5 tonnes. Speed: 13,5 knots.

History:

2006-11-27: *Red Wolf* - Repasa - Remolcadores de Puerto y Altura SA., Tarragona. Manager: SMS Towage Ltd., Hessle. 2014: *Red Wolf* - Repasa - P&O Maritime Remolcadores de Puerto y Altura SA., Tarragona.

mt. RED DOLPHIN (2007-2014)

Built 2005 by Astilleros Balenciaga SA., Zumaya. Yard number: 393. Keel laid: 14-05-2004. Launched: 26-11-2004. Delivered: 5-2005. IMO 9319208. Dimensions: 33,00 / 28,65 x 12,00 x 5,60 m. Draught (mld) 4,30 m. Tonnage: 474 GT – 142 NT. Main engines: 2x 7-cyl MAN-Burmeister & Wain-Alpha 7L-27-38. Total output main engines: 6.470 bhp – 4.760 kW at 800 rpm. Propulsion: 2x 2x Steerprop SP-35 azimuthing thrusters in stern drive configuration. 1x bowthruster. Bollardpull: 85,2 tonnes (max). Speed: 13,5 knots.

History:

2005-05-04: *Remo (1)* - Repasa - Remolcadores de Puerto y Altura SA., Tarragona. 2007-01-27: *Red Dolphin* - Repasa - Remolcadores de Puerto y Altura SA., Tarragona. Manager: SMS Towage Ltd., Hessle. 2014: *Red Dolphin*



The second *NOBLEMAN* is the former *Unterwer Reedeel Voith Tractor ROTESAND*, seen here in approx 1994

photo: J.W.F. Smallegange

- Repasa - P&O Maritime Remolcadores de Puerto y Altura SA., Tarragona.

mt. PW ZETA (2007-2008)

See mt. *Lloydsman* - IMO 9399703.

mt. LLOYDSMAN (2007-2008)

Built 2007 by Jiangsu Wuxi Shipyard Co. Ltd., Wuxi. Keel laid: 29-04-2006. Launched: 25-10-2006. IMO 9399703. Dimensions: 28,00 (oa) x 9,80 x 4,90 m. Draught 4,00 m. Tonnage: 335 GT – 100 NT. Main engines: 2x 8-cyl Yanmar 8N21A. Total output main engines: 3.600 bhp – 2.648 kW at 900 rpm. Propulsion: 2x azimuthing thrusters in tractor configuration. Bollard pull: 50 tonnes.

History:

2007-05-01: *PW Zeta* - Pacific Workboats Pte. Ltd., Singapore. Chartered by SMS Towage Ltd., Hessle. 2008-02-15: *Lloydsman* - SMS Towage Ltd., Hessle. 2008-11-12: *Raysut* - Salalah Port Services Co., Salalah, Oman. 2012-04-14: laid-up. 2020: *Akship 10* – Vedant Ship Management, Mumbai, India.

mt. WELSHMAN (2009-2022)

Built 1998 by Matsuura Tekko Zosen K.K., Higashino. Yard number: 506. IMO 9178020. Dimensions: 31,00 / 29,06 x 9,80 x 4,70 m. Draught 3,70 m. Tonnage: 292 GT – 87 NT. Main engines: 2x 6-cyl Niigata, type 6L-25HX. Total output main engines: 3.600 bhp – 2.648 kW at 900 rpm. Propulsion: 2x Niigata ZP-21 azimuthing thrusters in stern drive configuration. Bollardpull: 50 tonnes. Speed: 13,3 knots.

History:

1998-01-26: *Kincraig* - J.P. Knight (Caledonian) Ltd., Invergordon. 2009-02-18: *Welshman* - Specialist Marine Services Towage Ltd. Manager: SMS Towage Ltd., Hull. 2022-12: *Raduga Sirius* - Raduga Shipping Ltd, Tallinn, Estonia (Flag: St Kitts & Nevis). Subsidiary of Raduga Shipping, Limassol, Cyprus.

mt. GUARDSMAN (2) (2009-2020)

Built 1991 by Imamura Zosen K.K., Kure-Kobe. Yard number: 350. IMO 9015826. Dimensions: 24,60 / 19,00 x 9,15 x 4,70 m. Draught 3,50 m. Tonnage: 188 GT. Main engines: 2x 6-cyl Niigata 6L-25-CXE. Total output main engines: 3.000 bhp – 2.206 kW at 750 rpm. Propulsion: 2x Niigata Z-peller azimuthing thrusters. Bollardpull: 37 tonnes. Speed: 12,5 knots.

History:

1991-03-25: *Kwai Chung* - The Hong Kong Salvage & Towage Co. Ltd., Hong Kong. 2009-11-18: *Guardsman* - SMS Towage Ltd., Hessle. 2020 – *Canal Services 20* - SC Canal Services SrL., Constanta, Romania.

mt. RED PANTHER (2009-2014)

Built 2009 by Eregli Shipyard - Zonguldak. Yard number: 12. Keel laid: 25-09-2008. Launched: 20-03-2009. Delivered: 06-2009. IMO 9462330. Dimensions: 32,00 / 30,00 x 11,60 x 5,36 m. Draught (mld) 4,20 m. Tonnage: 490 GT – 147 NT. Main engines: 2x 16-cyl Caterpillar 3516-B. Total output main engines: 5.222 bhp – 3.841 kW at 1.600 rpm. Propulsion: 2x Wärtsila-Lips CS-250 (c/p props) azimuthing thrusters in stern



drive configuration. Bollardpull: 72,7 tonnes. Speed: 13,5 knots.

History:

2009-05-12: *Red Panther* - Repasa - Remolcadores de Puerto y Altura SA., Tarragona. Chartered to SMS Towage Ltd., Hessle. 2014: *Red Panther* - Repasa - P&O Maritime Remolcadores de Puerto y Altura SA., Tarragona.

mt. RED HUSKY (2010-2014)

Built 2010 by Astilleros Balenciaga SA., Zumaya. Yard number: 395. Keel laid: 05-05-2009. Launched: 10-07-2009. Delivered: 2010-01. IMO 9440356. Dimensions: 33,00 / 28,65 x 12,00 x 5,60 m. Draught: 4,30 m. Tonnage: 478 GT - 143 NT. Main engines: 2x 7-cyl . MAN-Burmeister & Wain 7L27-38. Total output

main engines: 6.470 bhp - 4.760 kW at 800 rpm. Propulsion: 2x Wärtsilä-Lips CS-275 (c/p propellers) azimuthing thrusters in stern drive configuration. Bollardpull: 88 tonnes. Speed: 14,0 knots.

History:

2010-01-21: *Red Husky* - Repasa - Remolcadores de Puerto y Altura SA., Tarragona. On charter to SMS Towage Ltd., Hessle. 2014: *Red Husky* - Repasa - P&O Maritime Remolcadores de Puerto y Altura SA., Tarragona.

mt. SCOTSMAN (2) (2011-2024)

Built 2008 by Sanmar Denizcilik Makina ve Ticaret SA., Tuzla, Istanbul. Design Sanmar Ulupinar (Robert Allan RAmports ASD 24/45). IMO 9429883. Dimensions: 24,40 (oa) x 9,15 (mld) x 4,00

m. Draught 3,00 m (hull) - 4,80 m (max). Tonnage: 144 GT - 57 NT. Main engines: 2x 12-cyl Caterpillar 3512-C. Total output main engines: 3.345 bhp - 2.460 kW at 1.800 rpm. Propulsion: 2x Rolls Royce US-155-FP azimuthing thrusters in stern drive configuration. Bollardpull: 45 tonnes. Speed: 12,5 knots.

History:

2008-04-04: *Ulupinar VII* - (launch name) - Sanmar Denizcilik Makina ve Ticaret SA., Tuzla, Istanbul. 2008-06-30: *Corvin* (2) - Hans Schramm & Sohn GmbH & Co. K.G., Brunsbüttel. 2011-04-07: *Scotsman* (2) - SMS Towage Ltd., Hull. Chartered from Hans Schramm & Sohn GmbH & Co. K.G., Brunsbüttel (GER). 2011-09-05: *Scotsman* (2) - SMS Towage Ltd., Hessle. 2024-05-24: *Scotsman* (2) - Boluda Towage SMS Ltd., Hessle (UK) - subsidiary of Boluda Towage SLU., Valencia (Grupo Boluda). Manager: Boluda Towage Europe B.V., Rotterdam. 2024: renamed *VB Scotsman*.

mt. NOBLEMAN (2) (2012-2015)

Built 1976 by Jadewerft (Wilhelmshaven) GmbH., Wilhelmshaven. Yard number: 137. Launched: 16-06-1976. IMO 7525205. Dimensions: 30,38 / 28,08 x 8,82 x 3,60 m. Draught 4,5 m. Tonnage: 256 GT - 76 NT. Main engines: 2x 8-cyl K.H. Deutz SBA-8M-528. Total output main engines: 2.400 bhp - 1.765 kW at 900 rpm. Propulsion: 2x Voith 26-GII-165 cycloidal thrusters in tractor configuration. Bollardpull: 34 tonnes. Speed: 12,2 knots.

History:

1976-12-06: *Rotesand* (4) - URAG - Unterweser Reederei GmbH., Bremen. 2009-10-22: *Tesa* - Survey & Supply (I.B. Harvey), Cleethorpes. Chartered from URAG - Unterweser Reederei GmbH., Bremen. 2011-01-20: *Rotesand* - Linnhoff Schiffahrt GmbH & Co. KG (former Unterweser Reederei), Bremen. 2012-01-05: *Nobleman* - SMS Towage Ltd., Hessle. 2015-07: *Friedrich Wessels* - Emdor Schlepp Betrieb GmbH., Emden.

mt. ROMAN (2) (2012-2016)

Built 1983 by Detlef Hegemann "Rolandwerft" GmbH., Bremen. Yard number: 124. IMO 8223036. Dimensions: 28,53 / 26,50 x 8,84 x 3,51 m. Tonnage: 230 GT - 69 NT. Engines: 2x 6-cyl K.H. Deutz SBV-6M-628. Total output main engines: 2.144 bhp - 1.577 kW at 900 rpm. Propulsion: 2x Voith cycloidal propellers in tractor configuration. Bollardpull: 25 tonnes. Speed: 11 knots.



MASTERMAN ex ULUPINAR VII built 2009 by Sanmar for Hans Schramm. 2013 to SMS. photo: Pieter Inpijn



The 4.080 bhp - 50 tpb YORKSHIREMAN was built as ULUPINAR XIII for Sanmar's own tug fleet. In 2014 she was acquired by SMS photo: Pieter Inpijn





SUPERMAN (2) arrived in the U.K. in 2017 direct from the builders Sanmar. The 77 tpb BOGACAY XXVII (launch name) received the usual blessing and naming ceremonies prior to entering service. From left to right: Rev Canon Dr. Neal Barnes, Phil Pannett (ABP Ports), Amanda Pannett, Paul Escreet (SMS) and Gareth Escreet (Director SMS Towage). SUPERMAN was the 7th Sanmar-built tug working the SMS ports photo: courtesy SMS Towage Ltd.

History:

1983-12-21: *Midgard III (2)* - Rhenus Midgard A.G., Nordenham. 2004-08-30: *Brake (4)* - URAG - Unterweser Reederei GmbH., Bremen. 2012-01-06: *Roman* - SMS Towage (Bristol Channel) Ltd., Hessel. 2016-01-13: *Brake (4)* - Boluda Deutschland GmbH, Bremen (Grupo Boluda). 2018-02: *VB Brake* - Boluda Deutschland GmbH., Bremen. Manager:

Boluda Towage Europe B.V., Rotterdam (Boluda International SA., Valencia).

mt. MASTERMAN (2) (2013-now)

Built 2009 by Pirlant Tersanesi, Istanbul, for account of Sanmar Denizcilik Makina ve Ticaret SA., Tuzla, Istanbul. Yard number: 21. Keel laid: 07-04-2009. IMO 9569023. Design Sanmar Ulupinar (Robert Allan RAmports ASD 24/45).



In October 2017 the tug CARRON joined the SMS fleet as PULLMAN (2). Built in 1979 the Voith Tractor survived a number of company take-overs until 2008 when she was sold to Ireland. The tug is pictured 4 August, 2010, at the time of her sale by SMS to Romania photo: capt. Danny Lynch

Dimensions: 24,40 (oa) x 9,15 (mld) x 4,00 m. Draught 3,00 m (hull) - 4,80 m (max). Tonnage: 144 GT - 58 NT. Main engines: 2x 12-cyl Caterpillar 3512-C. Total output main engines: 3.345 bhp 2.460 kW at 1.800 rpm. Propulsion: 2x Rolls Royce US-155-FP azimuthing thrusters in stern drive configuration. Bollardpull: 45 tonnes. Speed: 12,5 knots.

History:

2009-09-30: *Ulupinar VII* - Sanmar Denizcilik Makina ve Ticaret SA., Tuzla, Istanbul. 2009-09-30: *Max* - Hans Schramm & Sohn GmbH & Co. K.G., Brunsbüttel (GER). 2013-09-11: *Masterman (2)* - SMS Towage Ltd., Hessel. 2024-05-24: *Masterman (2)* - Boluda Towage SMS Ltd., Hessel (UK) - subsidiary of Boluda Towage SLU., Valencia (Grupo Boluda). Manager: Boluda Towage Europe B.V., Rotterdam. 2024: renamed *VB Masterman*.

mt. STATESMAN (2) (2013- now)

Built 2012 by Sanmar Denizcilik Makina ve Ticaret SA., Tuzla, Istanbul. Yardnumber: 06.. Keel laid: 20-12-2010. Design Sanmar Ulupinar (Robert Allan RAmports ASD 24/50). IMO 9655896. Dimensions: 24,40 (oa) x 9,15 (mld) x 4,00 m. Draught 3,00 m (hull) - 5,20 m (max). Tonnage: 248 GT - 136 NT. Main engines: 2x 12-cyl Caterpillar 3512-B-HD. Total output main engines: 4.080 bhp - 3.000 kW at 1.600 rpm. Propulsion: 2x Rolls Royce US-205-FP azimuthing thrusters in stern drive configuration. Bollardpull: 50 tonnes. Speed: 12,5 knots.

History:

2012-06-14: *Ulupinar XIV* - Sanmar Denizcilik Makina ve Ticaret SA., Tuzla, Istanbul. 2013-01: *Statesman (2)*/ SMS Towage Ltd., Hessel. 2024-05-24: *Statesman (2)*/Boluda Towage SMS Ltd., Hessel (UK) - subsidiary of Boluda Towage SLU., Valencia (Grupo Boluda). Manager: Boluda Towage Europe B.V., Rotterdam. 2024: renamed *VB Statesman*.

mt. YORKSHIREMAN (2014-now)

Built 2012 by Shipyard: Sanmar Denizcilik Makina ve Ticaret SA., Tuzla, Istanbul. Design: Design Sanmar Ulupinar (Robert Allan RAmports ASD 24/50). IMO 9655884. Dimensions: 24,40 (oa) x 9,15 (mld) x 4,00 m. Draught 3,00 m (hull) 5,20 m (max). Tonnage: 248 GT - 136 NT. Main engines: 2x 12-cyl Caterpillar 3512-B. Total output main engines: 4.080 bhp - 3.000 kW at 1.600 rpm. Propulsion: 2x Rolls Royce US-205-FP azimuthing



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thrusters in stern drive configuration. Bollardpull: 50 tonnes. Speed: 12,5 knots.

History:

2007-04-24: *Ulupinar XIII* - Sanmar Denizcilik Makina ve Ticaret SA., Tuzla, Istanbul (launch name). 2007: *Ulupinar XIII* - Sanmar Towage. 2014-01-29: *Yorkshireman* - SMS Towage Ltd., Hessle. 2024-05-24: *Yorkshireman* - Boluda Towage SMS Ltd., Hessle (UK) - subsidiary of Boluda Towage SLU., Valencia (Grupo Boluda). Manager: Boluda Towage Europe B.V., Rotterdam. 2024: renamed *VB Yorkshireman*

mt. MERCHANTMAN (3) (2015-now)

Built 2009 by Pirlant Tersanesi, Istanbul, for account of Sanmar Denizcilik Makina ve Ticaret SA., Tuzla, Istanbul. Yard number: 17. Design Sanmar Ulupinar (Robert Allan RAmparts ASD 24/45). IMO 9433523. Dimensions: 24,40 (oa) x 9,15 (mld) x 4,00 m. Draught 3,00 m (hull) - 4,80 m (max). Tonnage: 247 GT. Main engines: 2x 12-cyl Caterpillar 3512-B-TA. Total output main engines: 3.345 bhp - 2.460 kW at 1.800 rpm. Propulsion: 2x Rolls Royce US-155-FP azimuthing thrusters in stern drive configuration. Bollardpull: 45 tonnes. Speed: 12,5 knots.

History:

2008-09-05: *Ulupinar III* - Sanmar Denizcilik Makina ve Ticaret SA., Tuzla, Istanbul. 2008-09-05: *Ulupinar III* - Sanmar Towage. 2015-09-01: *Merchantman (3)* - SMS Towage Ltd., Hessle. 2024-05-24 *Merchantman (3)*/Boluda Towage SMS Ltd., Hessle (UK) - subsidiary of Boluda Towage SLU., Valencia (Grupo Boluda). Manager: Boluda Towage Europe B.V., Rotterdam. 2024: renamed *VB Merchantman*.

mt. ENGLISHMAN (3) (2015-now)

Built 2014 by Sanmar Denizcilik Makina ve Ticaret SA., Tuzla, Istanbul. Yardnumber: 26. Keel laid: 07-06-2013. Design Sanmar Ulupinar (Robert Allan RAmparts ASD 24/45). IMO 9706023. Dimensions: 24,40 (oa) x 9,15 (mld) x 4,00 m. Draught 3,00 m (hull) - 4,80 m (max). Tonnage: 248 GT - 97 NT. Main engines: 2x 12-cyl. Caterpillar 3512-C. Total output main engines: 3.345 bhp - 2.460 kW at 1.800 rpm. Propulsion: 2x Rolls Royce US-155-FP azimuthing thrusters in stern drive configuration. Bollardpull: 45 tonnes. Speed: 12,5 knots.

History:

2014-01-02: *Ulupinar XVII* - Sanmar Denizcilik Makina ve Ticaret SA., Tuzla, Istanbul. 2014: *Ulupinar XVII* - Sanmar Towage. 2015-11-27: *Englishman (3)* -



NOBLEMAN (3) ex ULUPINAR XV

photo: Sanmar



MARKSMAN was delivered in 2019 by Damen Shipyards, together with sister MANXMAN. The 72 tpb tugs are of the Damen ASD Tug 2411 design. Built by Damen Song Thu in Vietnam the tugs were finished in The Netherlands by Damen Maaskant, Stellendam

photo: Ruud Zegwaard

SMS Towage Ltd., Hessle. 2024-05-24 *Englishman (3)* - Boluda Towage SMS Ltd., Hessle (UK) - subsidiary of Boluda Towage SLU., Valencia (Grupo Boluda). Manager: Boluda Towage Europe B.V., Rotterdam. 2024: renamed *VB Englishman*.

mt. ICEMAN (2016-2017)

See mt. *Serviceman (2)*. IMO 8410421.

mt. SUPERMAN (1) (2016-2017)

Built 2005 by Guangdong Hope Yue Shipbuilding Industry Ltd., Guangzhou.

IMO 9345697. Dimensions: 30,50 / 28,69 x 9,80 x 4,50 m. Draught: 3,70 m. Tonnage: 315 GT. Main engines: 2x 16-cyl Caterpillar 3516-B. Total output main engines: 4.050 bhp - 3.214 kW. Propulsion: 2x Schottel azimuthing thrusters in stern drive configuration. Bollardpull: 60 tonnes. Speed: 11,5 knots.

History:

2005-11-04: *Haima* - Bahwan Lamnalco LLC., Dubai. Manager: Lamnalco - Land & Marine National Contracting Co. Ltd., Sharjah. Charter to Petroleum



MANXMAN



Aft deck

MANXMAN, a Damen ASD TUG 2411 for SMS Towage all photo's by R. & F. van der Hoek



Main towage winch forward



Wheelhouse control desks



Thruster



Galley



Crew cabin



Starboard main engine



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Development Oman Ltd., Muscat. 2013-04: *Haima* - Smit Lamnalco Netherlands B.V., Rotterdam. 2016-07: *Haima* - SMS Towage Ltd., Hessele. 2016-09-01: *Superman* (1) - SMS Towage Ltd., Hessele. 2017-06: *Superman* - West Trading Group Ou., Tallinn. 2017-08-02: *Superman* - Alliance LLC., St. Petersburg.

mt. SERVICEMAN (3) (2016-now)

Built 2005 by Guangdong Hope Yue Shipbuilding Industry Ltd., Guangdong. Yardnumber: 2136. Keel laid: 18-03-2005. Delivered: 09-2005 - IMO 9345685. Dimensions: 30,50 / 27,20 x 10,30 / 9,80 x 4,50 m. Draught 3,80 m. Tonnage: 315 GT – 94 NT. Main engines: 2x 16-cyl Caterpillar 3516-B. Total output main engines: 4.050 bhp – 2.977 kW. Propulsion: 2x Schottel azimuthing thrusters in stern drive configuration. Bollardpull: 60 tonnes. Speed: 11 knots.

History:

2005-09-25: *Hamra* - Bahwan Lamnalco LLC., Dubai. Manager: Lamnalco - Land & Marine National Contracting Co. Ltd., Sharjah. Chartered to: Petroleum Development Oman Ltd., Muscat. 2013-04: *Hamra* - Smit Lamnalco Netherlands B.V., Rotterdam. 2016-08-02: *Serviceman* (3) - SMS Towage Ltd., Hessele. 2024-05-13: *Serviceman* - Boluda Towage SMS Ltd., Hessele (UK) – subsidiary of Boluda Towage SLU., Valencia (Grupo Boluda). Manager: Boluda Towage Europe B.V., Rotterdam. 2024: renamed *VB Serviceman*.

mt. SUPERMAN (2) (2017-now)

Built 2017 by Sanmar Denizcilik Makina ve Ticaret SA., Tuzla, Istanbul. Yard number: 112. Keel laid 01-06-2016. IMO 9803871. Design Sanmar Bogacay (Robert Allan RAmports 2400SX-75). Dimensions: 24,40 (oa) x 11,25 x 4,38 m. Draught 3,20 (hull) - 5,70 m (max). Tonnage: 312 GT – 94 NT. Main engines: 2x 12-cyl Caterpillar 3516-C-HD. Total output main engines: 6.392 bhp – 4.700 kW at 1.600 rpm. Propulsion: 2x Rolls Royce US-255 azimuthing thrusters in stern drive configuration. Bollardpull: 77 tonnes. Speed: 13 knots.

History:

2017-07-12: *Bogacay XXVII* - Sanmar Denizcilik Makina ve Ticaret SA., Tuzla, Istanbul. 2017-08-22: *Superman* (2) -



Iskes' TELSTAR ex TUMAK ex ZP TUMAK ex GERMANIA is an Aquamaster tractor tug acquired in 2020 and renamed GUARDSMAN - the third of that name in the fleet photo: R. & F. van der Hoek

SMS Towage Ltd., Hessele. 2024-05-24: *Superman* (2) - Boluda Towage SMS Ltd., Hessele (UK) – subsidiary of Boluda Towage SLU., Valencia (Grupo Boluda). Manager: Boluda Towage Europe B.V., Rotterdam. 2024: renamed *VB Superman*.

mt. PULLMAN (2) (2017-2018)

Built 1979 by Scott & Sons (Bowling) Ltd., Bowling. Yard number: 458. Keel laid: 20-08-1978. Launched: 30-04-1979. IMO 7800069. Dimensions: 28,45 / 27,41 x 8,92 x 3,51 m. Draught 2,90 m. Tonnage: 210 GT. Engines: 2x 6-cyl Ruston 6RK3-CM. Total output main engines: 2.200 bhp – 1.618 kW. Propulsion: 2x Voith cycloidal propellers in tractor configuration. Bollardpull: 24 tonnes. Speed: 12 knots.

History:

1979-09-20: *Carron* (2) - Forth Tugs Ltd., Grangemouth. 2000-01-01: *Carron* - Cory Towage Ltd., London. 2000-02-20: *Carron* - Wijsmuller Marine Ltd., Middlesbrough (via take-over of Cory). 2001-05-01: *Carron* - Svitzer Marine Ltd., Middlesbrough (via take-over of Wijsmuller by Svitzer). 2008-09-11: *Carron* - Sinbad Marine Services Ltd., Killybegs, Donegal (IRE). 2012-04-03: *Carron* - Forth Crossing Bridge Constructors JV., Rosyth. Manager: Briggs Marine Contractors Ltd., Burntisland, Fife. 2017-10: *Pullman* (2) - SMS Towage Ltd., Hessele. 2018-04-01: *Canal Services 7* - SC Canal Services Srl., Constanta.

mt. PULLMAN (3) (2018-now)

Built 2017 by Sanmar Denizcilik Makina ve Ticaret SA., Tuzla, Istanbul. Yard number: 82. Keel laid: 30-12-2015. Design: Sanmar Sirapinar (Robert Allan RAmports 2200-SX). IMO 9788239. Dimensions: 22,40 (oa) x 10,85 (mld) x 4,40 m. Draught: 3,15 m (hull) - 4,55 (max) m. Tonnage: 276 GT. Main engines: 2x 12-cyl Caterpillar 3512-C. Total output main engines: 3.753 bhp – 2.760 kW at 1.600 rpm. Propulsion: 2x Schottel SRP-1012-FP azimuthing thrusters in stern drive configuration. Bollardpull: 47 tonnes. Speed: 12,2 knots.

History:

2017-12-12: *Sirapinar II* - Sanmar Denizcilik Makina ve Ticaret SA., Tuzla (launch name). 2018-04: *Pullman* (3) - SMS Towage Ltd., Hessele. 2024-05-24: *Pullman* (3) - Boluda Towage SMS Ltd., Hessele (UK) – subsidiary of Boluda Towage SLU., Valencia (Grupo Boluda). Manager: Boluda Towage Europe B.V., Rotterdam. 2024: renamed *VB Pullman*.

mt. NOBLEMAN (3) (2018-now)

Built 2012 by Sanmar Denizcilik Makina ve Ticaret SA., Tuzla, Istanbul. Yardnumber: 07. Keel laid: 20-12-2010. Design Sanmar Ulupinar (Robert Allan RAmports ASD 24/50). IMO 9655901. Dimensions: 24,40 (oa) x 9,15 (mld) x 4,00 m. Draught 3,00 m (hull) - 5,20 m (max). Tonnage: 145 GT. Main engines: 2x 12-cyl Caterpillar

3512-C. Total output main engines: 4080 bhp – 3.000 kW at 1.600 rpm. Propulsion: 2x Rolls Royce US-205-FP azimuthing thrusters in stern drive configuration. Bollardpull: 53 tonnes. Speed: 12,5 knots.

History:

2012-08-08: *Ulupinar XV* - Sanmar Denizcilik Makina ve Ticaret SA., Tuzla (launch name). 2012-08-08: *Ulupinar XV* - Sanmar Towage. 2018-02-22: *Nobleman (2)* - SMS Towage Ltd., Hesse. 2024-05-24: *Nobleman (2)*/Boluda Towage SMS Ltd., Hesse (UK) – subsidiary of Boluda Towage SLU., Valencia (Grupo Boluda). Manager: Boluda Towage Europe B.V., Rotterdam. 2024: renamed *VB Nobleman*.



mt. MANXMAN (2019-now)

Built 2019 by Damen Song Thu Corporation, Danang City. Completed by Damen Maaskant Shipyards B.V., Stellendam. Yard number: 513406. Keel laid: 14-01-2016. Launched: 27-03-2017. Design: Damen ASD Tug 2411. IMO 9780586. Dimensions: 27 24,72 / 23,95 x 11,33 (oa) x 4,60 m. Draught: 5,98 m. Tonnage: 198 GT – 80 NT. Main engines: 2x 16-cyl Caterpillar 3516-C-TA Hold. Total output main engines: 5.710 bhp – 4.200 kW at 1.600 rpm. Propulsion: 2x azimuthing thrusters in stern drive configuration. Bollard pull: 72 tonnes.

History:

2017-03-27: *YN 513406* – Scheepswerf Damen Hardinxveld B.V., Hardinxveld-Giessendam (NL). 2019-04-02: *Manxman (027.24967)* - Global Ship Leasing 50 B.V., Gorinchem. Manager: SMS Towage

MULTRATUG 9 was built in 2010 by Pirlant for account of Sanmar. Delivered as *ULUPINAR VI*, she later became *ARPAS x* and *MED XXI*. *Multraship* acquired the tug in 2018. In 2022 she went to SMS Towage as *RIVERMAN (2)*

photo: A.W. Kempe

Ltd., Hesse. 2019-04-12: *Manxman* - SMS Towage Ltd., Hesse. Manager: Iskes & Zn. B.V., IJmuiden. 2019-09: *Manxman* - SMS Towage Ltd., Hesse. 2024-05-24: *Manxman* - Boluda Towage SMS Ltd., Hesse (UK) – subsidiary of Boluda Towage SLU., Valencia (Grupo Boluda). Manager: Boluda Towage Europe B.V., Rotterdam. 2024: renamed *VB Manxman*.

mt. MARKSMAN (2) (2019-now)

Built 2019 by Damen Song Thu Corporation, Danang City. Completed by Damen Maaskant Shipyards B.V., Stellendam. Yard number: 513404. Keel laid: 18-07-2015. Launched: 28-12-2016. IMO 9780562. Design: Damen ASD Tug

2411. Dimensions: 24,72 / 23,95 x 11,52 / 11,33 x 4.60 m. Draught 5,98 m. Tonnage: 198 GT – 80 NT. Main engines: 2x 16-cyl. Caterpillar 3516-C-TA HD/D. Total output main engines: 5.710 bhp – 4.200 kW at 1.600 rpm. Propulsion: 2x azimuthing thrusters in stern drive configuration. Bollardpull: 69 tonnes.

History:

2016-12-28: *YN 513404* - Damen Shipyards Gorinchem B.V., Kingstown. 2019-05-28: *Marksmann (2)* - Global Ship Leasing 27 B.V., Gorinchem. Manager: SMS Towage Ltd., Hesse. 2019-05-7: *Marksmann (2)* - SMS Towage Ltd., Hesse. 2024-05-24: *Marksmann (2)* - Boluda Towage SMS Ltd., Hesse (UK) – subsidiary of Boluda Towage SLU., Valencia (Grupo Boluda). Manager: Boluda Towage Europe B.V., Rotterdam. 2024: renamed *VB Marksmann*.

mt. GUARDSMAN (3) (2020-now)

Built 1987 by Cantiere Navale Ferrari SpA., La Spezia (ITA). Yardnumber: 54. Keel laid: 01-1987. Shipyard: IMO 8521127. Dimensions: 26,84 / 26,00 x 9,12 x 3,90 m. Draught: 3,50 (hull) 5,37 (max) m. Tonnage: 245 GT – 40 NT. Main engines: 2x 6-cyl. Klöckner-Humboldt-Deutz SBV-6M-628. Output: 3.180 bhp – 2.339 kW at 1.000 rpm. Propulsion: 2x Aquamaster azimuthing thrusters in tractor configuration. Bollardpull: 40 tonnes. Speed: 11,4 knots.

History:

1987-06: *Germania* - Societa Rimorchiatori Riuniti SpA., Genova. 1995: *Tumak* - Big Shipping Ltd., Valletta. 1995-12: *ZP Tumak* - Kotug International



KINGSMAN ex *SIRAPINAR XV* was added to the Sanmar fleet in 2020. In 2022 to SMS as *KINGSMAN*

photo: Sanmar Shipyard





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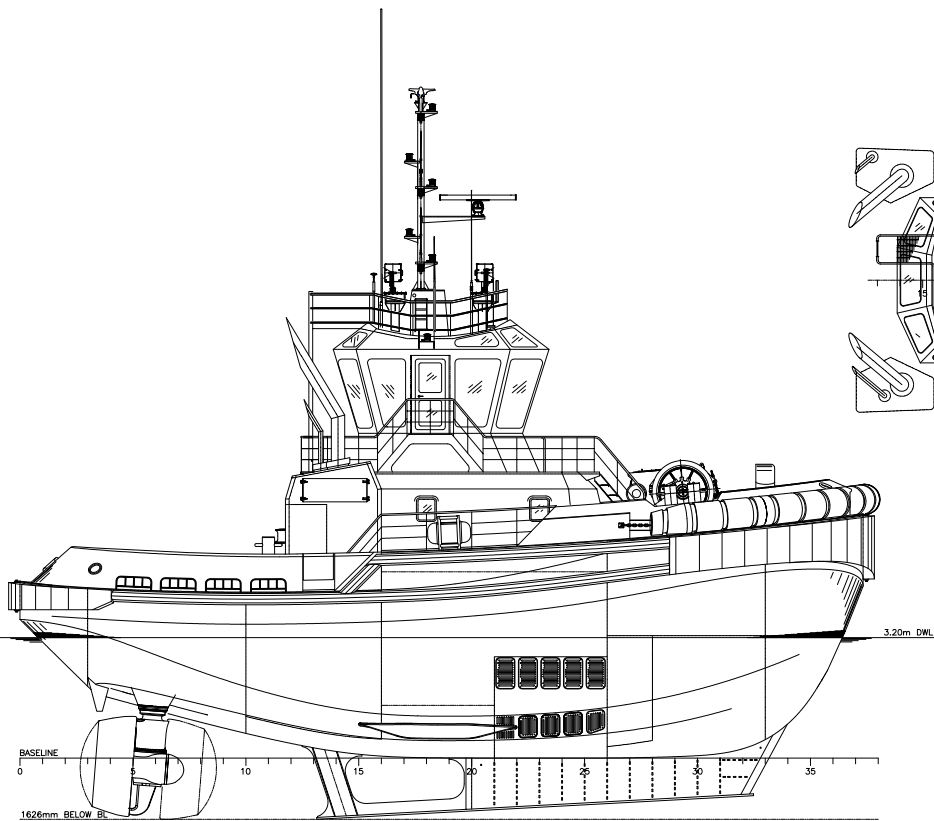
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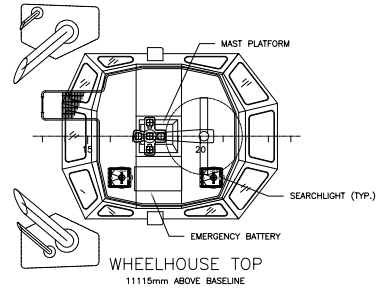
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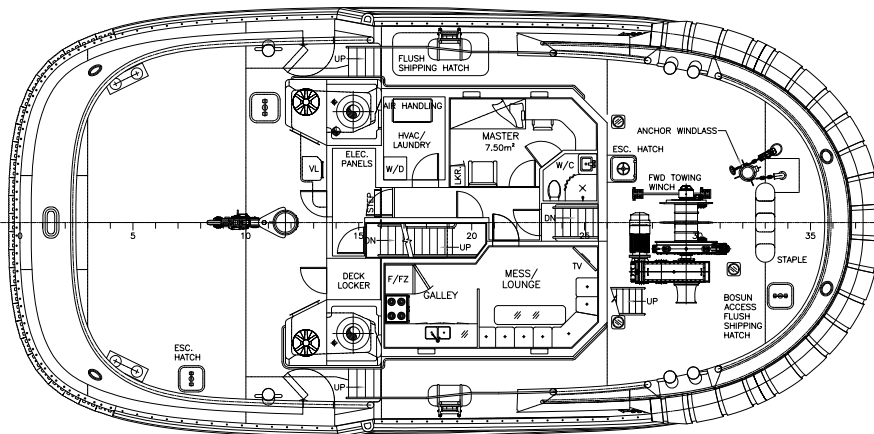
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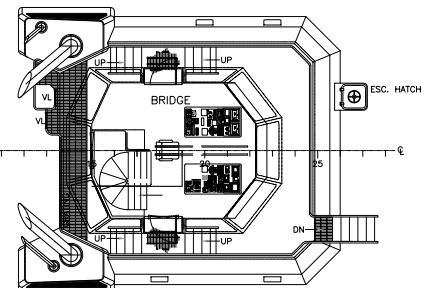
OUTBOARD PROFILE



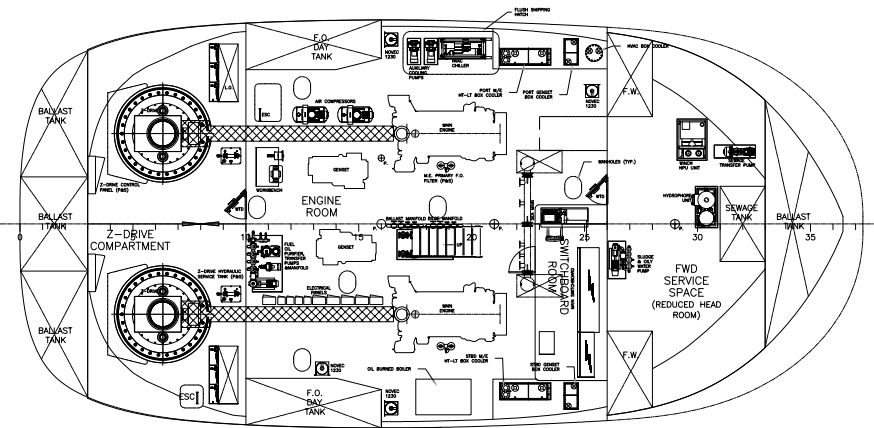
WHEELHOUSE TOP
11115mm ABOVE BASELINE



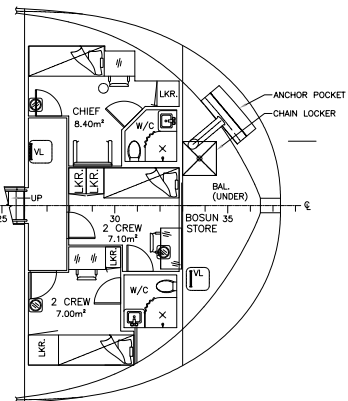
MAIN DECK PLAN



BRIDGE DECK
7550mm ABOVE BASELINE



HOLD PLAN



LOWER ACCOMMODATIONS
AND BOSUN STORE
3250mm ABOVE BASELINE



SIRAPINAR XIV (pictured) was sold to SMS Towage as TRUEMAN

photo: coll. Job van Eijk

Ltd., Nassau. 1997:07-15: *Tumak* - Rivier Maatschappij Richard III B.V., Rotterdam. Manager: Schleppreederei Kotug GmbH., Hamburg. 2010-03-28: *Tumak* - Rivier Maatschappij Richard III B.V., Rotterdam. On charter to: Iskestugs B.V., Velsen Zuid. 2010-07-30: *Telstar* - Pollux Tug B.V., Velsen Zuid. Manager: Iskestugs B.V., Velsen Zuid. 2014-05-30: *Sirius* - PKL Flotte PLC., Riga. Manager: Alfons Håkans Oü., Tallinn. 2020-11-19: *Guardsman* (3) - SMS Towage Ltd., Hessle. 2024-05-24: *Guardsman* (3) - Boluda Towage SMS Ltd., Hessle (UK) – subsidiary of Boluda Towage SLU., Valencia (Grupo Boluda). Manager: Boluda Towage Europe B.V., Rotterdam. 2024: renamed *VB Guardsman*.

mt. ROMAN (3) (2020-now)

Built 1999 by Cantiere Navale Ferrari SpA., La Spezia. Yardnumber: 228. Keel laid: 01-1999. IMO 9207106. Dimensions: 26,93(oa) x 9,12 m. Draught: 3.90(hull) – 5,20 m (max) m. Tonnage: 195 GT – 17 NT. Main engines: 2x 6-cyl. Klöckner-Humboldt-Deutz SBV-6M-628. Total output main engines: 3.428 bhp – 2.521 kW at 1.000 rpm. Propulsion: 2x Schottel azimuthing thrusters in tractor

configuration. Bollardpull: 46,5 tonnes. Speed: 12 knots.

History:

1999-03-24: *Alfredo Neri* (3) - Fratelli Neri SpA., Livorno (ITA). - 2018-01-01: *Momentum G* - Gigilinis Salvage & Towage SA., Thessaloniki (GRE). 2019-07-25: *Momentum G* - Greek-Euro Towage Maritime Co., Thessaloniki. Manager: Gigilinis Salvage & Towage SA., Thessaloniki. 2020-07: *Roman* (2) - SMS Towage Ltd., Hessle. 2024-05-24: *Roman* (2) - Boluda Towage SMS Ltd., Hessle (UK) – subsidiary of Boluda Towage SLU., Valencia (Grupo Boluda). Manager: Boluda Towage Europe B.V., Rotterdam. 2024: renamed *VB Roman*.

mt. LLOYDSMAN (2) (2021-now)

Built 2019 by Sanmar Denizcilik Makina ve Ticaret SA., Tuzla, Istanbul. Yardnumber: 189. Keel laid: 24-09-2018. Design: Sanmar Sirapinar (Robert Allan RAmports 2200-SX). IMO 9850513. Dimensions: 22,40 (oa) x 10,85 (mld) x 4,40 m. Draught: 3,15 m (hull) - 4,55 (max) m. Tonnage: 192 GT - 83 NT. Main engines: 2x 12-cyl. Caterpillar 3512-C. Total main engine output: 4.080 bhp – 3.000 kW at 1.600 rpm. Propulsion:

2x azimuthing thrusters in stern drive configuration. Bollardpull: 53,8 tonnes. Speed: 12,6 knots.

History:

2019-07-26: *Sirapinar VIII* - Sanmar Denizcilik Makina ve Ticaret SA., Tuzla, Istanbul. 2020-08: *Altair* (2) - PKL Flote PLC., Riga. Manager: Alfons Hakans AS., Tallinn. 2021-10-01: *Lloydsman* (2) - SMS Towage Ltd., Hessle. 2024-05-24: *Lloydsman* (2) - Boluda Towage SMS Ltd., Hessle (UK) – subsidiary of Boluda Towage SLU., Valencia (Grupo Boluda). Manager: Boluda Towage Europe B.V., Rotterdam. 2024: renamed *VB Lloydsman*.

mt. KINGSMAN (2022-now)

Built 2020 by Sanmar Denizcilik Makina ve Ticaret SA., Tuzla, Istanbul. Keel laid: 21-10-2019. Design: Sanmar Sirapinar (Robert Allan RAmports 2200-SX). IMO 9889021. Dimensions: 22,40 / 18,00 x 10,85 (mld) x 4,40 m. Draught: 3,15 m (hull) - 4,85 (max) m. Tonnage: 192 GT. Main engines: 2x 12-cyl. Caterpillar 3512-C. Total main engine output: 4.080 bhp – 3.000 kW at 1.600 rpm. Propulsion: 2x Schottel SRP 360-FP azimuthing thrusters in stern drive configuration. Bollardpull: 53,8 tonnes. Speed: 11,5 knots.



History:

16-07-2020-07-16: *Sirapinar XV* - Sanmar Denizcilik Makina ve Ticaret SA., Tuzla, Istanbul. 2020: Sanmar Towage. 10-11-2022-11-10: *Kingsman* - SMS Towage Ltd., Hessel. 24-05-2024-05-24: *Kingsman* - Boluda Towage SMS Ltd., Hessel (UK) – subsidiary of Boluda Towage SLU., Valencia (Grupo Boluda). Manager: Boluda Towage Europe B.V., Rotterdam. 2024: renamed *VB Kingsman*.



mt. RIVERMAN (2) (2022-now)

Built 2010 by Pirlant Yat Cekek Ithalat Ihracat San. ve Tic. Ltd. Sti., Tuzla-Istanbul. for account of Sanmar Denizcilik. Yardnumber: 20. Keel laid: 19-01-2009. Design Sanmar Ulupinar (Robert Allan RAmparts ASD 24/45). IMO 9513165. Dimensions: 24,40 (oa) x 9,15 (mld) x 4,00 m. Draught 3,00 m (hull) - 4,80 (max). Tonnage: 196 GbhpT - 136 NT. Main engines: 2x 12-cyl Caterpillar 3512-C. Total output main engines: 4.080 bhp - 3.000 kW at 1.800 rpm. Propulsion: 2x Rolls Royce US-155-FP azimuthing thrusters in stern drive configuration. Bollardpull: 52 tonnes. Speed: 12,5 knots.

History:

2009-06-15: *Ulupinar VI* - Sanmar Denizcilik Makine ve Ticaret Lid Sti, Istanbul. (launch name). 2009: *Ulupinar VI* - Sanmar Towage. 2010: *Arpas X* - Arpas, Istanbul.. 2017-12-01: *Med XXI* - Med Marine Pilotage & Towage, Istanbul.. 2018-05-08: *Multratug 9* (2) - Multratug B.V., Terneuzen. 2022-05-10: *Riverman* (2) - SMS Towage Ltd., Hessel. 2024-05-24: *Riverman* (2) - Boluda Towage SMS Ltd., Hessel (UK) – subsidiary of Boluda Towage SLU., Valencia (Grupo Boluda). Manager: Boluda Towage Europe B.V., Rotterdam. 2024: renamed *VB Riverman*.

mt. TRUEMAN (2) (2022-now)

Built 2020 by Sanmar Denizcilik Makina ve Ticaret SA., Tuzla, Istanbul. Keel laid: 13-06-2020. Design: Sanmar Sirapinar (Robert Allan RAmparts 2200-SX). IMO: 9908970. Dimensions: 22,40 (oa) x 10,85 (mld) x 4,40 m. Draught: 3,15 m (hull) - 4,55 (max) m. Tonnage: 192 GT. Main engines: 2x 12-cyl. Caterpillar 3512-C. Total output main engines: 4.080 bhp – 3.000 kW at 1.600 rpm. Propulsion: 2x Schottel SRP 360 FP azimuthing thrusters in stern drive configuration. Bollardpull: 53,8 tonnes. Speed: 11,5 knots.

History

2021-01-22: *Sirapinar XVIII* - Sanmar Denizcilik Makina ve Ticaret SA., Tuzla, Istanbul. 2021: *Sirapinar XVIII* – Sanmar Towage. 2022-10-17: *Trueman* (2)/SMS Towage Ltd., Hessel. 24-05-2024-05-24: *Trueman* (2)/Boluda Towage SMS Ltd., Hessel (UK) – subsidiary of Boluda Towage SLU., Valencia (Grupo Boluda). Manager: Boluda Towage Europe B.V., Rotterdam. 2024: renamed *VB Trueman*.

mt. TRADESMAN (3) (2023-now)

Built 2023 by Sanmar Denizcilik Makina ve Ticaret SA., Tuzla, Istanbul. Yardnumber: 226. Keel laid: 26-12-2020. Design: Sanmar Sirapinar (Robert Allan RAmparts 2200-SX). IMO 9875862. Dimensions: 22,40 (oa) x 10,85 (mld) x 4,40 m. Draught: 3,15 m (hull) - 4,55 (max) m. Tonnage: 192 GT. Main engines: 2x 12-cyl. Caterpillar 3512-C. Total output main engines: 4.078 bhp – 2.999 kW. Propulsion: 2x azimuthing thrusters in stern drive configuration. Bollardpull: 52,7 tonnes. Speed: 11,5 knots.

History:

2023-07-03: *Sirapinar XIV* (launch name) - Sanmar Denizcilik Makina ve Ticaret SA., Tuzla, Istanbul. 2023-09-01: *Tradesman* (3) - SMS Towage Ltd., Hessel. 2024-05-24: *Tradesman* (3) - Boluda Towage SMS Ltd., Hessel (UK) – subsidiary of Boluda Towage SLU., Valencia (Grupo Boluda). Manager: Boluda Towage Europe B.V., Rotterdam. 2024: renamed *VB Tradesman*.

Sources: *United Towing 1920-1990* – author: Alan Ford – published by Hulton Press in 1990. *Issues of Man to Man* – the Newsletter of the North British Maritime Group – several articles on United Towing and Specialist Marine services published in *Lekko International*. *Tugs of the World Register* – various issues. *Lloyds Register* – various years. *The offshore history books published by Ko Rusman & Herbert Westerwal*. Various press releases by Sanmar Shipyard. Documentation from the files of *Jasiu van Haarlem, Job van Eijk, Leen van der Meijden*.



SIRAPINAR XIV (pictured) was sold to SMS Towage as TRUEMAN

photo: coll. Job van Eijk





VB EMOTION, former RT EMOTION

photo: R.& F. van der Hoek

It is with sadness that we have to record the passing away at the age of 69 of a long-time friend

Robert (Rob) van der Hoek

1955-2024

Rob and his twin brother Frits had taken an early interest in the world of tugs, towing and offshore. So it was only natural they joined Lekko, the International Tug Enthusiasts Society established in The Netherlands in 1974. The first contribution to the Society were the photographs. As the Society developed Rob took an interest in the 'Maritime Shop' which supplied members with photographs, books, etc. at a discount. To this end he organised the photo offers, taking care of regular new offers as well as taking and processing orders. He did so for many years until internet digital took over from print.

Rob also was a member of the Lekko Board for several years.

Their annual holidays were often spend in the U.K. touring the various ports to photograph the tugs. At the same time a network of co-photographer was maintained while they also were known to many of the tug operators and shipyards. For Lekko they also participated in the Tug Conventions, attending the conferences and representing Lekko around the world. Rob's photographs also were shared with TugeZine.

Rob's life ended abruptly on 26 November when he died following a cardiac arrest. What remains are the photographs and memories.

Rob is survived by his brother Frits and sister Jitske.



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The 'Pallas' case

It was 1998. An ETV exercise followed by two casualties – an engine-room problem and a fire – put a strain on the responders and raised questions about the wisdom of multi-purpose ETV's. Two Specialist Marine Services vessels were also involved.

by Jan Mordhorst



A problem of NEUWERK is the shallow draught. In a choppy North Sea with a wave height of only 3,5 metres her rudder propellers come partly clear of the water
photo: Jan Mordhorst

Due to the decreasing number of tugs on permanent salvage stations along the German coast the German government by 1998 had taken over the duty for the protection of the North Sea shores against the consequences of shipwreck at sea. In the German sector of the North Sea from the East Frisian Island of Borkum in the west and the northern tip of the Island of Sylt the shores have to be protected mainly against oil and chemical pollution resulting from accidents or oil spills at sea.

The reason for the small and insufficient number of available salvage tugs was that shipping in general has become a lot safer in the recent years by improved traffic survey and technical development. The number of marine casualties - at least in coastal regions of the North Sea – was decreasing. On the other hand due to stiff competition among tugboat companies and due to the globalization of tugboat assistance in the seaports all available tugs in the ports are manned

and kept in service only for the purpose of assisting ships. There is hardly one tug in reserve for salvage or for rendering assistance after a casualty has occurred on the coastline some miles away from the basic port of the tugs. Many tugboat companies cannot afford high standby costs for their tugs anymore with only very vague prospects of worthwhile salvages.

The German government had built up a fleet of service vessels for the protection of the coastline that consists of a number of patrol vessels, oil skimming catamarans, survey ships and two big multi-purpose crafts that are designed for icebreaking, buoy-tendering, shipping police and salvage purposes in one. These two ships were *Mellum* and *Neuwerk*, the latter being put into service only in the summer of 1997. Because both vessels have been heavily criticised for the reason that they are able to perform tolerably in many duties, but in no respect were perfect in one of these, the government had chartered an additional salvage tug with a professional salvage crew on board to cover at least the salvage sector with an optimum of efficiency.



NEUWERK working up to the stern of BERGINA to hook up to the tanker's emergency towing wire

photo: Jan Mordhorst



This emergency towing vessel was at first for a couple of weeks the AHTS *Manta* and since March 1996 the big oceangoing salvage tug *Oceanic*.

Emergency Towing Exercises

Every other year the German transport ministry organized an emergency towing practice in the German Bight to train the people in charge ashore and the service ships' crews. One feature of these practices was that they are held with a real object, that means a chartered tanker as a training object. In 1994 this was the Norwegian *Polyclipper* (which was ballasted with water), in 1996 the Venezuelanian *Teseo* (for the first time fully laden with crude oil) and in 1998 it was the Norwegian *Bergina*.

Since the beginning of 1998 the newly founded German Coast Guard ('Kustenwache') was in charge of all vessels and personnel in connection with traffic survey and governmental duties at sea and so the emergency towing test in 1998 was conducted under the command of the *Kustenwache*. The date chosen was the 15th of October, a windy day with choppy seas and strong winds of 7-8 Bft and a wave height of 3,5 to 4 metres. Participants were the state-owned multi-purpose vessels *Neuwerk* and *Mellum*, the chartered and private-owned salvage tug *Oceanic* and the tanker *Bergina*. A selected group of shipping journalists and officials from the shipping authorities were on board the buoytender *Bruno Illing* as spectators.



OCEANIC crew clearing the tow line. The guide pins in the tug's bulwarks are raised. In the background *NEUWERK* standing by
photo: Jan Mordhorst

Bergina carried a full cargo of about 100.000 tons of North Sea crude oil. She lay at anchor some 1-7 miles west of the island Helgoland in the German Bight awaiting orders where to deliver the cargo. It was agreed with the owners of the tanker that the crews of the safety vessels and the tug were carrying out line-manoevres with the tanker within about ten hours' time. The planned scenario was that *Bergina* was drifting without power transverse to wind and sea towards the German coast. During the whole exercise the tanker was not to use either rudder or propeller at all.

Programme

The four situations to be exercised were:
A: *Neuwerk* arrives at the 'casualty'.

She approaches the bow and builds up a towline. Then she tows the tanker straight ahead, alters course 90° into wind and sea and - in a final manoeuvre - turns again into the opposite direction to the initial course.

- B:** After arrival of the safety vessel *Mellum* this ship will build up a towline at the bow of the tanker as well. Now both *Neuwerk* and *Mellum* are towing the tanker on a constant course. After that both vessels are disconnected.
- C:** Since *Bergina* is fitted out with an emergency towing gear according to IMO resolution A 535 (13) part C of the scenario was able to be carried out. The emergency towing gear is to establish a towline in difficult conditions like heavy weather. *Neuwerk* takes the emergency towline from the stern of the vessel and tows over the stern on a constant course.
- D:** After disconnecting *Neuwerk*, *Oceanic* moves to the bow of the tanker and connects a towline. At first *Oceanic* tows on a constant course after that she turns 90 degrees into wind and sea and finally another turn of 90 degrees into the opposite direction. This should be the final operation.

The "Bergina" exercise

The towing test was to start at 06.00 hrs local time but since there was strong wind of about 7-8 Bft and a swell of about 3,5 metres the captain of *Bergina* called off all the proposed parts of the towing test for safety reasons except part C. Since his ship was fully laden with crude and there was a big swell



MELLUM managed to tow *PALLAS* on a towline made up from propylene mooring lines on board the casualty
photo: Jan Mordhorst





OCEANIC answering the may-day of RUBY XL heading out to sea running full speed into the swell

photo: Jan Mordhorst



The burning PALLAS drifting in the North Sea, abandoned by her crew

photo: Bundesgrenzschutz-See

he regarded the work of his crew on the fo'cs'le not without risk and he decided not to weigh anchor. The ships were welcome to take the emergency towline at the stern while the tanker was at anchor. Therefore, a messenger line was to be shot over with a line gun. The coordinator of the towing test, Captain Klaus Schroh from the German Maritime Authority, accepted and so *Neuwerk* first and then *Oceanic* took over the line from the tanker, both without problems, connected it to their towing wires, made distance to the tanker without pulling and were disconnected again. *Mellum* did not carry out a line manoeuvre this time.

Two days later when the weather had calmed down and the sea was almost flat the parts A and B of the towing test were carried out. This time *Oceanic* was not on the scene. After all it was a bit disappointing that there was no chance to practice a towline connection in rough weather conditions at the bow of a drifting ship which would be an essential part of such an event and what would have been an excellent training. But Klaus Schroh was satisfied with

the results of the tests under the given conditions. Nobody knew then that only a few days later exactly this manoeuvre, the connection of a solid towline in adverse weather conditions, would fail in a real case, when the burning wood carrier *Pallas* drifted ashore off the North Frisian island of Amrum.

Drifting bulker

But before we come to the *Pallas* another salvage story has to be told: In the night of October 24 to 25 the tug *Oceanic* which was on standby off Helgoland was alarmed by the German Coast Guard. The bulk carrier *Ruby XL*, Cypriot flag, was drifting in heavy swells and strong winds north of the West Frisian Island of Terschelling. The ship had an engine failure which the crew apparently could not repair by own means. The casualty was drifting in the Dutch sector of the North Sea but since the lug *Waker* of the Dutch Coast Guard was not available, *Oceanic* was called to the scene. The tug rushed with high speed through the choppy North Sea to the assistance of the ship and arrived at *Ruby XL* in the morning of October 25. In the meantime the owners of *Ruby XL* had

agreed a salvage contract with a salvage company which had chartered the anchor-handling tug/supply vessel *Alex Gordon* from their managers **Specialist Marine Services (SMS)** of Hull, Great Britain. This vessel left England immediately but was still some hours away when the wind direction changed to west to northwest and the weather was deteriorating. *Ruby XL* now drifted towards the coast.

The captain of the casualty now wanted *Oceanic* to take his ship in tow and bring her to Butzfleth at the lower Elbe river, the destination of some 40.000 tons of bauxite in the holds of the ship. On Sunday morning, 25 October, the towline was connected and *Oceanic* started to tow eastward to the Elbe estuary. Because the weather really was getting worse the tow turned upwind in the night to avoid the heavy swells rolling into the tow from behind, turned again next morning, and arrived at the destination Butzfleth on Monday evening, 26 October. In the German Bight the salvage company, which had also chartered the Dutch *Waker* in the meantime, insisted in fulfilling the salvage contract with the *Ruby XL* and wanted to take over the tow from *Oceanic*. But this was strictly denied by the German authorities because there was no reasonable cause to change the tugs in bad weather out at sea as long as there was a solid towline from the casualty to a powerful and professional salvage tug. *Waker* turned away and returned to Den Helder.

Originally it was planned that in more sheltered waters in the river Elbe *Ruby XL* was to be taken over by harbour tugs which would bring her to her final destination Butzfleth some 20 miles upriver. But when the tugs *Bugsier 14* and *Bugsier 15* were connecting as steering tugs in the outer Elbe, both towlines snapped in the heavy seas after only a few minutes. So it was agreed that *Oceanic* would tow *Ruby XL* upriver to Butzfleth and only there hand her over to harbour tugs. At 18.00 hrs *Oceanic* was released from the casualty and proceeded back to her standby station near Helgoland.

The "Pallas"

In the meantime, in the afternoon of Sunday, 25 October, the Italian freighter *Pallas* went on fire off the Danish coast.



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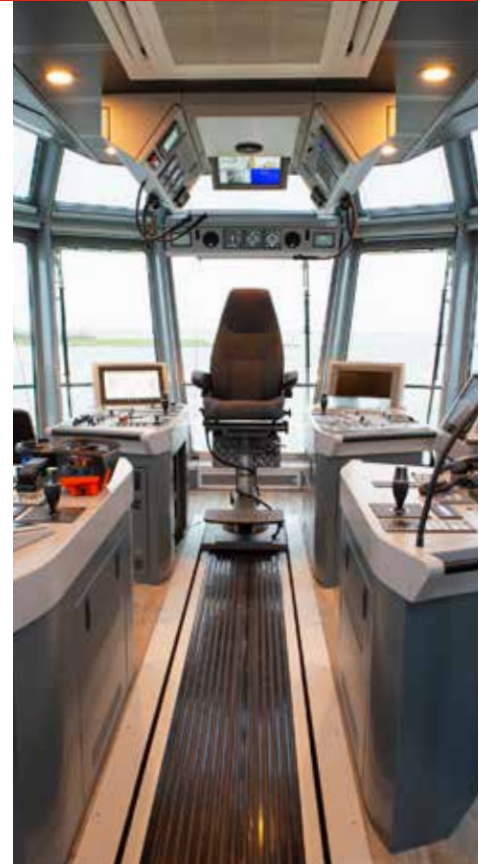
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By unknown reasons but probably by self-ignition the cargo of some 2.500 tons of cut wood had caught fire. *Pallas* was on a voyage from the Swedish port of Hudiksvall on the Baltic Sea to Casablanca in Morocco. After passing Cape Skaw *Pallas* encountered the bad weather that had already made the tow *Oceanic / Ruby XL* turn around and go upwind. Big waves were hitting *Pallas* on her southerly course and the heavy rolling of the ship might have caused friction between the packages of wood in the holds which may have ignited the cargo. After efforts to extinguish the smoulder had failed the crew had issued a 'mayday' call, and they were lifted ashore by Danish and German Navy helicopters after they had jumped overboard from their burning and heavily smoking ship. By the night most parts of the deck cargo were fully ablaze. One crewman died presumably of a heart attack when he jumped overboard.

On Monday morning the burning *Pallas* was drifting in a southeast direction in the north-westerly storm. The German Coast Guard was alerted and *Neuwerk* which was accompanying the tow *Oceanic / Ruby XL* was called to assist *Pallas*. The first German Coast Guard vessel on the scene, however, was *Meerkatze*, a fishery protection ship that had no firefighting and towing equipment on board. But *Neuwerk* was not too far away and arrived on the scene on Monday morning, and in the afternoon also *Mellum* was on standby at the burning and drifting *Pallas*. By this time *Oceanic* was still on her way to Butzfleth with her tow.

"Neuwerk" fails

Shortly after *Neuwerk* arrived at *Pallas* her crew tried to connect a towing wire to the casualty. Four crew of *Meerkatze* were airlifted to the fo'cs'le of *Pallas* to help with arranging the towline. But the four people on board the dead ship were not enough to pull up the towing wire. It fell into the water and a messenger rope fouled one of the two rudder-propellers of *Neuwerk*. With only very restricted manoeuvrability and with only one rudder-propeller left, *Neuwerk* had to turn away and head for Cuxhaven to clear the propeller. Now *Oceanic* was called to the scene to assist in the firefighting and she arrived in the morning of Tuesday, 27 October, at the drifting ship which now

stood some 17 nautical miles west of the island of Amrum.

"Mellum" loses tow

Meanwhile *Mellum* tried to connect. The only thing the four people on the fo'cs'le of *Pallas* could do was to let out the mooring ropes which were stowed in their lockers in the fo'cs'le and with these it was managed to establish a first towline to *Pallas*. Carefully, *Mellum* started to pull. Everyone knew that this towline was extremely fragile because it were only mooring ropes made of polypropylene, a material light and easy to handle which is used for the mooring of ships all over the world. But at first the ropes stood the pull and with a speed of four knots the tow headed for Helgoland. There, in more sheltered waters, *Pallas* would be put to

anchor again to build up a solid towline with a steel wire for the final tow to the destination Cuxhaven. Here, everything was being prepared for the arrival of the still smouldering ship. When, after hours, the tow still proceeded in spite of high seas and strong winds, people started to believe that the salvage of *Pallas* was almost done. One can easily guess the big disappointment, when, after sixteen and a half hours of towing, the towline finally broke at 12.20 hrs and *Pallas* started drifting again.

"Alex Gordon" fails

In the night before the Canadian-built anchor-handling tug/supply vessel *Alex Gordon* had arrived on the scene. The Italian owners of the ship had arranged a professional salvage contract Lloyd's Open Form with the British operator



ALEX GORDON (1975 – 63 x 14,7 m – draught 4,3 m – 7.200 bhp – 75 ttp) was chartered from Specialist Marine Services for the salvage of *RUBY XL* and later involved in the *PALLAS* case

photo: coll. Job van Eijk



Specialist Marine Services *ENGLISHMAN* was involved in the *PALLAS* case but had to abandon the attempt when she herself hit the seabed in the heavy swell

photo: R. & F. van der Hoek





Shortly after stranding PALLAS broke her back

photo: Frank Behling



The jack-up platform BARBARA was a solid working base to properly extinguish the fire and unloading the cargo

photo: courtesy Wijsmuller Salvage

Specialist Marine Services, the managers of *Alex Gordon*. The vessel had been sent out from her base in England to assist *Ruby XL* -which had failed - and so she was in the area when *Pallas* was in distress. She now tried to connect the torn ends that were hanging from *Pallas* to her own towing gear. This failed.

“Neuwerk” crew anchors “Pallas”

Ivlore and more the salvage team stood under time pressure. *Pallas* was drifting with three knots towards the coast which was at this stage about 15 miles away. A helicopter was called again to transfer another crew to the casualty. Because wind and seas were very high it was agreed not to try another towing connection but to drop the anchor of the ship in order to stop drifting. Under infernal conditions the bosun of

Neuwerk, which was back on the scene after clearing the fouled propeller, managed to reach the fo'cs'le of *Pallas* by helicopter, unlocked the chain and let go the port anchor. This was done at 17.20 hrs on 27 October. Distance to land: only seven miles! In fact the *Pallas* now stood exactly west of the later stranding position in a distance of about five miles.

“Alex Gordon” tries again

The anchor gripped into the sand and the eastward drift of the ship came to an end. New possibilities of salvage were discussed now and it was agreed that *Alex Gordon* should be given another try. *Alex Gordon* was fitted out with chain-chaser gear which is used when pennant wires are torn off from anchors of semi-submersible drilling rigs. Either a ring or a hook is used to follow the chain by

sliding along the chain from the rig to the anchor. Then the anchor on the chaser hook can be hoisted with the tug's own winch. This was now tried on the chain of *Pallas* but it had to be given up because the hook jumped off the chain several times due to the heavy swell.

“Oceanic” called to assist

With *Pallas* now at anchor *Oceanic* was called in to try to make a towline. A helicopter was called again to transfer a crew to *Pallas*. The ship's position now was on a water depth of around ten metres, more or less exactly on the ten-metre-line. *Oceanic* had a draught of 6,30 metres and with a wave-height of around 4 metres there was the danger of hitting the ground. So the possibility of using *Oceanic* in the salvage of *Pallas* was gone now. *Mellum* (draught: 5,20 meters) should try again.

“Mellum” tries again

A Sea-King helicopter arrived on the scene at 11.17 hrs on Wednesday, 28 October, and transferred five crew to *Pallas*: the Chief Mate of *Oceanic* and four crew of *Mellum*. When they arrived on the fo'cs'le of *Pallas* the *Oceanic*'s Mate, a professional salvage man, made a surprising discovery: he found a steel wire in the bosun's store, around 200 metres long and well-greased! This was more than they could expect. When it was possible to low *Pallas* with two polyprop-ropes at least for a certain time, the more they would be able to do this with a steel wire. The problem was to pull up a steel wire from a tug to *Pallas* by hand - but to let out a wire which already was on deck could possibly be done. The heavy wire which weighed around one tonne was handed up the deck metre by metre, and within two hours of hard work it was rigged. At 14.18 hrs the wire was let out and connected to the towing wire of *Mellum*. The crew on *Pallas* started to burn off the anchor chain and ten minutes later the chain was gone. *Mellum* towed with tree knots, course: Helgoland.

Towing wire gone!

Eight minutes later the wire broke. Nobody knew why it broke but this was a fact and *Pallas* started drifting east again. Wind force nine to ten Bft, wave-height five metres. The crew on board *Pallas*, wet all over, knew what to do now and they did not hesitate: the starboard



anchor, the only one left on the ship, was let go and six lengths of chain were paid out. This time the anchor did not hold in the ground and *Pallas* was slowly drifting in direction of the sandbanks off Amrum. It is not known when exactly the *Pallas* hit ground but this must have been in the early hours of Thursday, 29 October. It was noticed that the echo of the ship on the radar screen did not move further east which either could mean that the anchor had gripped again or she was aground. With rising tide the ship moved eastward again, a clear sign that she had been aground but was lifted off by the rising tide again before stopping again on the next bar.

“Englishman” tries

When the storm abated a little later *Alex Gordon* and the anchor-handling tug *Englishman* of **Specialist Marine Services**, newly arrived on the scene, attempted to tow *Pallas* free of the sandbanks. They managed to connect steel wire towlines suited for towing to both *Englishman* and *Alex Gordon*. But this also had to be given up because *Englishman* hit the ground when towing.

One day later it was noticed that there was a sharp bend in the ship’s hull some metres forward of the superstructure. This was a clear sign that the hull had cracked and water had started to flood the holds. Small amounts at first and a thick oil slick later escaped from the ship and drifted towards the shores. Thousands of seabirds - environmentalists speak of some 16.000 birds - were killed by about just fifty tons of oil. The fate of *Pallas* was sealed.

Wijsmuller is contracted

A couple of days later the American company **Titan Marine Industries**, Fort Lauderdale, and the Dutch company **Wijsmuller Salvage** were contracted to extinguish the still smouldering fire on the hatches of *Pallas* and to remove about 600 tons of bunker oil and diesel from the wreck. Also, the heavily oiled remains of the wood cargo was to be removed from the holds. The jack-up platform *Barbara*, formerly owned by the German Navy, was chartered and towed from Rotterdam to the grounding position of *Pallas*, some seven miles southwest of the southern tip of the island of Amrum. *Barbara* was jacked up alongside the wreck and was used as a

fixed working base. The fire was finally put out after it had been burning for four weeks and removal of the oil and the oily wood planks was finished on 10 January, 1999. It was considered to remove the wreck of the *Pallas* but only two weeks after the stranding the wreck started to sink into the sand so that a removal would be very expensive. This could cost another 12 million D-Mark on top of the firefighting and removal costs which had reached 12 to 14 million D-Mark by then. The insurance of *Pallas* was a limited cover to pay up to 3,3 million D-Mark, the rest has to be paid for by the German Government, meaning the taxpayers.

Editor’s Note:

The story above was published in Lekko International 116, March-April 1999. At the time the above report was written the outcome of the official government enquiry was not available. The report which was published in due course revealed insufficient communication – local as well as inter-government, availability of equipment, and lack of government powers to enforce certain measures not taken because of different interpretation of the circumstances – and the law at the time being not in line with what was required to take more adequate action.

Regarding towage capability it transpired that at the time - 26–30 October 1998 – 79 tugs were operating in the area of the German Bight. The Verein Bremer Seeversicherung calculated that the minimum required bollard pull was 34 tbp. That left 31 to be considered. Of those the mobilisation distance for 14 was to great. A further 7 had a 7 Bft limit for any work to be done other than a straightforward tow. Of the 10 remaining two belonged to the

Bundesmarine (Navy) over which Schleswig-Holstein had no jurisdiction. Five of the remaining 8 were shiphandling only. That left only the two multi-purpose vessels and (later) OCEANIC. The Verein Bremer Seeversicherung also stated that MELLUM and NEUWERK were indeed only emergency towing only vessels with OCEANIC being the best option as a dedicated salvage tug.

The report also concluded that the available crews on location were insufficient in numbers for the initial salvage attempts. It also was considered unusual for crewmembers of MEERKATZE – which were not trained for salvage and towage work at all – to be winched down on PALLAS to make the initial connection. Furthermore, insufficient communication between NEUWERK, MEERKATZE and de crew on board PALLAS contributed – but was not conclusive- to the failure of the first attempt

Furthermore the cooperation between the civil and military authorities in the Coastguard Centre Nordsee was not optimal and the On-Scene-Commander had insufficient legal backing to enforce decisions.

The entire report – over 600 pages – was published in 2000 by the Schleswig-Holsteinischer Landtag. The ‘Beschlussempfehlung des “Pallas“-Untersuchungsausschusses’ – in the German language - can be found on the internet.

Today’s situation is far better as a result of the above findings – which based on the situation at the time may or may not have prevented the final outcome with the stranding and breaking up of PALLAS.- with dedicated powerful (salvage) tugs operating in Germany.



NORDIC is the dedicated current German ETV on station in the German Bight

photo: coll. Job van Eijk



Regional Singapore



BOKA GUARD undergoing maintenance and a paint job at Singapore's ST Marine Shipyard, October 2024

photo: Maasmond Maritime / Piet Sinke



KST SKY at Singapore. Built 2008, 27,90 (oa) x 9,00 (mld) m, 45 ttp

photo: Maasmond Maritime / Piet Sinke



KST SUPER (ex SKY 312) operating off Singapore, 8 October 2024. Built 2008 by Keppel Batangas

photo: Maasmond Maritime / Piet Sinke

Tug News – New Tugs

A selection of news from the world-wide towage industry and its suppliers. Your news, press releases and photos is always welcome and can be sent to tugdoc@upcmail.nl

by TDI Tugboat Publications

Sanmar Update

Sanmar has built and delivered one of its best-selling Bogacay design tugboats for the Turkish tug operator **Marin Tug**. The two companies have enjoyed a successful commercial relationship for almost two decades, starting in 2006 when Sanmar delivered two 45-ton bollard-pull twin screw tugs to Marin Tug.

The latest tug, named *Inceburun* is much more powerful and part of Sanmar's new era range of technologically-advanced, innovative and environmentally-friendly tugboats. An example of the most advanced Bogacay MK II design, *Inceburun* is based on the exclusive-to-Sanmar RAmports 2400SX-MKII design from Canadian naval architects Robert Allan Ltd, and can achieve a bollard pull of at least 70 tonnes and a free running speed of 12,5 knots.

The new versions of the continually evolving Bogacay series offer varying bollard pull capacities of 60, 70, or 80 tonnes depending on the propulsion system chosen. The design enables optimal efficiency in shiphandling duties for seagoing ships



INCIBURUN is a Sanmar newbuild for Marin Tug

photo: Sanmar Shipyards

and emphasises low-manning operation with advanced machinery automation. A wider beam compared to similar-sized tugs

enables greater performance and stability. Dimensions are 24,4 (oa) x 12 (mld) x 4,5 m with a draught of 5,45 m. *Inceburun* is fitted with firefighting gear to FiFi-1 standard.

Established in 1998 and headquartered in Istanbul Marin Tug operates out of several Turkish ports offering offshore towage, salvage and emergency response services, along with harbour towage and pilotage.

Rüçhan Çıvgın, Commercial Director of Sanmar Shipyards, said: "Over many years we have enjoyed a mutually beneficial relationship with our friends at Marin Tug and I am delighted that they have once again chosen us to provide the modern, technologically-advanced, efficient and environmentally-aware tugboat they need to further their successful business."

Another one

Sanmar recently signed a contract with a new customer. **Port Flot Burgas**



Artist's impression of the new tug for Port Flot

artwork: Sanmar Shipyards





GOLDEN BLESSED is currently in the Port Flot fleet

photo: Port Flot Burgas



MEGREZ is another tug in the current Port Flot fleet

photo: Port Flot Burgas

is one of Bulgaria's leading towage companies. The new multi-purpose tug will join its fleet providing services in the Bay of Burgas.

The new tug is named *Bogacay LXXXI* while under construction. It will be based on the Sanmar / Robert Allan RAMPARTS 2400SX-MKII design. Port Flot Burgas has been operating at the port 24/7 for 35 years. It services the 41 km wide Bay of Burgas on the Black Sea, including at shipyards, an oil port, Port

Bulgaria West, BMF Port Burgas, KRZ Port, and the Nessebar passenger port.

Dimitar Hristov, CEO of Port Flot Burgas said: "This investment reinforces our commitment with the ports in the Burgas Bay to providing modern and powerful world-class towage services. The new partnership with Sanmar shows that we are ready to respond to the maritime business' changing requirements and meet the needs of our customers."

Dimensions are 24,4 (oa) x 12 (mld) x 4,5 m with a draught of 5,45 m. The stern drive tug will have accommodation for a crew of six. Its bollard pull over its stern will be 70 tonnes minimum with a free-running speed of 12 knots. The two main engines will meet stringent IMO Tier III emission standards, and advanced machinery automation will optimise efficiency. Fuel capacities will include 77,900 litres of fuel oil, 11,500 litres of potable water and a 7,700-litre foam tank. The tug is scheduled for delivery in August 2025.

Rüçhan Çıvgın, Commercial Director of Sanmar Shipyards, said: "I am delighted that Pprt Flot Burgas has chosen us to provide the technologically-advanced, multi-purpose tug they need. We also thank Arena Offshore for their cooperation and contribution during the negotiations".

The current tug fleet of **Port Flot Burgas** consists of five vessels:

- *Golden Blessed* – built 2001 Batamec Shipyard - 292 GT – 30,5 (oa) x 9,9 m – Draught 4,6 m max – 2x 2.100 hp Caterpillar.
- *Golden Horse* – built 1989 Argos Engineering - 215 GT – 28,0 (oa) x 8,0 m - Draught 3,2 m max. 2x 1.215 hp Detroit.
- *Golden Star* – ex *Dubhe* – built 1991 Promet Pte Ltd - 220 GT – 28,0 x 8,0 m – Draught 3,2 m max – 2x 1.200 hp Detroit.
- *Megrez* – 215 GT – 28,0 x 8,0 m – Draught 3,2 m max. – 2x1.200 hp Detroit.
- *Palada* – built 1982 Gorokhovetskiy Sudost - 150 GT – 29,0 (oa) x 8,0 m – Draught 3,0 m max – 2x 600 hp Russki.

Apart from Port Flot two further tug operators have vessels available in the area.

Two for Coastal Safety

On 31 December, 2024, Sanmar delivered a further tow tugs to the **Turkish Directorate General of Coastal Safety "DGCS"**.

The sisters *Bogacay LXIX* (delivered as *Kurtarma 19*) and *Bogacay LXX* (delivered as *Kurtarma 20*) – yard numbers 348 and 349 - were constructed at Sanmar's eco-friendly Altinova Shipyard. They are based on the Sanmar / Robert Allan RAMPARTS 2400SX-MKII design. The tasks for these boats include emergency



Regional



The Eurocarrier 2409 design HARRIS seen here on 1 March, 2025, at the start of her delivery trip to Ardersier was constructed by Neptune, Aalst, The Netherlands. Operator Haventus is redeveloping Ardersier Port, the former McDermott offshore fabrication yard in the Moray Firth. Haventus is a privately-owned energy transition facilities provider, that identifies, redevelops, and manages strategic sites to enable the offshore renewable energy sector to develop at scale

photo: F. van der Hoek



The Skylift Marine tug FEIJE - a Damen Stan Tug 1906 - left Rotterdam on 28 February, 2025, towing SKYLIFT 2 - a 250-tonne rotating sheerleg crane. Skylift is a Dutch company - a subsidiary of the Ravestein Shipyard at Deest. The tug is homeported at London

photo: F. van der Hoek



WALRUS II arrived 26 February, 2025, from Noord-Holland towing WAGENBORG BARGE 15

photo: F. van der Hoek



SEVERN SUPPORTER - a Damen Multi Cat 2209 - arrived at Rotterdam 23 February, 2025, in from the Wessterscheldt. The vessel is currently operated by Jersey Ports

photo: F. van der Hoek



DMS CONDOR on 27 February, 2025, arriving from the English South Coast at Rotterdam towing TERRA MARIQUE

photo: F. van der Hoek



Sanmar VP Cem Seven presenting a commemorative plaque to Turkey's Minister of Transport and Infrastructure, Mr. Abdulkadir Uraloglu

photo: Sanmar Shipyards

response, emergency towage, regular towing and fire-fighting. The tugs are powered by two Caterpillar 3516-E main engines each producing 2.200 Kw at 1.600 rpm to achieve an impressive bollard pull ahead of at least 77 tonnes.

Specifically designed for optimal efficiency in ship-handling duties for sea-going ships, the tugs' wide beam enables greater performance and stability, even in harsh weather or challenging rescue operations. The design also emphasises low-manning operation, with advanced machinery automation utilizing the latest technologies to improve efficiency and minimise environmental impact during operation.

At the end of 2023 Sanmar had already delivered two powerful eavy-duty tugs - *Kurtarna 17* and *Kurtarma 18* to the Directorate General of Coastal Safety.

The December 31st ceremony was attended by, amongst others, Turkey's Minister of Transport and Infrastructure, Mr. Abdulkadir Uraloglu; the Chairman of the Chamber of Shipping, Mr. Tamer Kiran; the Governor of Yalova, Mrs. Hulya Kaya; the Chairman and Director General of Directorate General of Coastal Safety, Mr. Mustafa Bankaoglu; and the Director-General of Maritime



Cutting the ribbon for the naming of the *KURTARAMA* tugs by the assembled guests

photo: Sanmar Shipyards

Affairs, Mr. Unal Baylan. Speaking at the event held at Sanmar's Altinova Shipyard, Minister Uraloglu said: "Today, we are talking about a Türkiye that is among the leading countries in maritime trade. When we look at maritime trade, our Turkish-owned merchant fleet of 1.000 GT and above ranks 11th in the world. Our 2025 target is to carry this success even further and make Turkey one of the top 10 countries in the world rankings. Again, the amount of cargo handled at our ports reached 521 million tons in 2023, an increase of approximately 2,5 times in the last 22 years. Container transportation, on the other hand, quadrupled in the same period, reaching 12.6 million TEU."

Following the speeches, Mr. Uraloglu was presented with a plaque by Mr. Cem Seven, Chairman of the Ship, Yacht & Marine Services Exporters Association and Vice Chairman of the Sanmar Shipyards, and a ribbon cutting ceremony was held. The Minister and other distinguished

guests then toured *Kurtarma 19* and participated in a photo shoot.

Big Deal

Boluda Towage and Med Tug are in the process of merging their operations. In the deal Boluda has a 51% stake while Mediterranean Shipping Co. (MSC) will be the other partner with 49% in Boluda Towage which is the value of Med Tugs fleet.

The deal will add 180 tugs to the Boluda fleet which will by then be the biggest tug operator in the world. Boluda thus will remain in control managing the assembled fleet. At the same time Boluda thus gains a valuable client in the form of MSC.

MSC build up its fleet by acquiring newbuild and second-hand vessels as well as entire companies like Italian Rimorchiatori Mediterranei. Boluda likewise gobbled up some companies. In 2024 alone it took control of SMS Towage (U.K.), Les Abeilles International (France), Resolve Marine's Gibraltar business and Xpila Hinaus Bogsering.



VB PUMA ex MED RIGEL ex VEHINTICINCO seen 8 May, 2024

photo: R. & F. van der Hoek



P&O Maritime Logistics

has added *P&O Africa* to its fleet. The 32-m tug was constructed by **Med Marine** as yard number ER-135 at its Eregli Shipyard.

The tug is a Med-A3200 Robert Allan RAStar 3200-W design. Dimensions are 32 x 10 m with a draught of 6 m. The stern drive tug has a bollard pull of 80 tonnes and a maximum speed of nearly 13 knots. It is equipped to FiFGI-1 standard.

Vernicos-Scafi

On 12 February, 2025, Med Marine launched a MED-A2500 Robert Allan RAStar 2500-W design tug which will be delivered to the Vernicos-Scafi Group. Bollard pull will be around 75 tonnes and the tug is fitted for FiFi-1 fire-fighting. The towing winch is located on the fore deck while on the aft deck a tow hook and capstan are fitted.

Vernicos-Scafi was established in the first half of 2019 – a joint venture of Vernicos and Scafi Società di Navigazione S.p.A of Italy. This joint venture came about after the decision of the Italian group to invest in the Greek company.



MED POLARIS seen 11 June, 2022, in Rotterdam Europort

photo: Ruud Zegwaard

The company operates mainly in Piraeus area, but is also active in Thessaloniki, as well as in other Greek ports (Lavrion, Mykonos) and Saudi Arabia.

Scafi Società di Navigazione S.p.A. was founded in 1955 by Salvatore Cafiero and today is among the leading Italian companies in harbour towage. It offers specific and tailored services for ports and terminals of various kind, including containers, LNG and Oil &

gas. The group directly employs around 200 people. The group is currently operating in four countries through its subsidiaries: in Italy (ports of La Spezia, Savona-Vado and Gioia Tauro), Croatia (Rijeka, Plomin, Pula and Zadar), Morocco (New Port of Safi), and now in Greece (Piraeus and Thessaloniki). Both Vernicos and Scafi have a long family heritage in the towage business and this joint venture also coincides with a handover between generations.



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The Jacket was the key element in the **Britannia Project**, the installation in August 1997 of a large gas platform in 136 metres of water in the North sea, 130 nm North-East of Aberdeen. Operator of the platform was Britannia Operator Ltd, a company jointly operated by Chevron and Conoco. The expected field life was 30 years. The contract for the engineering, transportation and installation of the substructure (the jacket), piles, integrated deck, five modules and a flare boom was awarded to Heeremac v.o.f., Leiden, The Netherlands.



The jacket itself was constructed by Dragados at Cadiz, Spain. The barge INTERMAC-627 was prepared for the transport and launch in Rotterdam and was towed to Spain by Bugsier's OCEANIC. The 20.750 tonnes 160 m long jacket was loaded and towed by Specialist Marine's ENGLISHMAN and Heerema's RETRIEVER to the location. Here three tugs were connected to the jacket, as well as two from the crane barge DB-102. The barge was flooded and the jacket launched. The crane barge then positioned the jacket at the exact location. Twenty anchor piles totalling 11.000 tonnes had been ferried to the location by Anchor Marine's barge AMT TRANSPORTER behind the U.R.S. tug ALPHONSE LETZER. The longest of these piles had a length of 126 m.

With the jacket secured by the anchor piles installation of the various modules began. First was the integrated (base) deck. The 10.400 tonnes nit was transported on the Heerema barge H-114. For this load it was necessary to reduce DB-102's deck load. This material was transferred to the Heerema barge H-115, towed by FAIRPLAY IX. Next, Heerema's H-404 towed by Klyne's ANGLIAN DUKE arrived with the drilling substructure 2.030 tonnes and top section (2.030 tonnes total) plus the drilling module (2.180 tonnes). The drilling derrick itself had been produced in France and was transported to the Tees fabrication site by SEEPONTOON 2 with the German tug MERCUR.

Next, H-106 arrived towed by Klyne's ANGLIAN EARL carrying the drill pipe-rack module (2.100 tonnes). The 2.200 tonnes helideck and accommodation module arrived on H-113 behind JIM KILABUK. The final piece of the platform was the 120 m 780 tonnes flare boom brought from Teesside aboard the barge UR-111 towed by the U.R.S. tug FIGHTER

(note: the info about this platform was taken from an article in 1998 in Lekko International 109 by Erik Zijlstra)



Specialist Marine Services' ENGLISHMAN towing the barge INTERMAC-627 carrying the BRITANNIA jacket. The other tug - Heerema's RETRIEVER - is not visible in this picture

photo: Fotoflite - courtesy Specialist Marine Services