

# Tug Newsletter

all about tugs

*Heavy lift,  
new tugs ...*



The above picture shows the German cargo vessel HORNLAND (4.234 grt) aground with a list following a collision in the Rotterdam Waterway off the Botlek area with the inbound French sulphur tanker PRESIDENT PIERRE ANGOT (2.746 grt). This happened on 27 October, 1967. Following the collision the French tanker sank while HORNLAND remained afloat in a sinking condition and taking on a severe list. Fearing a total capsize and blockade of the river a fleet of tugs managed to put the freighter aground.

The salvage was contracted to two companies. Van den Tak – a subsidiary of L. Smit & Co. – won the PRESIDENT PIERRE ANGOT while the HORNLAND contract was for Harms Bergung, the latter much to the annoyance of Van den Tak. The German salvor at the time was under contract to

Rijkswaterstaat, the Dutch government body responsible for the national water infrastructure in The Netherlands. Their job had been to free the intended deep-water entrance channels to Rotterdam Europort of any dangerous wreck remains.

This also had caused great concerns with Van den Tak and other Dutch salvors. But the Germans were the cheapest while offering the most modern lifting craft in the world. Anyway, the Germans were at the time nearby so they got the job for the German freighter. On 12 November a first attempt at lifting the stern failed and showed that cargo had to be removed to reduce the weight. 1.100 tons of cargo was removed from the forward holds. The next lift resulted in the wreck being moved nearer to the shore but more cargo had to be removed.

Meanwhile on 19 November 7 sheerlegs – after removal of 4.000 tons of sulphur – succeeded in lifting the French tanker and deliver her to a yard for repairs. On 31 January, 1968, 5 sheerlegs lifted HORNLAND and manoeuvred the wreck in dry dock for repairs – photo courtesy NSM National Towage Museum, Maassluis.

(A more extensive review of this salvage operation and the Harms Bergung company can be found in TugZine No. 12 and No. 13.)

The enormous expansion of the Harms fleet ultimately meant the end for the company due to high debt with the banks but the message it sent had been understood. Renewal of the lifting fleet began as well as investments in

**TugZine**  
all about tugs

media partner of



**Seatrade Maritime**  
**SALVAGE & WRECK**

**6-7 December 2023, London**





An inland waters salvage by Hebo Maritime in 2021 using HEBOLIFT 7, HEBOLIFT 4, the tug CATHARINA 6 and HEBO-TENDER. The inland waters RENSKE had partly sunk after breaking her back blocking the fairway to Ghent  
photo: Hebo Maritime Services



MAMELLES

photo: courtesy Sanmar Shipyards

second-hand Harms tonnage by hitherto non-salvage operators. Smit / Tak had responded initially by purchasing two of the Harms sheerlegs then establishing a new Hamburg-based salvage company competing with their former owner. The next step was that Smit acquired all of Harms. It also regularly purchased larger sheerlegs from the market resulting in an almost European monopoly for heavy-lifting (the sheerlegs were, of course, also used for construction work). But by selling again in a down-market and by a change of policy Boskalis (the new owner of the former Smit business) is today down to three sheerlegs operating in the Far East.

Obviously a lot of high-capacity lifting power is available in offshore support vessels. The one drawback, however, being that this lifting capacity basically can only be applied to single-point lifts

or lifts which allow only a limited spread of the load.

In The Netherlands, however, another concentration of lifting capacity was



MCS ROSIE 2

artwork: Damen Shipyards

achieved when **Bonn & Mees** and **Hebo Maritime** merged this year. Bonn & Mees is well-known for its seagoing 'Matador' sheerlegs. Hebo Maritime has a wider sphere of operations in maritime heavy-lifting and pollution control. Hebo over the last few years has increased its heavy-lift capacity with, amongst others, the former *Taklift 4* (2.200 tonnes lift capacity) since renamed *Hebolift 10* and the 800-tonnes *Hebolift 9*, the former Danish *Samson* owned by Dansk Bjergring og Bugsering A/S, Aarhus.

The two companies for the time being remain as they are but now under one roof. The sheerlegs fleet now numbers 9 sheerlegs from 2.200 to 50 tonnes lifting capacity with another 3 of the single boom or revolving crane type.

### Sanmar delivery

A compact general purpose harbour tug of the Sanmar Bozçay class was recently delivered to the **Seychelles Ports Authority**.

The design is based on the Robert Allan / Sanmar RAport 1900SX design. *Mamelles* will primarily operate at Port Victoria, one of the most important industrial fishing, cruise ship and super yachts port destinations in the southwest Indian Ocean. The 19,3 (oa) x 8,2 m tug has a draught of 2,9 m max. The twin screw propulsion with twin nozzles and four rudders provide a bollard pull of 33 tonnes.

*Mamelles* is capable of ship-assist work, line-handling, general harbour service and coastal towing, and has overnight accommodation in the foc'sle for a crew



of four, including two cabins, pantry, mess, washroom with shower.

This is the second Sanmar-built tug to be delivered to Seychelles Ports Authority, joining the larger 60-tbp 2020-built *Ste. Anne*, a Robert Allan / Sanmar RAmports 2400SX design.

**Maritime Craft Services (Clyde) Ltd** has taken delivery of a Damen Multi Cat 2712. Maritime Craft Services (MCS) operates a fleet of 17 workboats, of which 13 have been built by Damen. They are made up of eight Fast Crew Suppliers, two Shoalbusters and now three Multi Cats. The company's services are in demand across north-west Europe, the Middle East and beyond by offshore energy contractors and dredging clients for activities including anchor handling, towing, cable laying, dive support and general support / supply services.

The christening and handover took place on 10 November at **Damen Shipyards Gorinchem**. *MCS Rosie 2* is named after the youngest daughter of director

Menno and his wife Heather Kuyt. Rosie herself, speaking in English as well as in Dutch, named the vessel and wished the crew safe and prosperous sailing with the vessel.

Like all Damen Multi Cats it comes with a comprehensive equipment package. For the MuC 2712 this includes two deck cranes, a bow thruster and a towing & anchor handling winch. It has a bollard pull of up to 32 tonnes and a top speed of ten knots.

"We are delighted that MCS has returned to us for their latest addition to their fleet," says Jeroen van Woerkum, Commercial Manager at Damen Shipyards Hardinxveld. "The MuC 2712 is an exceptional vessel, having been continually upgraded and optimised over the years. The only significant adjustment to this stock vessel was painting it in the company colours!"

**P&O Maritime Logistics** has taken delivery of two new-build Sanmar-built tugs. *P&O Carey* and *P&O Manati* were delivered in October,



L to R: Cees Kuyt, Rosie Kuyt, Menno Kuyt (owner), Anneke Kuyt, Nikki Kuyt (co-owner and Rosie's aunt) and Heather Kuyt

photo: Damen Shipyards

bring the total number of Sanmar-built tugboats in the P&O Maritime Logistics fleet to seven, and continue a mutually beneficial commercial and technical relationship that started in 2013.

*P&O Carey* is based on the Robert Allan / Sanmar RAmports 2400SX MKII design. Dimensions are 24,4 (oa) x 12 x 4,5 m with a draught of 5,45 m draft



#SALVAGECONF



## Seatrade Maritime SALVAGE & WRECK

6-7 December 2023

Leonardo Royal Hotel London City

The **leading conference and networking event** for the salvage and wreck removal industry.



Event Partner



Organised by



informa markets

**Book Now**

[www.salvageandwreck.com](http://www.salvageandwreck.com)





*P&O MANATI*

*photo: courtesy Sanmar Shipyards*



*CHUNG 418 spotted at Taichung, Taiwan. Further details sought by the editor*

*photo: Jan Plug*



*Wijngaarden's new WADDENSTROOM running trial*

*photo: Arie Boer*

max. Bollard pull is 80 tonnes, speed 12,5 knots. The tug is designed for low-manning operations with a high level of mechanical automation and is currently Sanmar's biggest selling tug design.

*P&O Manati* is based on the Robert Allan / Sanmar TRAKTOR-Z 2500-SX ATD design. The tug has dimensions of 25,3 (oa) x 12 x 4,55 m with a draught max of 6,6 m. Bollard pull is 80 tonnes, speed 12 knots.

The tugs were named by Ms. Paola Firpo, Senior Manager, Legal at DPW Dominicana (*P&O Carey*) and Ms. Lluëlis Espinal of E&M International Consulting (*P&O Manati*).

tug building. *P&O Carey* and *P&O Manati* are the very latest in our on-going and extremely popular Bogacay and Delicay series." Sanmar has had a long-standing partnership with P&O Maritime Logistics. In 2013 and 2014 respectively, Sanmar delivered two 60-tonne Sanmar Bakırçay series ASD tugboats, *Bulani* and *Sereia* to P&O Maritime Logistics in Mozambique and, again in 2014, two 45-tonne Sanmar Doğançay Series twin screw tugboats named *Egal* and *M Jeex* to work for DP World in Somaliland. The following year the company delivered a Sanmar Bogacay Series ASD tugboat named *Shaheen 2020* to work for P&O Maritime Logistics in the UAE.

Ali Gürün, Chairman of Sanmar Shipyards, said: "These tugs incorporate the latest innovations and technological advances in

## **TugeNewsletter**

is published at minimum every odd month in digital format only.

## **Editor**

Job van Eijk

## **Co-editor**

Cock Peterse

## **Advertising**

Frank van Gils

## **DTP**

Dtpplus - Spijkenisse

## **Branding & Webdesign**

Studio DBLY - Rotterdam

## **Publisher**

TugDoc International

ISSN 2667-2456

## **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](mailto:info@tugdoc.nl)

## **Frank van Gils**

Van Gils Promotions

Tel: +31 (0) 653 888 26

Email: [frank.van.gils@planet.nl](mailto:frank.van.gils@planet.nl)

## **Subscriptions**

TugeZine as well as its associate

TugeNewsletter is distributed

free of charge. Copies will be

emailed to subscribers in PDF

format. Subscribers also have

access to service pages and

archives on the website.

To subscribe visit [tugezine.com](http://tugezine.com)

and register.

## **Copyright**

All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying or otherwise, without the prior written permission of the publisher, or the copyright holder. Copyright © 2023 TugDoc International. Information published in the TugeZine and TugeNewsletter does not necessarily represent the views of the editors or the publisher. Whilst effort is made to ensure that the information provided in the TugeZine and TugeNewsletter is accurate, the publisher makes no representation or warranty, express or implied, as to the accuracy, completeness or correctness of such information. It accepts no responsibility whatsoever for any loss, damage or other liability arising from any use of this publication or the information which it contains.