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TUGS TOWING & OFFSHORE NEWS SPECIAL

“The story of 6 tugboats built in Germany”

By Osman Öndes



Despite all these ship types, there are almost thousands of tugboat enthusiasts in the world. They have set up their own website in the links and if you follow it, you will see photos and descriptions of tugboats from side wheel tugboats to recent years.

The busiest tugboat in Turkey was used in the port of Istanbul in the last century of the Ottoman Empire. The first of these were side-wheel tugboats, and until the Republican era, all of them had foreign flags and their owners were completely foreigners!



The tugboat towing a tug is in front of Ahırkapı Lighthouse. Painter: Michel Zeno Diemer.

The importance of barges and tugboats, which are indispensable for life in the port of Istanbul, has not been taken into consideration even by cultural broadcasting institutions. A tugboat motif appears in many of the paintings of places such as the Bosphorus, the Golden Horn, and Karaköy, which deeply influenced painting artists.



Michel Zeno Diemer's Rumelihisarı- Tug and Sailboat trilogy.

Michel Zeno Diemer's painting of a tugboat towing a sailboat up in front of Rumelihisar is among Lucien Arkas' collection at the Arkas Art Center in Izmir.



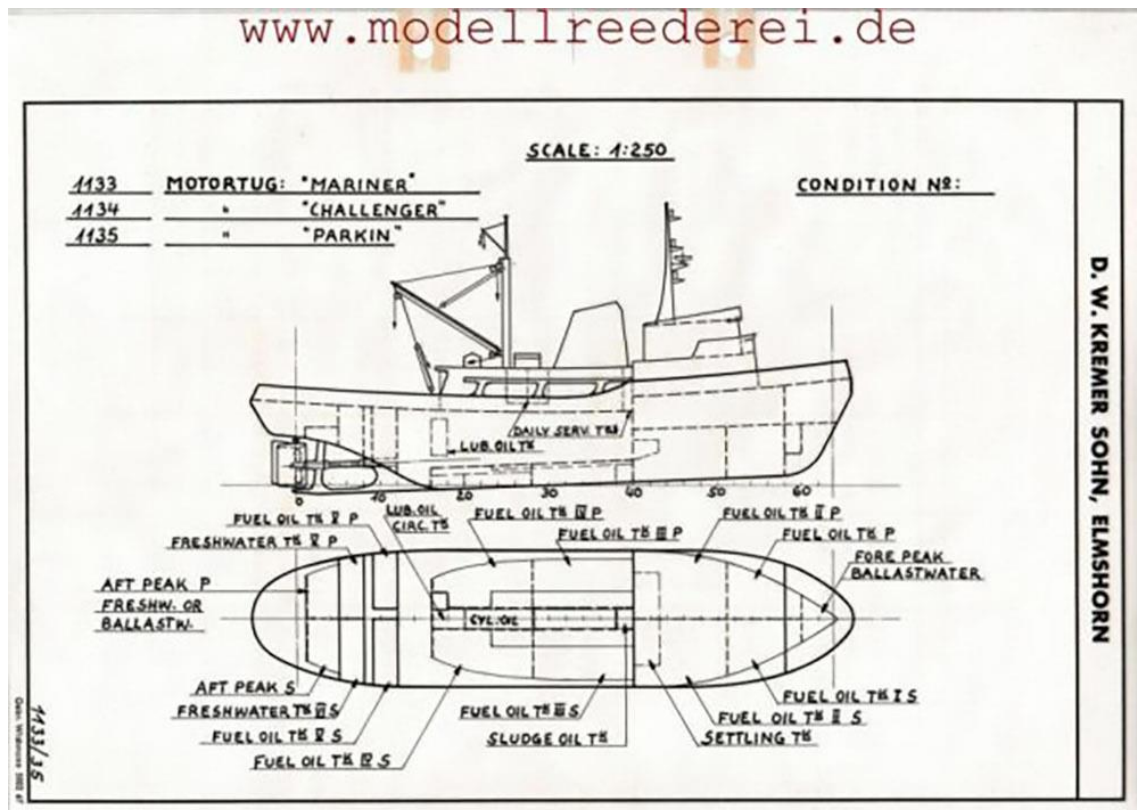
We see some of the museum tugboats exhibited on land and some at sea. One of the museum tugboats preserved at sea is [Cervia](#). The tugboat named [Mathilda](#) is one of the museum tugboats exhibited on land. The [Serviburnu](#) tugboat, built in 1961, donated to the Museum, is the second museum tugboat in Turkey.

There are three museum tugboats in the RMK Museum, all of which are at sea. One of these is the Vernicos family's steam tow and rescue tug named "[Aghios Georgios](#)". The other one is the tugboat named "[Etna](#)". The third one is the tug named [Selanik](#) belonging to the Port of Thessaloniki. This tugboat was used as a minelayer in Thessaloniki on behalf of the Ottoman Navy in the following years. In 1935, its name was changed to "[Gonca](#)" within the Naval Forces Command, and after meticulous renovations, it is still preserved at sea in the RMK Museum.

Despite the tragic situation in the 1960s when Turkey's tugboat needs were ordered to Germany or the Netherlands by the government agency, today the tugboats built in Turkey are exported to every country in the world.

“The story of six tugboats built in Germany”

On behalf of Denizcilik Bankası T.A.O, 6 tugboats named [Armutlu](#), [Paşalimanı](#), [Salıpazarı](#), [Serviburnu](#), [Tellitabya](#) and [Tuzburnu](#) were ordered to D.W.Kremer Sohn-Elmshorn Werft shipyard in Germany in 1960. Of these tugboats, [Salıpazarı](#) and [Tuzburnu](#) were transferred to TCDD State Railways and Ports Administration. 1076-1081, 1124-1127 and 1133-1135 series shipowners were built with the same technical specifications. The current drawing belongs to the tugboats named 1133-1135 series [Mariner](#), [Challenger](#) and [Parkin](#) and is the same as the "[Armutlu](#)" series 6 tugboats.



Source: [D.W.Kremer Sohn- Elmshorn-Glückstad archive](#).

D.W.Kremer Sohn founded Türkiye Denizcilik Bankası A.O. in 1950. It has ordered 18 ships on its behalf. The ships ordered reflect the situation of shipbuilding shipyards in Turkey in those years, and all the emphasis was on state shipyards. D.W.Kremer Sohn-Elmshorn Werft had the fishing vessels "[Dalgıç](#)," "[Gezer](#)," "[Görür](#)," "[Bulur](#)," "[Arar](#)" built in 1951, and the [Bakırköy](#) and [Yeşilköy](#) city line ferries in 1952. Six tugboats named [Armutlu](#), [Paşalimanı](#), [Salıpazarı](#), [Serviburnu](#), [Tellitabya](#), [Tuzburnu](#) were ordered in 1960 to this shipyard, which can mostly build small tonnage fishing vessels.

Dating back to 1764, D.W. The Kremer Sohn shipyard changed hands several times and made significant developments in Elmshorn and Glückstad after the purchase by Johann Hinrich Kremer, a ship carpenter. Although it went bankrupt in 1978, all documents of the shipyard, ship designs, and records of the ships built are preserved in an extremely orderly

manner, as a German discipline and cultural concept. This information and documents can be accessed digitally. [Armutlu](#) Tugboat, which was adopted by Sanmar and renovated as a museum tugboat.



The idea of a Museum Tugboat in Turkey belonged to Sanmar Honorary President Orhan Gürün years ago. Orhan Gürün, who has a passion for tugboats, is a graduate of the Higher Maritime School, Mechanical Class of 1970. On his journey to turn the Paşalimanı tugboat into a museum tugboat, he achieved this dream with the [Armutlu](#) tugboat. Thus, for the first time in Turkey, the "[Armutlu](#)" tugboat with a Turkish flag was revived as a museum tugboat.

[Armutlu](#) tugboat was transferred to Ereğli Coal Enterprises and as explained by Orhan Gürün, Honorary President of Sanmar A.Ş.; “In 2017, it was brought back to life by purchasing it from Zonguldak Hard Coal Enterprises. After approximately two years of restoration, the tugboat, with modern touches on its nostalgic hull, was brought back to maritime culture and tourism as a floating museum tugboat.

Sanmar Chairman of the Board Cem Seven; “We are happy to introduce a Turkish flag tugboat to our culture and tourism as a museum tugboat.”

Sanmar Chairman of the Board Cem Seven explained the following in connection with the [Armutlu](#) tugboat; “With the desire to purchase and renew a Turkish Flag tugboat built in the past and to be able to sail both as a museum tugboat and on special occasions, we made the highest bid for the sales tender of the tugboat named Paşalimanı belonging to TDİ. However, the tender was canceled and we could not purchase the tugboat. This tugboat

sank while tied to the dock. Afterwards, we participated in the sales tender of the tugboat named [Armutlu](#), which is owned by Zonguldak Hard Coal Corporation, and we managed to purchase the tugboat by submitting the highest bid. We made a lot of effort to improve his condition; The renovation process took quite a long time. The [Armutlu](#) tugboat is a tugboat owned by Sanmar and is well-maintained enough to still provide a service. We wanted him to live his life in the sea, not on land. When our foreign guests come, we take them around with a tugboat and sometimes cruise for a short time.”Sanmar Honorary President Orhan Gürün.



Orhan Gürün, Honorary President of Sanmar, who built the first Museum Tugboat in Turkey, explained the Honorary President of Sanmar A.Ş. as follows; We bought the 1961 [Armutlu](#) tugboat from Zonguldak Hard Coal Enterprises in 2017 and brought it back to life. After approximately two years of restoration, we brought the tugboat, with modern touches to its nostalgic hull, back into maritime culture and tourism as a floating museum tugboat. The roots of the project of returning the [Armutlu](#) tugboat to the seas are actually the embodiment of my passion from my childhood.

I managed the entire restoration process of the tugboat myself, meticulously dealing with every detail, and I was very pleased with it. We love our house in [Armutlu](#) during the summer months. I also explained my passion for tugboats in Turmepa's magazine; My childhood was filled with tugboat sounds. There is no sailor in our family other than me. Our house was in Fatih Çarşamba district. I was born in that house. When we went down to the Golden Horn shore from Çarşamba, there were boats. I loved boats like my toys...

During my childhood, my grandmother's house was in Haliç Fener. At that time, there were two bridges in the Golden Horn. These bridges were opened when the ships were to pass, every morning at five. When I went to my grandmother's, I would wait until the early hours of the morning and watch the ships pass. Tugboats would tow some of these ships. The sounds they made, their images, and their giant bodies impressed me greatly. These were the most enjoyable moments of my childhood. These beautiful cruises of my childhood and my interest in marine vehicles convinced me to become a sailor years later and I started the Higher Maritime School. This is how my first serious contact with the sea and my touching of it began. I founded a tugboat company with my dear brother Gökçen Seven in 1976 and named it Sanmar.

Gökçen Ağabey was the person who knew my love for tugboats best. He knew that my biggest dream was to buy a tugboat from my childhood, restore it, and make it float again. One day he said to me, "Go get it, what are you waiting for?" With this sufficient encouragement, I went to the Maritime Bank within the Coastal Police Department. They showed a tugboat named [Paşalimanı](#), dated 1961. It was being scrapped. We applied, then the boat went out to tender.

The year was 2016; We entered the auction. There was only one buyer in front of us. He also pays the same money as us. He raises, I raise. After a while, the person managing the sale turned to the other buyer and asked, "Sir, what will you do if you buy this tugboat?" He replied, "First, I'll see if anyone is interested, if not, I'll take out some materials."

I said I will turn the tugboat into a museum.

They were surprised when I said 'I will build a museum'. Ultimately it was up to me. However, since the tugboat was state property, some bureaucratic procedures and processes had to be completed. The [Paşalimanı](#) tugboat was very old and in a state of disrepair. It was tied up on one side of the dock at the Camialtı Shipyard. Since I knew how dilapidated it was, I was constantly going to see its condition. Its deck was heavily rusted and full of holes, and the rain was pouring into it. Realizing that it was going to fail, I said, 'Let me bring my team and get this done.' They did not accept or did not care, perhaps they did not realize that the situation was so dangerous. Then one day the news came: [Paşalimanı](#) tugboat had sunk! I ran to the Camialtı Shipyard, crying, and looked at the shipwreck for minutes. We were defeated by bureaucracy and lost our beautiful historical tugboat.

One year after the [Paşalimanı](#) tugboat sank, I saw the [Armutlu](#) tugboat. This tug was also a tugboat built by DW Kremer Sohn-elmshorn Werft in 1961. Thanks to our cooperation with Eren Enerji in Zonguldak, I learned that it was scrapped during my travels. Even though I applied to buy the tugboat, I was told 'The state does not sell it'.

I always insisted. Especially the President of Zonguldak Port Management was very helpful. Finally, we purchased the [Armutlu](#) tugboat.



It was in a worse condition than Paşalimanı. I was terrified that this too would sink. However, fortunately, the operations were completed before the tugboat sank and we started the restoration process of Armutlu. It took about two years. I personally managed the entire process. I witnessed every moment of it. We started the restoration in our shipyards in Tuzla and Yalova with the support of our business partners and stakeholders. In 58 years, the engine room, bridge, galley and bathroom, deck and accommodation cabin had suffered significant wear and tear. For this reason, we had to restore some parts and rebuild some parts. However, we carried out all the transactions in accordance with the original and the approach of that period.

A museum tugboat was built for the first time in Turkey

At the end of these two-year renovation works, we completed the tugboat completely, including the certification process according to Türk Loydu class rules. Some of the devices on the tugboat remain as they were in 1961, but we have also added today's modern devices. The safety of our employees comes first. That's why we added these devices. Thus, a museum tugboat was created for the first time in Turkey. We want to protect the [Armutlu](#) tugboat at sea, like some of its counterparts in Europe.

The museum tugboat [Armutlu](#) is not only a reflection of my childhood, but also a close witness of the Turkish maritime industry. It is a document of our maritime, a part of its archive, and I am happy to have preserved this document. [Armutlu](#) continues its future life as a traveling museum. We make daily trips along the coast of Istanbul with this historical

vehicle, with our friends who are interested in history and the sea. We want to tell our guests its story and history. Our greatest wish. To bring **Armutlu** to future generations. We also connected with a local history event; We invite local people and guests to a sea tour with the **Armutlu** tugboat. It makes me very happy to participate in this historical day with a historical value.



Paşalimanı Tugboat.

Turkish Maritime Enterprises Inc. Over time, the aging tugboats were put up for sale through tender and sold. The tender summary for the **Paşalimanı** tugboat, whose sale was announced, is as follows; “**Paşalimanı** Tugboat belonging to Turkish Maritime Enterprises Joint Stock Company (TDİ) will be privatized by the “Sale” Method within the Framework of the Provisions of Law No. 4046 on Privatization Practices.

Ship's Name: **Paşalimanı**

Interim Guarantee Fee: 2,000 Dollars

Introductory Document and Tender Conditions Document and Price: 50 TL.

Last Bidding Date and Time: 20 February 2014 - 14.00.

The tender will be carried out through negotiation by receiving offers in a sealed envelope and holding negotiations. "If deemed necessary by the Tender Commission, the tender may be concluded by auction with the participation of bidders with whom bargaining negotiations continue." The tender will not be concluded and the **Paşalimanı** tugboat will sink while tied up at the Camialtı Shipyard dock.

530783	SALINERO	619	1961	Ast. de Palma S.A.—Palma	M	OSD/CSD Mch/yalt	Oil 25A 6Cy. 350 x 600 mm
EDKL	Costeros de Levante S.A.	332	218' 2" 36' 1"	12' 9" 17' 83"	2 Ho 52', 60'	La Maguina Terrestre y Mar.	1500shp. BAW
DI Ead	Barcelona	800	SV	1 dk & 5 dk	2 Ha (44' x 23') (32' x 17')	Der 1 (12) 6(3)	La Maguina Terrestre y Mar.
Gc P18	Spanish	992	RV				2 x 63kW 200V
RTm		1551					
530784	SALIPAZARI	108	1961	D. W. Kremer Sohn—Emsahorn	M Tug		Oil 45A 6Cy. 270 x 380 mm
121	T. C. Devlet Demiryolları	30	85' 10" 23' 4"	11' 4"			800shp. Kiskner-Humboldt-Deutz
	Union Mədəniyyəti	—	GL				
	Mersin	—	RV				
519024	SALIWATHIN	263	1951-8	Camper & Nicholson Ltd.—Sou	M Tanker	Mch/yalt	Oil 25A 6Cy. 265 x 345 mm
	ex(Sim-66 exKuang-66	80	141' 6" 24' 7"	8' 10"	3 Ta		425shp. Crossley Bros. Ltd.
	Union Thai Navigation Co.	313	129' 0" 24' 6"	9' 8"			
	Ltd.	—	RV				
	Thai	—					
641637	SALJANY	3480	1961	Russia	M		Oil
	U.S.S.R.	1885	2 dks				
	Russian	—					

Archive record of Paşalimanı Tugboat in Lloyd's Register of Shipping.

There is the following news in the publication dated 22 August 2014; “Turkish Maritime Enterprises Inc. The 108-gt **Paşalimanı** Tugboat, owned by the General Directorate (TDİ A.Ş) and built in Germany's Kremer Werft Shipyard in 1961, sank for an unknown reason at the Camialtı Shipyard dock in the Golden Horn. ”

During the investigation carried out in the area where the **Paşalimanı** Tugboat sank, it was learned that a barrier was built around the sunken tugboat to prevent fuel leakage, but no other work was done. According to the information received, it was noted that the General Directorate of Turkish Maritime Enterprises was working to dismantle the **Paşalimanı** Tugboat, which was put up for sale in February but sank at the weekend while tied to the dock in the Golden Horn, on site.”

530783	SALINERO	619	1961	Ast. de Palma S.A.—Palma	M	OSD/CSD Mch/yalt	Oil 25A 6Cy. 350 x 600 mm
EDKL	Costeros de Levante S.A.	332	218' 2" 36' 1"	12' 9" 17' 83"	2 Ho 52', 60'	La Maguina Terrestre y Mar.	1500shp. BAW
DI Ead	Barcelona	800	SV	1 dk & 5 dk	2 Ha (44' x 23') (32' x 17')	Der 1 (12) 6(3)	La Maguina Terrestre y Mar.
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121	T. C. Devlet Demiryolları	30	85' 10" 23' 4"	11' 4"			800shp. Kiskner-Humboldt-Deutz
	Union Mədəniyyəti	—	GL				
	Mersin	—	RV				
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	ex(Sim-66 exKuang-66	80	141' 6" 24' 7"	8' 10"	3 Ta		425shp. Crossley Bros. Ltd.
	Union Thai Navigation Co.	313	129' 0" 24' 6"	9' 8"			
	Ltd.	—	RV				
	Thai	—					
641637	SALJANY	3480	1961	Russia	M		Oil
	U.S.S.R.	1885	2 dks				
	Russian	—					

Archive record of Tuesday's Tugboat in Lloyd's Register of Shipping.

Serviburnu Tugboat

After being scrapped by the Turkish Maritime Enterprises, the '**Serviburnu**' tugboat, one of Turkey's two living tugboats belonging to the same year, was taken to Rize by the Riport Port Management and was pulled ashore to become a museum after completing its service duty in Rize. While it was scrapped by the Turkish Maritime Enterprises, where it started service in 1961, and was left to rot at the TDİ Haliç Camialtı shipyard, '**Serviburnu**' was taken by Riport and brought to Rize in 1999. After the necessary repairs were made, it provided port service in Rize for 20 years. With the entry into service of Riport's newly purchased tugboat '**Alibaba**', it was decided to keep the 65-year history of **Serviburnu**, which was taken out of service in 2019, alive in the name of city culture, maritime history and tourism, and Riport Chairman Asım Çillioğlu, at the end of his meetings with Mayor Rahmi Metin, named '**Serviburnu**'. ' It was pulled ashore to become a museum



Serviburnu Tugboat.

Serviburnu tugboat being towed ashore as a museum tugboat. As Riport Chairman Asım Çillioğlu stated in his statement, the **Serviburnu** tugboat will be turned into a museum and will serve as a cultural souvenir for future generations. Asım Çillioğlu; “We are happy to continue to keep '**Serviburnu**', one of Turkey's oldest living tugboats, alive at the Municipal Fener facility in Fener-Boğaz District. "I would like to thank Rahmi Metin President for carrying out the project," he said.



Tuesdaypazari Tugboat

Tuesdaypazari and **Tuzburnu** tugboats, which were placed under the command of TCDD Mersin Port Management, continued to serve until 2000.

Tellitabia Tugboat



Tellitabya Tugboat Maritime Bank T.A.O. While providing back-up services for the berthing and unloading of ships at the Karaköy-Galata docks under the Port Authority, on September 21, 1983, the tourist cruise ship it was towing overturned and sank as a result of an incorrect maneuver. Its crew of 5 people was rescued.

641952	TUXPAN	121	1964	Scheeps. v/h Th. J. Fikkers—	TM Trawler	2 Oil 45A each 6Cy. 135×165 mm
	Launched as Cosamalapan	58		Fechal		Caterpillar Tractor Co. Peoria
	Banco Nacional de Fomento			85' 8" 23' 8"		
	Cooperative S.A. de C.V.			75' 5"	9' 8"	
	Alvarado Mexican					
540966	TUXTLA	400	1935	France	M	Oil
XCTI	ex Ave. de Tahiti	250		174' 0" 29' 8" 12' 3"		Sulzer Bros. Ltd. Win
	Servicios Maritimos					
	Mexicanos S.A.					
	Acapulco					
57137	TUZBURUN	108	1961	D. W. Kremer Sohn—Eimshorn	M Tug	Oil 45A 6Cy. 270×360 mm
	TCDD Genel Müdürlüğü			85' 10" 23' 4"	11' 4"	800bhp (d.o)
	Denizcilik Bankası T.A.O.		GL			Klöckner-Humboldt-Deutz
	Liman-İstiseme					1×60kW 220V d.c. Kin
	Istanbul Turkish					
537138	TOZEN	267	1957-4	Brodogradistvo Ujkanik—Pta	TM	2 Oil 25A each 6Cy. 240×400 mm
	Jadranska Linijaska Plovidba	136		146' 8" 26' 11" 9' 28"		Sulzer
	(Adriatic Line)			136' 4" 26' 9" 11' 10"		Jugoturbina
	Ploce Rijeka Yugoslav			P28' 1 dk		15t Karlovac
				RW		131k
				BK6		

Archive record of Tuzburun (This is the record) Tugboat in Lloyd's Register of Shipping.

Tuzburnu Tugboat

It has been reported that there is no photograph of the **Tuzburnu** tugboat in the Mersin Port Management records. MDTO - Mersin Chamber of Shipping also gave the same negative answer. **Tuzburnu** and **Salipazari** tugboats, which were transferred to TCDD General Directorate Port Management, served in Mersin Port.

As stated in the Official Gazette dated 8 June 1987 and numbered 19481; In the tender announcement made by TCDD Port Management Central Purchase, Sale and Tender Commission, "Our organization will purchase 10 items of materials needed for the maintenance and repair of the auxiliary machines of the **Tuesday** and **Tuzburnu** Tugboats serving in Mersin Port. It is stated that the bids must be submitted or received to our commission to be convened in Ankara at the Materials Department of the TCDD General Directorate, by 15.00 on Tuesday, 21/7/1987 at the latest.

I hope that photographs of the **Tuesday** and **Tuzburnu** tugboats will be found and information will be given about their fate.



Osman Öndeş (Research Article)



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