

Tug Newsletter

all about tugs

Polish, Mexico e-Push, 500...



On 16 June, 2025, the tug LEOPARD arrived in the Rotterdam Waterway towing the hull of a Damen Multicat 2712 with yard number 561861. The push / tug GEERTRUIDA VAN DER WEES acted as stern tug.

LEOPARD (ex WIELINGEN) is a well-known sight in the Rotterdam Waterway. She

frequently delivers newbuild hulls to the Damen yards. The tug is an active oldie dating from 1969 when she was delivered to the Belgian SARAH (Société Anonyme de Remorquage à Hélice – which translates as Screw Towage Company). She had three sisters. One was JACQUES LETZER. Two near sisters were WESTHINDER and WANDELAAR.

Overall length and maximum breadth for these two were slightly less but Lbp and Bmld were identical. Main difference were the main engines. For the first pair this was a single Cockerill Ougree Providence with an output of 1.650 bhp at 1.000 rpm. The single propeller rotates in a Kort nozzle-rudder generating 32 tbp. In the latter two – completed in 1971 – two B&W of 1.000 bhp each at 400 rpm were each driving a c/p propeller and generating 21 tbp.

WIELINGEN was transferred in 1974 to U.R.S. Next, in 1996 – sold abroad as LEOPARDO. In 2004 again sold, this time to Leopard Shipping under the St. Vincent & Grenadines flag. Later to Slovakian flag. Currently under the Vanuatu flag. Manager since 2004 is **Jan Stepniewski & Co.**, Gdansk, Poland.

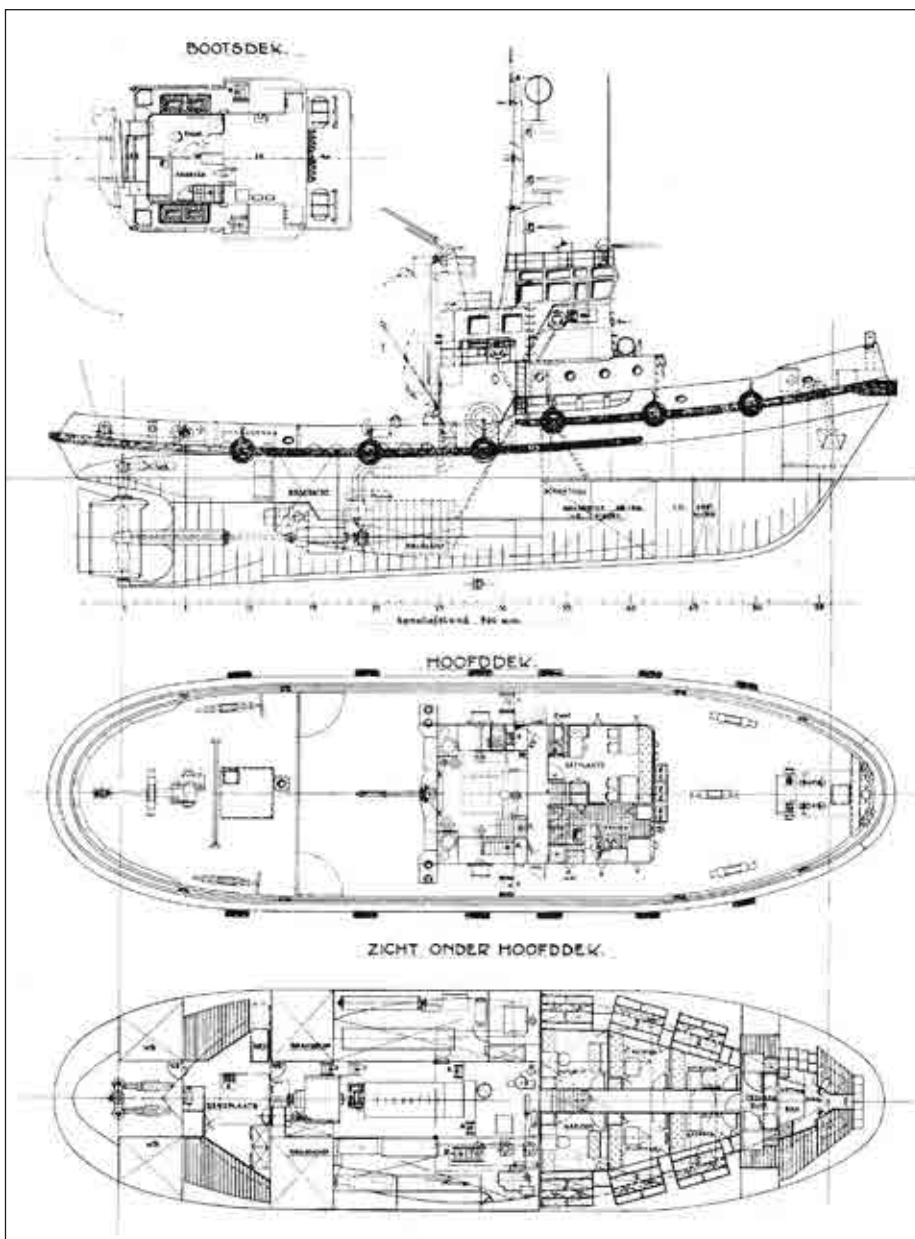
This company was established in 1993 by two Master mariners with 30 years of sea experience. The company provides shipping services in Baltic, North Sea, Mediterranean and Black Sea area. Their portfolio includes sea and heavy lift transport, sea cargo transport, Sales & Purchase, ship management and shipbroking.



WIELINGEN seen here at Antwerp 13 April 1985

photo: Hans Hoffmann





GA plan WIELINGEN / JACQUES LETZER

drawing: coll. Job van Eijk

Around 2005 the company operated four tugs: IKAR (ex Cory Towage CRAIGDARRAGH

acquired in 1994, built 1966, 1.200 bhp, 16 tpb); IRBIS (ex J.P. Knight KEMSING acquired



GEERTRUIDA VAN DER WEES on 1 August, 2024, with raised wheelhouse. Dimensions 21,46 (oa) x 6,97 (oa). Draught approx 2,20 m. Main engines 2x Caterpillar total 714 kW / 971 bhp. Twin screw in nozzles. Built 1979 by Deltawerf, Sliedrecht. Operated by Van der Wees Watertransporten BV, Dordrecht

photo: Ruud Zegwaard

in 1993, built 1960, 1.000 bhp, 14,5 tpb); JAGUAR (ex WANDELAAR acquired in 2004, built 1971, 2.000 bhp, 28 tpb) and LEOPARD.

In 2014 FELIS (ex BARRA DE VIANA, ex BARRA DE AVEIRO, ex MOURISCAS, ex ALBERT, built 1972, 2.175 bhp, 40 tpb), IKAR, and SERVAL (ex SUN LONDON, built 1977, 2.640 bhp, 45 tpb) were listed with Stepniewski. JAGUAR around this time was listed as EUROS with Zaklad Uslug Zeg, Poland. Under this name she operated at Cameroon and for a time in the colours of Fairplay operating in Poland as a shiphandling tug. photo: Nico Giltay

An extensive technical detailed report on LEOPARD / WIELINGEN was published in TugNewsletter vol.2 nr.6 (available from our website)

The RAL-Schottel 500

In May 2025 Canadian naval architect Robert Allan Ltd. and German propulsion specialist Schottel celebrated the construction of the 500th tug designed by Robert Allan equipped with Schottel propulsion systems. Tug number 500 is one of a pair for Kotug Canada, built to Robert Allan's RASalvor 4400-DFM design and equipped with Schottel RudderPropellers and SyDrive-M.

Together, the companies can look back on a series of significant achievements in their ongoing collaboration. Roland Schwandt (Deputy CEO of Schottel) reflects: "These include, for example, the delivery of Schottel RudderPropellers for the first tugs in the Robert Allan **Z-Tech series**, which was originally developed for PSA Marine of Singapore in 2003. Another example is *Mwokozi II*, a 42-metres, 125 tpb salvage and harbour RASalvor 4200 tug with outstanding power and manoeuvrability. Other highlights are a series of diesel-electric powered river pushboats of the **RApide 4600-Z3** design for Hidrovias do Brasil and the **HaiSea Marine** tug fleet, featuring three electric vessels in the ElectRA 2800 design. "The use of compact L-Drive azimuth drive configurations has become the standard configuration for all Robert Allan Ltd. electric tug designs, as it allows for the most compact overall vessel design possible, whilst still leaving sufficient space for battery banks and other equipment", says Mike Fitzpatrick, President and CEO of Robert Allan Ltd.



Tug number 500

is one of a pair for Kotug Canada, which are currently being built at Turkish Sanmar shipyards. Based on the RASalvor 4400-DFM design from Robert Allan, the world's first large purpose-built dual fuel methanol escort tug will service Canada's Trans Mountain Expansion Project (TMEP). The tug is equipped with two Schottel RudderPropellers type SRP 710 delivering a bollard pull of over 120 tonnes. To further optimize fuel savings and reduce underwater radiated noise, the SRPs ordered feature the mechanical hybrid propulsion system Schottel SyDrive-M. This solution allows the two thrusters to be driven together by only one of the main engines.

Since 2000 more than one third of all Robert Allan azimuth tug designs have been fitted with Schottel propulsion systems, including RAScal, RAStar, RAMparts, RAMpage, ART and Z-Tech. The vessels equipped range from 18 to 65 meters in length, with a bollard pull between 20 and 125 tonnes. However, the collaboration between the two companies is not limited to tugs alone: coast guard vessels, research vessels, firefighting vessels and others designed by Robert Allan are also equipped with Schottel propulsion systems.

Kotug E-pushers

In July the Dutch **Zand- en Grindhandel ROS** – a sand and gravel trader which is part of the MNO Vervat Group - has taken delivery of a Kotug E-pusher. The 16-metre pushboat was constructed by Padmos Shipyard, Stellendam. The pusher is fitted with battery-electric propulsion which guarantees emission-free operations. The design of the revolutionary E-pusher does not incorporate a conventional hull but floaters within a frame.

This is Kotug's third delivery of the E-pusher M design. Previously, E-pushers were purchased by **Cargill** and **OFI** (Olam Food Ingredients), both at Zaandam. OFI uses the E-pusher and its four associated barges to transport sustainable cocoa between the Port of Amsterdam and its Koog aan de Zaan and Wormer factories in the Netherlands, reducing emissions and noise pollution. An interesting aside is that the OFI barges are in fact recycled



IKAR - the former CRAIGDARRAGH - was a long-time member of the Jan Stepniewski fleet. Seen here 11 November, 2020, in the Rotterdam Waterway
photo: Ruud Zegwaard

former inland waterways cargo vessels. The barges are the retrofitted cargo holds of scrap vessels the conversion of which was realised by **Jansma Shipyard**.

An extensive description of Kotug's E-pusher design was published in TugeZine vol. 4 nr 20 available on our website

Ultratug Mexico

Turkish shipyard **Sanmar** has launched a new tugboat for Ultratug Mexico which will operate at Lazaro Cardenas Port on Mexico's Pacific coast. The tug – under construction as *Bogacay LXXIX* - is based on the RAMparts 2400SX-MKII design by Robert Allan Ltd. The tug will be tailored to meet the specific operational needs of Lazaro Cardenas Port. It will provide accommodation for up to eight crew members, featuring two single-berth cabins in the deckhouse and three double cabins below deck.

Powered by two IMO Tier III compliant CAT 3516E main engines each producing a minimum of 2.200 kW at 1.600 rpm the tug is designed to deliver an astern bollard pull of 75 tonnes and a free running speed of approximately 12,5 knots. The tug is also compatible with Caterpillar's SCR exhaust after-treatment system, which significantly reduces nitrogen oxide (NOx) emissions.

A unit of Sanmar's constantly evolving **Bogacay** series the tug combines compact size with high-performance capabilities. Dimensions are 24,4 m (oa) x 12 m (mld) with a depth of 4,5m. Draught is 5,45 m (navigational). Rüchan Civgin, Commercial Director of Sanmar Shipyards, said: "The launching of this tugboat marks a key milestone in our growing relationship with Ultratug. We have worked closely with their team to ensure the vessel is precisely aligned with the requirements at Lazaro Cardenas."



MWOKOZI II - a powerful Schotel tug operating in Africa

photo: courtesy Robert Allan Ltd





Padmos delivered a Kotug E-Pusher (M) to ROS

photo: Kotug

Nemeca

recently received a powerful new escort tug delivered on its doorstep by a **Sanmar** delivery crew. The tug joined Nemeca's tug fleet providing services in the ports of Piraeus, Thessaloniki, Corfu and Kavala.

Named *Gaia* the tug is based on the exclusive-to-Sanmar Robert Allan **RAstar 2900SX** design. It is the first tug that Sanmar has built for a Greek client.

Gaia has the advantage of the unique sponsored hull form designed for Sanmar's Bigacay range of stern drive tugs which has been proven to significantly enhance escort towing and seakeeping performance particularly in exposed areas where exceptional seakeeping capabilities are crucial.

Dimensions of the tug are 29,4 m (oa) x 13,3 m (mld) x 5,5 m. Main engines are two Caterpillar 3516-E's each delivering 2.350 kW at 1.800 rpm resulting in a bollard pull of 82 tonnes. Accommodation is available for a crew of up to 10. The tug is equipped to Fi-Fi 1 fire-fighting standard.

Rüchan Cıvıçın, Commercial Director of Sanmar Shipyards, mentioned: "This powerful tug is designed to withstand and overcome adverse conditions and get the job done however difficult the circumstances. Relatively compact, it out-classes larger rivals in terms of performance and durability.

We are delighted to have Nemeca as a new customer - our first in Greece."

Mario Mizzi, Managing Director of Nemeca, expressed his great satisfaction with the construction quality level of this state-of-the-art vessel and proudly welcomed the new addition to the company's fleet. He stated that tug *Gaia* marks another milestone in the company's journey to scale up its service capacity, guaranteeing the highest level of efficiency and safe operations to all its clients calling in the Greek ports

Nemeca operates in the ports of Piraeus, Thessaloniki and Kavala. It started operating in 2020 founded by four tug operators: Fratelli Neri S.r.L., Rimorchiatori Mediterranei S.p.A. , Cafimar Group and the Zouros Group.



GAIA is the first Sanmar delivery to Greece's Nemeca

photo: Nemeca

TugeNewsletter

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

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Dtpplus - Spijkenisse

Branding & Webdesign

Studio DBLY - Rotterdam

Publisher

TugDoc International

ISSN 2667-2456

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