

# Tug@zine

all about tugs



*Salvage,  
Rescue...*

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## This time . . .

**The anniversary of the 150th birthday of the Rotterdam Waterway and the related festivities are still ongoing. TugeZine no 10 was dedicated to the Waterway and the, amongst others, towage and salvage operations in the neighbourhood.**

In the late 1950s the Europoort area expanded and tankers steeply increased in size. To accommodate this it became necessary to find out how these 'giants' would be able to enter port as the coastal area is relatively shallow. It was thus necessary to search for the best possible route from Rotterdam into the Atlantic. And to make sure that such a route was clear of wrecks. The Dutch Ministry of Transport and Waterways initiated a major research project the results of which cleared the way for the deepening of the so-called Maasgeul and Eurogeul, a relatively narrow but deep enough (just) path to port.

The position of shipping casualties and shipwrecks were fairly well known but a certain amount of clearance had to be done. And some unknown wrecks were discovered. It would take a considerable wreck-removal operation with its associated diving, blasting etc. The contract for this work was won by a hitherto relatively unknown company, the German Ulrich Harms company. Much to the distraught of the local salvors – there were several at the time. The Germans had excellent equipment for the job, massive lifting capacity, self-propelled sheerlegs, a giant wreck grab, etc.. Harms as a company experienced fast growth that caught the Dutch salvors napping. The rise was quick but unfortunately the fall was likewise, but not before it forced the Dutch salvors to regroup and acquire modern equipment. And to buy the competition.

The Harms name, however, had a good reputation and this name was maintained by successors in the business until a few years ago. An interesting story.

By the way, we have a special book offer for our readers. See elsewhere in these pages!! And now it's time for a short holiday on my balcony with a view of the Waterway!

Job van Eijk (editor)

### Photo cover:

*Recently the Sanmar-built SAAM CONDOR was delivered to the owners in Peru. Upon arrival she was greeted by her earlier sister ALBATROS. The sisters are based on Sanmar RAmports 2400-SX design from Canadian naval architects Robert Allan Ltd. Both tugs will work out of the Port of Callao. Pablo Caceres, Technical Director of SAAM Towage, said: "With great pleasure and expectations we are delivering the SAAM CONDOR to our operations in Peru. This is the sixth tugboat from SANMAR under an already proven energy efficient for our operational constraints design and high quality construction"*

*photo: courtesy Sanmar*

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# The Harms name in salvage (1)

The Ulrich Harms company started as a fast growing operator of sheerlegs-type lifting vessels performing salvage and heavy-lift operations. The venture remained independent until 1973 but the company name lives on under various owners.

by Job van Eijk

The roots of the Ulrich Harms company lie with the German diving and salvage operator Beckedorf (**Taucherbetrieb Gebr. Beckedorf & Co.**, Hamburg). The history of Taucher Beckedorf goes back to 1851, but by itself is outside the scope of this article. Beckedorf, however, was instrumental in the birth of the Harms company.

## The Beckedorf years

In the mid-1950s the post-war wreck-clearing operations in Germany had come to an end. One of the victims of this development was Taucher Beckedorf which was one of the companies that had ran into financial difficulties. Having already sold a lot of equipment bankruptcy was in the cards. It was at that stage that - in 1955 - Mr **Ulrich Harms** became involved in the company. Ulrich Harms was born on 7. February, 1932, in Hamburg as the son of a businessman. With the entry of Mr Harms the Beckedorf company was re-structured as **Beckedorf & Co.** The floating sheerlegs *John Beckedorf* (200 tonnes lifting capacity) and *Christian Beckedorf* (150 tonnes l/c) were taken over from Gebr. Beckedorf. In addition the diving support / salvage vessel *Taucher O. Wulf II* was purchased and entered service as *Condor*.

The work carried out by Beckedorf inspired mr Harms and he developed some - at the time - unconventional ideas about this kind of business. A much improved type of sheerlegs crane was developed, self-propelled, seagoing, and with a lifting capacity of 400 tonnes. For the design Harms worked with the later builders - Howaldtswerke - and the Dordrecht, The Netherlands, based naval architect W. den Boer.

## Ulrich Harms GmbH

In the mid 1960's worldwide shipbuilding had dropped in a crisis and Germany was no exception. Prices dropped and shipyards as well as their financiers went into survival mode. In this period Harms founded - in 1962/3 - **Ulrich**



30 December, 1963. Handover ceremony at Kiel by the builders of the first newbuilding sheerlegs for Ulrich Harms: the 400-tonne *MAGNUS*  
photo: Stadtarchiv Kiel (Friedrich Magnussen) under CC licence

**Harms GmbH & Co.** Beckedorf remained as an associated company. The first of the newly developed sheerlegs - to be named *Magnus* - was ordered from Kieler Howaldtswerke Abteilung Stahlbau. As Howaldtswerke were in need of orders they reportedly agreed to 50% co-finance the 2-million D-mark vessel. The other 50% was financed by a commercial bank so Harms himself did not have to put up any capital.

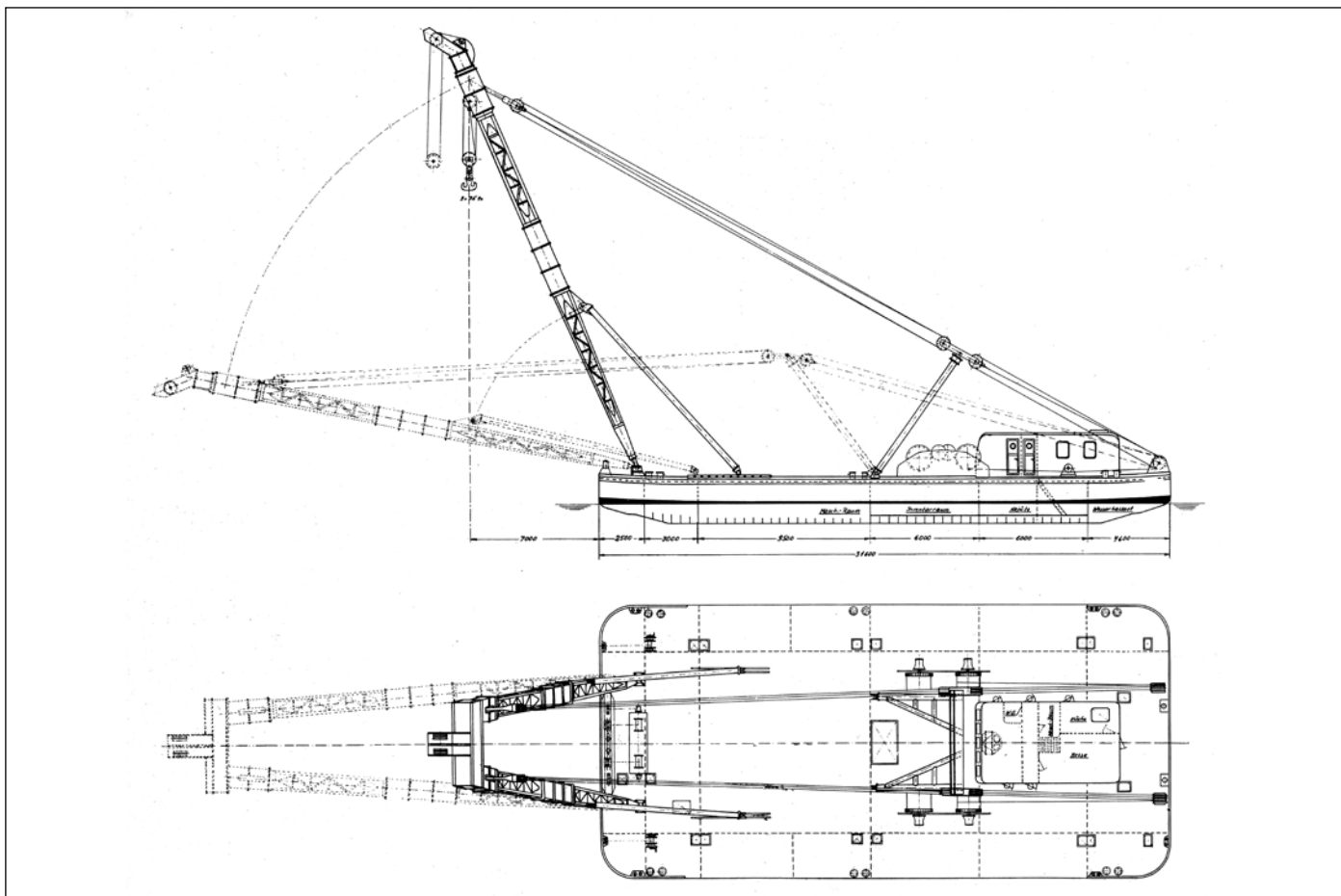
*Magnus* - later renamed *Magnus I* - was delivered in 1963. The vessel was fitted with an A-frame with two main blocks of 200 tonnes each for a total of 400 tonnes lifting capacity and a jib with two 100-tonne blocks. Both main and jib also had two each 5-tonne blocks for light work in connection with a hoisting operation. Maximum hoist height at 400 tonnes was approx. 28 meters at a reach of 10 meters from the forward end of the pontoon. The jib had a 200-tonne hoist up to some 48 meters at a reach of 12 meters. Maximum reach of the main frame was 20 meters with a load of 150 tonnes. For the jib the maximum reach was 40 meters with a load of 50 tonnes. Innovative was the vessel's own

propulsion effected by the installation of two deck-mounted **Schottel Navigator** units fitted with azimuthing thrusters.



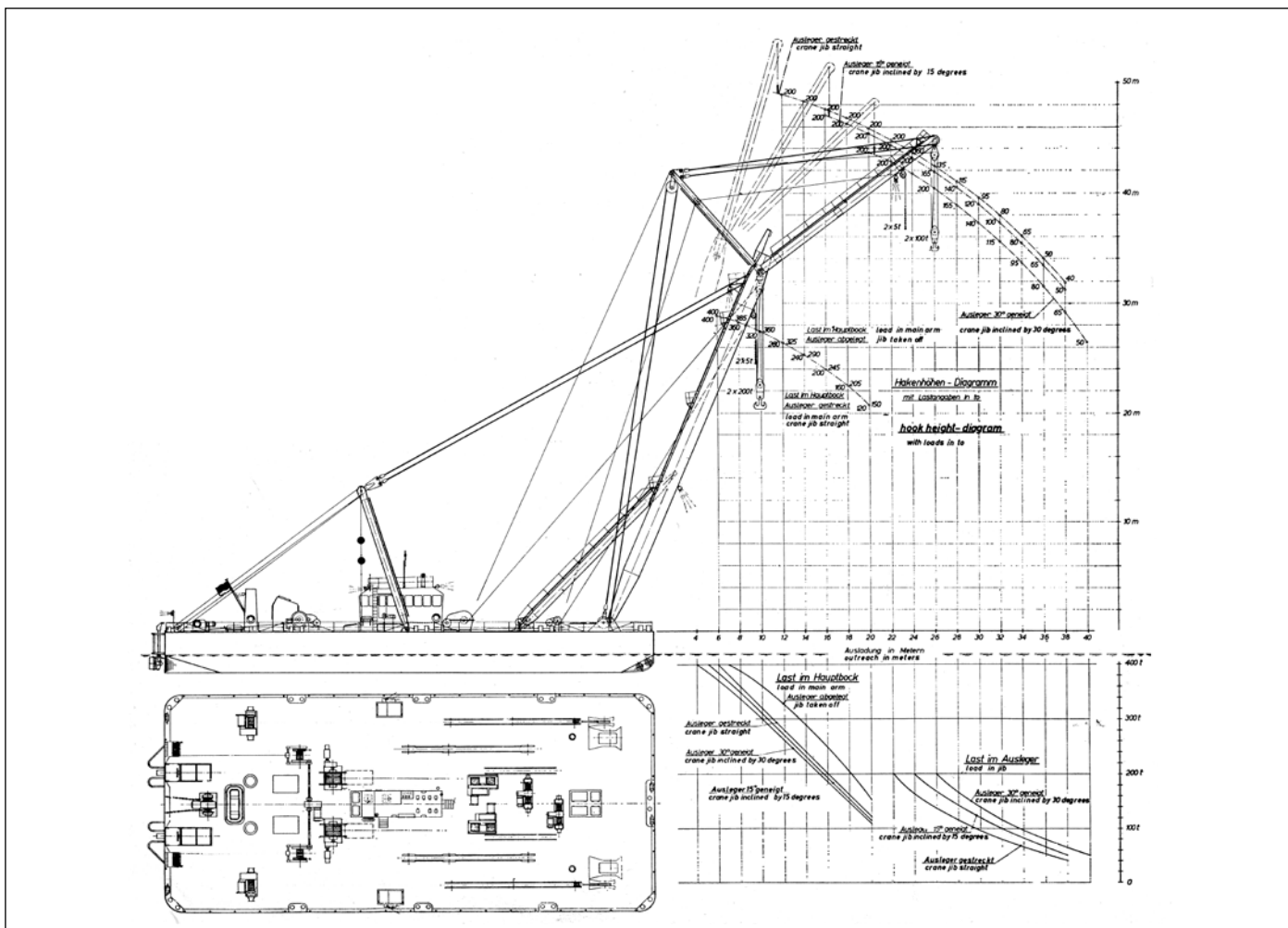
Mr Ulrich Harms in January, 1968, on board one of his sheerlegs during the *HORNLAND* salvage operation  
photo: City Archive Rotterdam (Ary Voets)





GA plan of the 150-tonne shearlegs CHRISTIAN BECKEDORF

drawing: Ulrich Harms



GA plan and load diagram of the 400-tonne Magnus shearlegs

drawing: Ulrich Harms



Free running speed was 6,5 knots. Two 80 bhp bow thrusters were also fitted (note: this may have been a retro-fit in later years). With this set-up it was easy to manoeuvre on site saving a lot of tug work. The free running speed also proved useful in shifting the vessel, again saving tug time. For sea towage the frame could be lowered backwards – air draught then 16 m - while for inland waters transport to frame could be lowered forward for an air draft of just 6,00 meters although this required an auxiliary pontoon to take up the load at the top end. The sheerlegs was also fitted with diving gear and salvage pump capacity with an eye to underwater work and potential salvage work.

For wreck removal operations Harms developed a large wreck grab. Empty weight of the grab is 105 tonnes with a span width 9,20 m, a height of 7,15 m and a beam of 4,40 m. Capacity was 50 m<sup>3</sup> or 95 tonnes. Lift capacity was 300 tonnes.

In the early years Ulrich Harms also became affiliated with **Dehning & Co.**, Kiel – a hydraulic engineering firm connected to Dehning Wasserbau. This brought additional work for the sheerlegs. Harms also had a transport division that made use of Flexodam containers, a sort of air-pressured inflatable ‘sausages’ with which heavy loads could be moved across dry land. To this end Harms also operated some DUKWs, amphibious road vehicles. Another side line was the CORREX-service. This is a chemical treatment of engines and electronic appliances for gear that has been exposed to water and as such a perfect additional type of salvage gear.



The 300-tonne wreck grab

### Competitors?

When delivered this sheerlegs was the most powerful of its type in Europe. Smit's **van den Tak** salvage subsidiary at the time operated five sheerlegs three of which had a lifting capacity of 200 tonnes in the main blocks and one of 250 tonnes. Hoist heights varied between the sheerlegs with 20,40 and 35,20 meters for the main blocks and 28,50 to 53,00 meters for the jib. From 1967 they chartered the *Ir. J.G. Snip* from a single ship company owned by the dredging / engineering companies Amsterdamse Ballast and Van Hattum & Blankevoort. It had been built for a single purpose, the construction of a work bridge for the Oosterschelde works in The Netherlands. This sheerlegs had a lifting capacity of 500 tonnes in the main blocks. Hoist height was 70 meters in the topblocks. The vessel was not, however, seagoing.

Furthermore, in Germany the **Bugsier Reederei** operated four lifting craft, two of which could lift 2.500 tonnes and the other two 1.200 tonnes. This were, however, in part tidal lifts, with relatively little hoist height, so suitable for raising of sunken objects only. Another disadvantage was that they always had to work in tandem. Several port authorities around Europe also possessed heavy lift capacity up to 500 tonnes but these vessels were designed for port-specific operations only, including maintenance work.

### New orders

Following the successful delivery of the first-of-a-kind a follow-up order was placed with the same builders. *Magnus II* – an identical sister - was delivered in 1965. In 1966 a bigger version was added to the fleet. *Magnus III* had a lifting capacity of 800 tonnes. This was achieved by adding 2x 200 tonnes of lifting capacity over de bow. In the combined lift, however, objects obviously could not be lifted out of the water. The Harms company began to find a lot of demand for its fleet and two further copies of the 400-class were ordered for delivery in 1967 (*Magnus IV*, *Magnus V*). At the same time Harms ordered two deck cargo barges, *Mulus I* and *Mulus II*. The 5.250 dwt barges were typified as ‘salvage lighters’ but obviously were very suitable for the general transport of heavy objects. An innovation was that they were semi-submersible thus able to load via the float-on / float-off method.

### Shiphandling Towage?

In the meantime another unconventional out-of-the box idea resulted in an order for the first-ever Schottel tug which was delivered in 1967. Harms had plans to enter the Hamburg shiphandling market



Horizontal transport over land using the “Flexodam containers”

photo: Ulrich Harms brochure







*JANUS, the world's first Schottel tractor tug*

*photo: courtesy Schottel*

which was dominated by a 'pool' of tug owners and Bugsier. The 'pool' effectively wiped out competition which was a sore in the eye of several large shipowners with frequent visits to Hamburg. (Note: in *TugeZine* vol. 3 no. 11 an extensive article on the tug *Janus* was published- ed). Suffice to say that *Janus* was the fore runner of the later Schottel tractor tugs in the port of Hamburg.

With the towage tariffs dropping significantly in the wake of the order for the new tug there was no longer an incentive for a new entrant into the Hamburg tug market so the tug – with its limited coastal certificate - was put to good use with the Harms sheerlegs instead.

#### **Tugs added**

The first 'tug' added to the Ulrich Harms fleet was another chance find. The German lifeboat organisation DGzRS had been taking steps for large-scale fleet renewal. To this end they first altered an older boat and from these findings designed a prototype all-weather lifeboat. The trials run over a period of time with this 1955-built vessel – *Hermann Apelt* – led to a total new design of what was to become known as a 'rescue cruiser'. *Hermann Apelt* became outdated with the new boats arriving so after just ten years of service she was offered for sale. As she had a powerful engine – 1.800 bhp – she was purchased by Harms for use as a tug and support vessel for the sheerlegs fleet. Renamed *Argus* she was also suitable as a communication vessel with her top speed of 17,5 knots. It is clear, however, that she

was not a dedicated tug and she was also not suitable for towage at sea.

With the rapid increase of the sheerlegs fleet overseas towage became a regular item. This each time required charter of tugs. For this the choice often fell on the 'Monsun' type tugs built by the Cassens shipyard and belonging to the Max Söttje firm. These were relatively small tugs suitable for service in port as well as at sea. Being below 70 grt also allowed for a smaller crew to be carried. The design for the new tugs ordered from Gutehoffnungshütte Sterkrade

Rheinwerft Walsum thus concerned a 22,50 m oa vessel with a draught of some 2,30 m aft, an engine output of 800 bhp (also listed as 920 ihp), speed of 11,5 knots and fitted with a Kort nozzle-rudder. Bollard pull almost 14 tonnes. The tugs were fitted with a hydraulic towing winch with 5-tonne pull on the fifth layer and a brake of 30 tonnes. In addition, a 17-tonne swl tow hook was fitted. Main engine was a Deutz SBA-8M-528 with an output of 800 bhp at 750 rpm. Furthermore two gen sets consisting of a Deutz F3L-912 28,5 hp at 1.500 rpm and a generator delivering 27 kVA 400 V/40 A 50 Hz. Tank capacity is 25 m<sup>3</sup> for fuel, 7,8 m<sup>3</sup> for fresh water and 30 m<sup>3</sup> ballast water. Accommodation below main deck consists of a 4-berth and a 2-berth cabin. The superstructure holds the galley, messroom, sanitary space and store room.

A feature of these tugs was that it was possible to seal the tug and superstructure. Proof of this was in the 1971 capsizing of *Argus 5*. The tug's anchor could not be lifted and with the towline still attached she was pulled over on her side where she remained due to the heavy current. Eventually after over 30 minutes the tug sank having filled with water via the funnel. The crew therefore were able to await rescue on the side of the hull. Another example is that of the tug *Vlieland* (ex *Argus 8*) owned and



*Four Harms sheerlegs effecting the launch of the 1.300 tonnes hull of THULE. Note position of deck-mounted Schottel Navigator azimuthing propulsion*

*photo: Ulrich Harms*



operated by the late capt. Piet Ottosen. He used the tug for deepsea towage and regularly made Atlantic crossings with a tow. Once he went – with a tow – through the eye of a hurricane. The tug withstood the ordeal with little damage except for the content of the galley cupboards. Capt. Ottosen often referred to his tug as the smallest ocean salvage tug in the world.

Five of these tugs were ordered and delivered in the period 1968 / 69. *Argus 2*, 3, 4, 5 and 6 were followed in 1970 by a further two of the class, *Argus 7* and *Argus 8*. Building costs were reportedly modest at 825.000 D-mark per vessel.

### More sheerlegs . .

With the Harms operations spreading over the world (Middle East, Red Sea, Persian / Arabian Gulf, etc. more sheerlegs and barges were ordered. In 1968 four sheerlegs and a barge were added. *Magnus VI* and *Magnus VII* were repeats of the 400-tonne class. The 170-tonne lifting capacity *Hein* on the other hand was a smaller unit intended for day-to-day harbour service in Hamburg. As such the sheerlegs was registered with the Harms associated Beckedorf & Co. The fourth unit was of a different less sophisticated type.

*Magnus IX* was developed as a pontoon with the add-on of a – removable – sheerlegs frame and winches. No accommodation, no control cabin, no jib, no propulsion. The sheerlegs frame – when used – was in a fixed position and unable to move. The only way to lower the sheerlegs frame on deck was through the use of another sheerlegs or crane. Lifting capacity of the sheerlegs was 2x 250 tonnes but additional capacity of 2x 250 tonnes was achieved using deck tackle and bow rollers. So a combined lift of 1.000 tonnes was possible. Light draft was just 0,60 m so the barge could go where no other sheerlegs could go.

Both *Magnus IX* and *Magnus VI* were send over to Argentina where they were run by the Harms subsidiary Harms Argentina S.A. from Buenos Aires. 1969 saw a further fleet expansion with three sheerlegs: *Magnus X*, *Magnus XI* (both sisters to *Magnus IX*) and *Magnus XII*.

In 1969 the fleet had grown in such a way that it was necessary to look for different moorings. These were found

in the Amerika Harbour at Cuxhaven where quayside and piers were hired for reportedly 120.000 Dmark annually. Apart from plenty of space it was much closer to the sea which avoided the relatively long trip down river from Hamburg in case of North Sea work.

### . . .and deepsea towage

A short-lived venture was started in 1969 when Harms entered deepsea towage in an unusual way. It was again a matter of out-of-the-box thinking. At the time the German fishing operators were under pressure, one of which was Cranzer Fischdampfer A.G. The company was in serious financial trouble and to survive was pressed to sell part of its fleet. Three 1963-built stern trawlers came on the market and were purchased by Ulrich Harms. The identical vessels were rebuilt (or rather: adapted) for deepsea distance towing, cargo recovery and salvage work. The fish holds were given over to the storage of cargo and salvage gear, while the trawling winches were used as towing gear. These were fitted with 1.800 m of towing wire. With an output of just 1.800 bhp they were not very powerful but as they were relatively big vessels they had mass. *Varius I*, *Varius II* and *Varius III* carried out a number of tows with Harms barges loaded with for instance equipment for the dredging and construction industry. A well-publicised tow was that of the hull of the *Great Britain* salvaged in the Falklands by the British salvage and cargo-recovery company Risdon Beazley. The tow was

carried out by *Varius II* with *Great Britain* on deck of Harms *Mulus 2*. It's arrival at Southampton was watched by thousands of people as *Great Britain* was and is considered a national heritage.

For some reason this towage venture was ended after just over a year. The three ships were sold back into the fishing industry and again sailed as stern trawlers for a number of years. As a replacement a 'true' tug was purchased - Unterweser Reederei's *Rotesand* which was renamed *Salus*.

### Cargo-recovery

The recovery of cargo from sunken or wrecked ships by itself is not unusual. Most salvors at one time or another have had to deal with this as part of a salvage operation. 'Cargo recovery' as meant here is, however, in a different league altogether. It is about the commercial recovery of high-value cargo from sunken vessels usually beyond the reach of normal salvage and diving techniques. It generally is a financially high risk operation most of the time requiring extensive research prior to searching for such a wreck itself. Secrecy is a prime requirement. Very few companies have attempted this kind of business as a business model. The Italian **Sorima** is a prime example of one such company, **Risdon Beazley Ltd.** is another. The actual recovery method came down to 'blast and grab'. With the development of the offshore oil industry new diving techniques allowed for more refined



ARGUS 5 running trials

photo: coll. Job van Eijk





In February, 1978, the 2.400 bhp tug ARAD (built 1976) ripped her bottom when she hit a dock gate at Bahrain. The 7-metre gash filled her up quickly and only a 100 meters of the dock she went down

photo: coll. Job van Eijk



In 1973 the American offshore tug ROBIN III sank in the North Sea. MAGNUS X raised her with Tak's salvage vessel BRUINVISCH – currently a museum ship at Maassluis - assisting with diving and pumping

photo: les Bruinsma



In early 1974 MAGNUS X and MAGNUS III raised the offshore supply ship SEA EXPLORER (Bugge Supply) that had capsized off Esbjerg on 16 November, 1973

photo: coll. Job van Eijk



An operation involving Ulrich Harms GmbH and U.K. salvors and cargo recovery specialist Risdon Beazley in 1970 concerned the wreck of the GREAT BRITAIN - left to rot in the Falklands. She was, however, sound enough to be in a suitable condition for preservation as a National Heritage. Risdon Beazley took care of the preparations including shoring up the wreck, closing leaks and pumping her out. The hull eventually was floated over the pontoon MULUS 3. When high and dry on the pontoon the Harms tug / salvage vessel VARIUS II towed the pontoon to the U.K. The picture shows VARIUS II and MULUS 3 working the hull to prepare for the voyage back home

photo: coll. Job van Eijk





VARIUS II, one of three former stern trawlers with which an attempt was made to enter deepsea towage

photo: R. & F. van der Hoek

methods up to the new diving limits. Another company that made a name for itself albeit later is **Deep Water Recovery & Exploration** headed by Alec and Moya Crawford.

With fewer and fewer such cargoes within reach the balance of running costs versus cargo value makes commercial recovery today hardly possible. But at the time covered by the Ulrich Harms years it was still possible to make a good profit.

**Risdon Beazley Ltd.** was set up in 1926 as the Risdon Beazley Marine Trading Company Ltd. In 1939 the name had been changed to Risdon Beazley Ltd. The company at the time busied itself with wreck removal and work for marine engineering projects. It was World War II that launched the business into the big league as far as marine salvage is concerned. They ended up running the biggest salvage fleet in the world salvaging over 3.500 ships and some 3,5 million tons of cargo. In 1944 Risdon Beazley employed 77 vessels, tugs and lifting craft on behalf of the British Admiralty.

Cargo recovery during the war concentrated in the main on 'precious metals' that were needed for the war effort. In the aftermath of the war it was realised that many wrecks in somewhat deeper water also carried this type of cargo. Wartime inventions like Asdic (sonar) and Decca (radio positioning) were now available for commercial use. And there was a load of ships and other equipment that was sold off as surplus to requirements. This is what launched Mr Risdon Beazley into coastal towage, rescue salvage, cargo recovery and sale &

purchase activities with especially cargo recovery doing well.

Their first post-war newbuilding cargo recovery vessel *Twyford* was constructed specifically for these operations, which could be performed in waters as deep as 800 feet (nearly 250 meters). The ship was also fitted with two Galeazzi observation chambers – at one time one of the chambers was lowered to a depth of 430 meter when searching for a particular wreck!. To assist in laying the mooring spread two 8,50 m specially designed launches were shipped, built in Risdon Beazley's own shipyard. In 1954 the vessel recovered 1.200 tons of copper from the Dutch liner *Klipfontein* sunk off Mozambique and nearly 1.300 tons of metals from the *Efstathios* off the Spanish coast. They also worked off the Canadian coast recovering cargo from a depth of 720 feet.

#### The Risdon Beazley connection

On 13 January, 1969, the new firm of **Risdon Beazley Ulrich Harms** (RBUH) was incorporated in the U.K. The connection made sense as the Ulrich Harms sheerlegs could now be put to work on Risdon Beazley contracts as well whereas Risdon Beazley could now offer for work previously outside their fleet's capacity. At the same time Harms' Ernst Borucki had developed an interest in the cargo recovery business and liked to get in there. This suited Risdon Beazley to a certain extent as it opened up opportunities which Harms had had to pass on as they did not have the required experience.

In 1971 the company received its first newbuilding with the delivery by HDW

Stahlbau, Kiel, of the transport pontoon *Mulus IV* which was then became in the Harms fleet. The partnership seemed to have been quite successful. Apparently RBUH initially bare-boat chartered from the parent companies then went on to purchase the chartered vessels. All was, however, cut short with the take-over by Smit. On 17 April, 1973, a new company was formed. **Risdon Beazley Marine** took over the assets and activities of Risdon Beazley Ulrich Harms. There is, however, some confusion and it may well have been that Risdon Beazley Ulrich Harms was simply renamed. Anyway, on 30 April, 1973, it was decided to put Risdon Beazley Ltd – the original company – into voluntary liquidation. The liquidation process was completed on 14 May the same year.

*(Note: apparently Ulrich Harms GmbH at that time reportedly owned 78% of Risdon Beazley. It is not quite clear if this was so already through Risdon Beazley Ulrich Harms, or that this happened when Risdon Beazley Marine was formed)*

#### Endgame 1

The Ulrich Harms GmbH fleet had experienced quick growth but therefore also assembled a large debt. As long as the work kept coming in that was not a big problem always assuming profits remained at the required level. By the end of the 1960's Harms had become a dominant player in the world of marine heavy lifting and salvage. It had acquired prestigious contracts – at least in the eyes of competitors.

Smit International in particular had seen the result of that with Harms even opening up an office in Rotterdam. And



taking away salvage and wreck-removal work from their doorstep. Smit at the time simply could not match Harm's geographical spread and lifting capacity. Their first move was in 1969 when they took delivery of the newbuild 500-tonne lifting capacity self-propelled seagoing sheerlegs *Taklift 1*. The choice now was to order further tonnage or try to acquire second-hand tonnage. Flooding the market did not seem a good idea so Harms was approached. That company could use some hard cash so in 1970 / 71 they sold two 400-tonne sheerlegs and a tug to Smit: *Magnus IV* (renamed *Taklift 2*), *Magnus V* (*Taklift 3*) and the tug *Argus 4* (*Taktow 1*).

Harms itself meanwhile had obtained a 25% shareholder in the form of the Deutsche Afrika Linien GmbH, Hamburg. Ulrich Harms at the time was not in good health so had to leave the running of the company to his second-in-command, mr Ernst Borucki. Borucki was a salvage specialist that came with Ulrich Harms from the Beckedorf company. Deutsche Afrika with its 25% had also obtained a seat on in the management of Harms to guard its investment. Reportedly the situation was that the management considered it prudent that Smit International was to take a 51% interest in Ulrich Harms GmbH, with 25 % held by Deutsche Afrika and a 16% for mr Ulrich Harms. However, when Ulrich Harms returned he refused to accept this solution.

As a result, Borucki left the firm and joined Smit International. In December 1971 he founded **Interbergung**, a 100% Smit subsidiary. Interbergung came to

Hamburg with the tug *Taktow 1* (ex *Argus 4*), the salvage vessels *Biber* (ex *Orca*), *Biene* (ex *Jan van Gent*) and the sheerlegs *Bison* (ex *Taklift 2*, ex *Magnus IV* – 400-tonne lifting capacity) and *Bär* (ex *Condor* – 200-tonne lifting capacity). If necessary, the other former Harms sheerlegs could be brought over from Rotterdam. In this play Bugsier also had an indirect influence as they had – in 1971 - taken delivery of two 500-tonne self-propelled sheerlegs *Thor* and *Roland*. These sheerlegs had been under construction at Howaldtswerke-Deutsche Werft Abteilung Stahlbau for account of bankrupted Harmstorf Wasserbau. When taken over they were to be employed in Hamburg and on salvage jobs thus putting further pressure on the Harms fleet.

The Interbergung move by Smit made it clear that they had decided to take over Harms. It took just over a year for Ulrich Harms to give in. In 1973 Smit International purchased Harms including all and any liabilities for a sum of over 30 million D-mark. On top of this an undisclosed sum was paid for the rights to continue using the name 'Harms'. The company was restructured as **Harms Bergung GmbH** with Ernst Borucki as its manager.

Interbergung was dissolved as an operator and the fleet taken up in the new company, although Interbergung as such remained in existence in the books. Smit immediately started a fleet reshuffle. *Argus* was immediately sold for scrap; *Argus 2* in 1974 was sold to Neptun Bergung, Hamburg, as *David*; *Argus 3* went to Hansestadt Bremisches Amt as *Robbe I*; *Salus* went to Petersen & Alpers as *Hanseat*; *Condor* was Broken

up; *Brisinga* was sold to Eckhardt Marine, Hamburg; *Magnus II* went to Risdon Beazley as *R.B. Telford*; *Bison* went back to Rotterdam as *Taklift 2*; *Magnus VII* went to Neptun Transport & Service, Hamburg (a subsidiary of the Swedish Neptun Salvage co.), as *Hebe 1*; *Magnus XI* went to Risdon Beazley as *R.B. Brunel*; *Bär* was disposed of in 1975 and *Mulus IV* went to Risdon Beazley under the same name.

At the same time – 1973 - Smit purchased **Risdon Beazley**. This came about because of the Risdon Beazley Ulrich Harms venture that had been in existence for several years. Apart from that the cargo-recovery business had attracted attention from Smit management, while Ernst Borucki was also interested in this type of salvage. Smit headquarters the same year created the business unit Smit Marine Services in which the activities of Smit Tak, Harms Bergung, Risdon Beazley and Sayremar – a Spanish subsidiary of Smit - were coordinated.

#### Under new ownership

After the initial fleet reshuffle things quieted down a bit. Smit International at the time, however, was spreading its wings over the world. It did so by buying companies and by establishing new local companies. A more or less continuous fleet reshuffle accommodated these actions. This took its toll of Harms Bergung and Risdon Beazley Marine as well.

Including 1980 no less than 10 vessels left the fleet of Risdon Beazley Marine, with just 3 additions in the same period. In the same period 24 vessels left the fleet against a gain of just five vessels for Harms Bergung. Risdon Beazley lost its two major cargo-recovery vessels, three of the smaller salvage / wreck removal vessels, a survey vessel, at least one pontoon and one sheerlegs. The gain was two cargo-recovery / salvage vessels. Of the sheerlegs operated by Harms six were gone by 1980.

*This article will be continued in the next issue of TugZine*



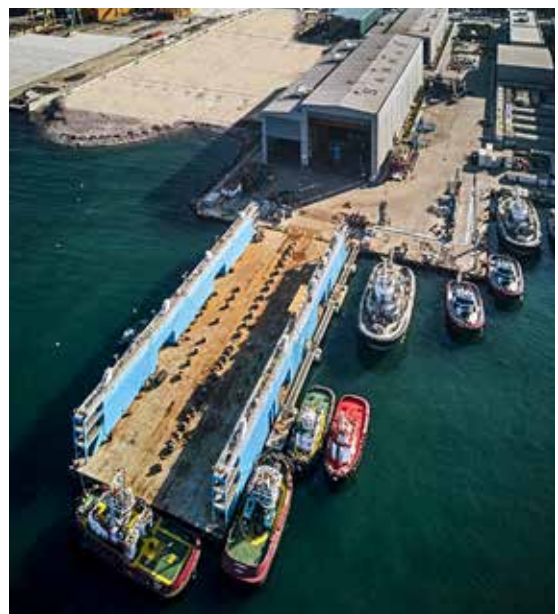
*TAURUS prior to being sold to the associated Risdon Beazley company. She was to be used as a cargo-recovery / research / salvage vessel*  
photo: Job van Eijk







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# "Karya Pacific 2232"

This tug is the first of a new class designed by Robert Allan Ltd: the TRAdler 2700.

compiled by TDI Tugboat Publications

This design was set up for towing of barges in the Indonesian archipelago where depth of water is sometimes limited.

The tug is built of steel and has twin screw propulsion with open propellers, a solution that can be of use in waters with a lot of floating debris. Dimensions of the tug are 27,1 m (oa) x 8,8 m (excluding fenders) x 4,0 m (amidships). Navigational draught is 3,0 m. GT is 245.

The twin screw tug *Karya Pacific 2232* was completed by PT. Karya Teknik Utama (KTU) in June, 2022. Successful trials were run off Batam, Indonesia, just south of Singapore. The **TRAdler 2700** was designed especially for PT. Karya Teknik Utama. Although the design has an option voor propellers rotating in nozzles, this first-of-class has open propellers.

This first tug will operate in the fleet of PT. Karya Pacific Shipping, a sister company of the shipyard. Three more of this design are under construction - one of which with open propellers and two with nozzles.

The *Karya Pacific 2232* was designed to ABS rules with the following notation: American Bureau of Shipping, A1 Towing Vessel, ©, AMS, Unrestricted Navigation. This specific tug, however,



KARYA PACIFIC 2232 running trials

photo: courtesy Robert Allan Ltd

was built under Biro Klasifikasi Indonesia (BKI) survey.

Main propulsion consists of a pair of Yanmar 6EY17w 6-cylinder-in-line diesel engines, each rated 837 kW (1.138 bhp) at 1.450 rpm. Each drives a Yanmar YXH-500L 4.96:1 reverse reduction gear. The propeller shafts are 165 mm stainless steel turning 2000 mm 4-bladed open propellers. Although engines and gears are hard mounted the tug is surprisingly smooth and quiet. Bollard pull is 23,3 tonnes. Free running speed ahead is 12,3

knots. The electrical plant consists of two Yanmar generators.

Tank capacities are:

Fuel oil tanks:	78 m <sup>3</sup>
Potable water:	51 m <sup>3</sup>
Sewage tank:	11 m <sup>3</sup>

Accommodation is laid out for a crew of 12. An alternate MLC compliant arrangement is also available for a crew of 10. The spacious wheelhouse is ASD tug style with split consoles and excellent all-around visibility. On the main deck below the forecastle deck the Master and the Chief Engineer are housed portside. Further forward a single cabin houses four crew. The galley and messroom / lounge are to starboard. A communal toilet with wash basin has also been fitted. A watertight door gives access to the towing deck. Deck lockers are fitted to port and starboard while the laundry room also sits here. This space can only be reached from the towing deck. The chain locker sits forward double as a bosun's store.

Forward, below main deck, is a cabin housing six crew. Furthermore two showers and a toilet are fitted to port while to starboard a large store room is available.

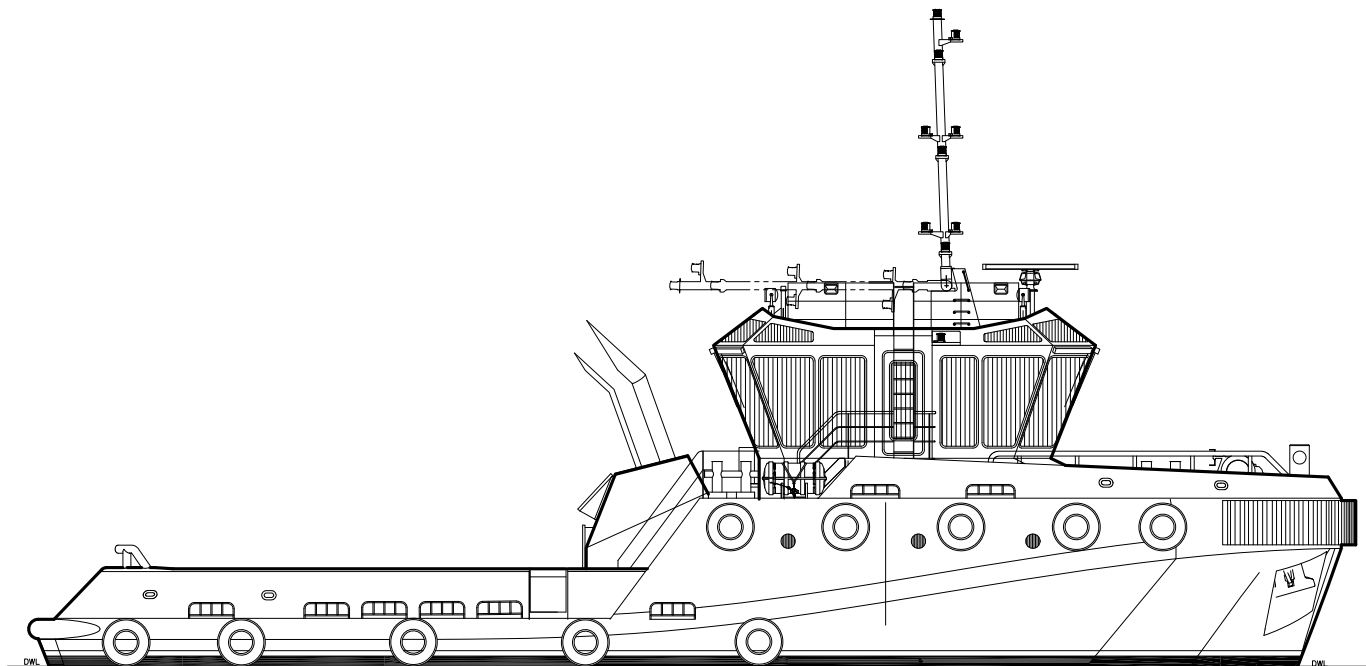


KARYA PACIFIC 2232 is the first of a new design

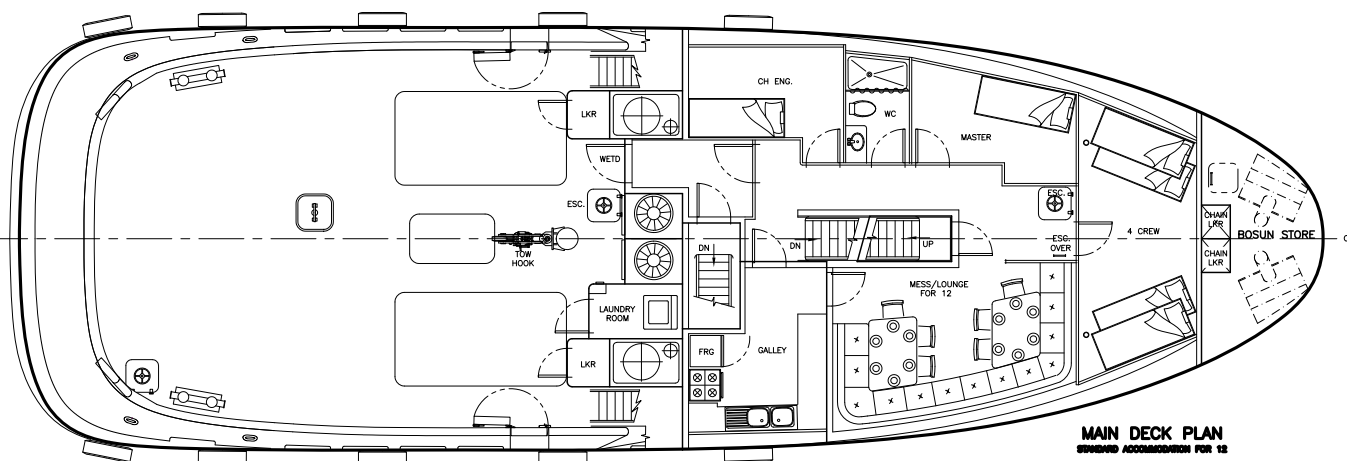
photo: courtesy Robert Allan Ltd



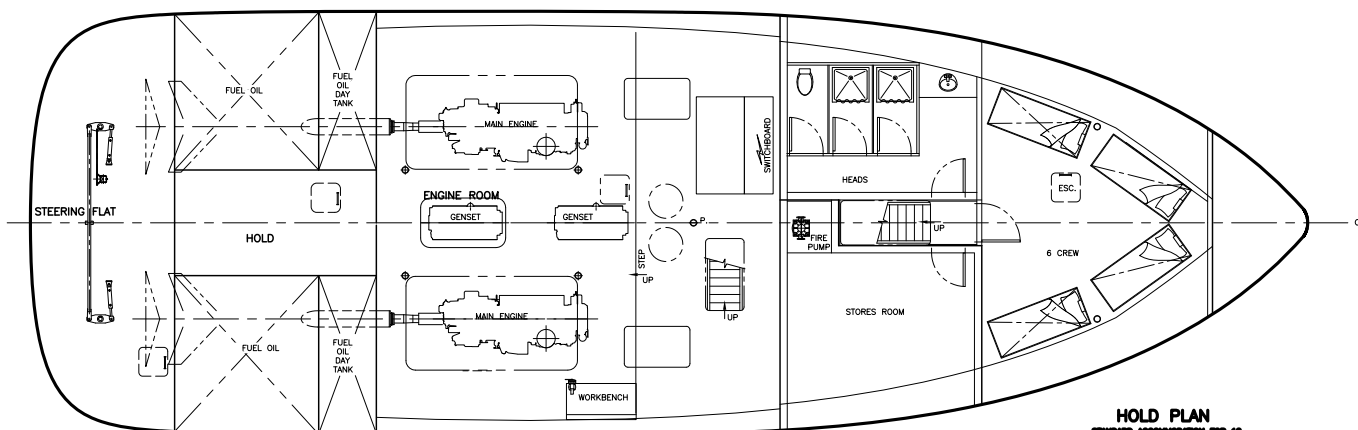




PROFILE



MAIN DECK PLAN  
STANDARD ACCOMMODATION FOR 12



HOLD PLAN  
STANDARD ACCOMMODATION FOR 12





*ENVOY, lead ship of this class of rescue tugs was built in 1944 by Cochrane, Selby. 868 t. displacement, 1.700 ihp triple expansion. 13 knots. Armed with 1x 3" AA, 2x 20 mm AA and 2x 2 machine guns*

*photo: Job van Eijk*

## British rescue tugs of Word War II



*EUGENE F. MORAN is the former ATA type rescue tug FAVOURITE (W 119), one of the U.S. lend/lease tugs delivered to the U.K. 783 t. displacement. Built 1942 by Gulfport Boiler. Diesel-electric 1.875 bhp. 14 knots. Armed with 1x 3" AA, 2x 20 mm AA*

*photo: courtesy Boat Photo Museum - Dan Owen*



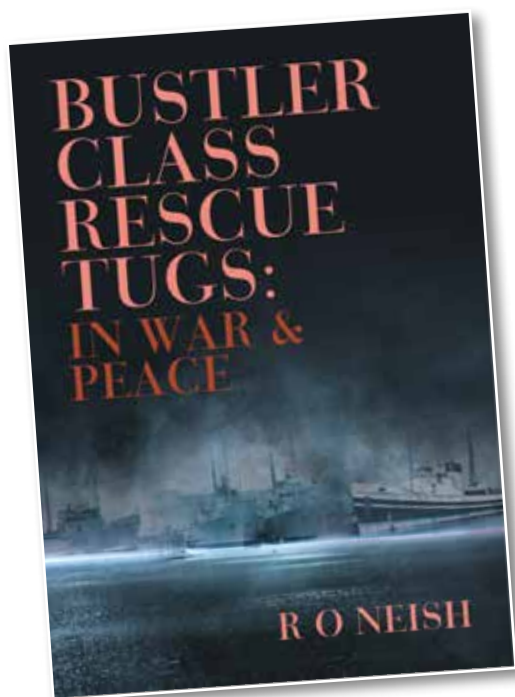
*EARNER is an Assurance-class rescue tug built in 1943 by Cochrane. 700 t. displacement. 1.350 ihp triple-expansion. 13 knots. Armed with 1x 3" AA, 2x 20 mm AA and 2x 2 machine guns*

*photo: coll. Job van Eijk*



*JUSTICE (W 140) - ex BATR 20 - built 1944 Camden Shipyard. - triple expansion 1.875 ihp - 12 knots - wooden hull - later ST. CHRISTOPHER. Armed with 1x 3" AA, 2x 20 mm AA. One of a series of 4 made available under Lend/Lease*

*photo: coll. J.W. Kennedy*



## Bustler Class Rescue Tugs

subtitled *In War and Peace* this recent publication presents an account of the work the famous 'Bustler' class of ocean salvage and rescue tugs. This class of tugs was designed and built during World War 2 for the express purpose of long-range towing, combat fleet support and deepsea rescue duties. At the time they belonged to a small group of the most powerful tugs in the world.

At the start of WW2 the ocean-going tug fleet in the U.K. counted just four tugs in the Royal Navy supplemented by eight civilian vessels. Awareness of the attacks on merchant ships – the British lifeline to the free world – and the consequent heavy losses made clear the necessity for a far larger group of capable oceangoing tugs.

A newbuilding program was set up that produced various designs of steam driven tugs. Steam at the time was logical given the availability of coal in the U.K. On the other hand this limited the range of operations. Later in the war the U.S. lend / lease program brought diesel driven tug over to the U.K. The Bustler-class, however, were the first British

diesel-driven fleet tugs to enter the rescue service.

During the war for obvious reason little was published on the exploits of the rescue tugs. That did not improve in the immediate aftermath of the war. Ron Neish, author of this new book, made a commendable effort to rectify this. Having been into shipbuilding ever since his apprenticeship with the Henry Robb shipyard and hailing from it is no surprise his deep interest in Leith and its shipbuilding industry. He also tracked down former crewmembers that provided their personal encounters with the tugs.

The Bustler book can be described as a history of a class of tugs in a sort of scrapbook form. The interviews and memories of the men that sailed in these tugs bring everything to life. Obviously most of the memories are post-war, but enough information on the war years fill the gap. Apart from the tugs it also tells – as a background – the story of several operations carried out during the war in which these tugs were involved such as the Battle of the Atlantic, the PLUTO pipeline and the Suez crisis.

The book details services of the tugs with each having their own chapter. In the chapter on the tug *Growler* for instance we find some of her war exploits, her service with the PLUTO pipeline project, involvement in D-Day, etc. After the war she was chartered to a variety of companies. Several civilian tows and rescues are listed. Later she returned to Government services as *Cyclone*. Here we find an extensive story about the

troublesome tow of *HMS Seraph*.

This submarine gained some fame by its role during the war in the deception of the German forces at Sicily. She had carried and launched the body of 'Major Martin' of the Royal Marines that carried 'secret' fake documents. The body was found by the Spanish that turned the documents over to the Germans. The rest is history. Major Martin became known as 'the man who never was'. *Turmoil* gained post-war fame via her involvement with the *Flying Enterprise* which was highlighted in the press all over the world. Likewise *Samsonia* as *Foundation Josephine* hit the headlines with her rescue of the British cargo ship *Leicester*. The latter was drifting abandoned with a heavy list following an encounter with a hurricane. Having reached the shelter of Bermuda a second hurricane blew both tug and tow ashore.

Technical details and ship's names are listed in the final chapter. A minor point of criticism is linked to the ships names during their career. The year given is the starting date. As many had charters it would have been helpful to include also the end of the charters (some were as short as a year). Another unexplained item is why the last two ships (*Turmoil* and *Warden*) are shown with an output of 4.000 bhp instead of the 3.020 bhp in the other vessels, using the same engine. The latter being the correct output mentioned on the General Arrangement plan obtained from the shipyard. Photo 113 on page 122 shows *Matsas*, ex *Turmoil*. Likewise photo 92 obviously does not show the tug as *Atlas* but still in service with the RFA. The year mentioned cannot be 1975 since she was sold in 1968. But these are small glitches.

## NOTE:

The publisher generously made an **exclusive offer to readers of TugZine** | **all about tugs** for a **discount of 20%** ex p&p on this book. See their advert on how to obtain this





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Otherwise this is a perfect book providing insights in the war duties and post war involvements of these tugs as derived from official reports but also as seen through the eyes from those who sailed in these tugs. A piece of maritime history preserved! The photos reproduced are on a relatively small scale but clear. An enjoyable read recommended for those interested in deepsea towage.

**Bustler Class Rescue Tugs: in war and peace.** Author: R.O. Neish. Published: 2022. Publisher: Whittles Publishing, Dunbeath, Caithness, Scotland. Size hxb: 270 mm x 140 mm. English language. Cardboard cover. 145 pages. 128 illustrations in black & white. ISBN 978-184995-504-1. Price: GBP 17,99 (Note: discount offer to TugZine readers until December, 2022 – see advertisement on how to order. Publisher website: <https://www.whittlespublishing.com.uk>).

Other books in this offer are:

#### **Leith-built Ships, volume 2**

subtitled Leith Shipyards 1918-1939 the title is self-explanatory. It traces the history of ships built at Leith during the period between the two World Wars. The shipyard included are those of Cran & Sommerville, Ramage & Ferguson, Henry Robb and Hawthorns & Co. Quite a number of tugs were turned out at these yards. With Henry Robb building list. Author: R.O. Neish. 158 pages. With b&w photos. Price (prior to discount) GBP 16,99 (excl p&p).

#### **Rats, Rust and Old Ladies**

In this book capt. David Creamer tells the story of the delivery voyage from Bahrain to Trinidad of two 38-year

old tugs. The voyage took all of seven weeks (and 230 pages). The trials and tribulations of these kind of voyages are colourful described accompanied by photos taken by the crew. A well-written story to pass the time and additionally learn something about improvised seafaring. With b&w photos as well as some colour. Price (prior to discount) GBP 18,99 (excl p&p).

#### **Oriental Endeavour**

This second book by Capt. David Creamer concerns two delivery voyages with former Cory Towage tugs *Edengarth* and *Eskgarth*. The first trip took the boats from the U.K. to Liberia. The second trip – a few years later – took the boats from Abidjan to Singapore. Adventure, mishap and even intrigue were the order of the day, not to forget the discovery of 'Roland the Rat'. The thirteen-week voyage can be re-lived in the 178 pages of this book. A highly recommended read. Price (prior to discount) GBP 18,99 (excl p&p).

#### **Wreck, Rescue and Salvage**

In this book we more or less follow the life of engineer-turned-tug-Master Dick Jolly. He started out as a cadet in the Australian National Line. Next he joined the British Royal Fleet Auxiliary service where he joined the fleet tug *Typhoon*. His next job was with Overseas Towage on board *Britonia*. From Overseas he transferred to Salvage Engineers which brought him to the Far East.

He also did a spell as an opal miner in the Australian outback. He joined the Selco organisation until the owner, mr Kahlenberg, sold out. He later re-joined mr Kahlenberg when he purchased the tug *Intergulf*, ex Bugsier; *s Pacific*. Later he set up as a salvage Master working on a variety of cases one of which was that of the *Leuser* – a passenger ship that had rolled over in Borneo and was to be salvaged by Kasel Salvage of Singapore.

Captain Jolly worked with a variety of towage and salvage companies on well known and lesser known jobs. The book thus sheds a light on the wheeling's and dealings within the towage and salvage world. Photos in b&w and colour. Recommended reading. Price (prior to discount) GBP 16,99 (excl p&p).

The final book in the offer is

#### **Diving for Treasure**

Treasure is a specific form of cargo-recovery. This book recounts the efforts over many years to dive wrecks that contained treasure in one form or another. The often prolonged and sometimes dangerous expeditions tell of dives to many ships that were wrecked while carrying tons of gold or other valuables. Many of the wrecks came to lie at great depths which demanded considerable diving expertise using rebreathers which allowed longer dives to be performed. Authors Vic Verlinden and Stefan Panis are both diving experts and in addition to the accounts and historical pictures they have added their own photography to convey to the reader the challenges of the dives undertaken. It took several years to visit and photograph the wrecks mentioned in the book which provides a fascinating account of the vessels and their treasure

#### **STOP PRESS:**

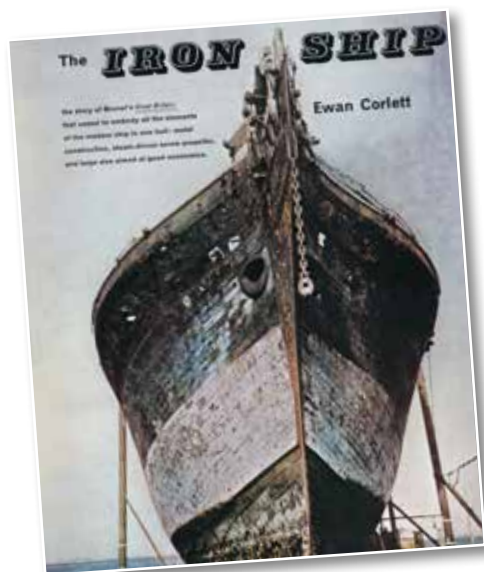
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and the challenges of diving in what can be a dangerous environment. Each entry provides details and a brief history of the vessel and the means of its demise, enhanced by a modern diving account with photographs. As such the book will be of great interest to all divers whether active or armchair, and to anyone with an interest in maritime/military history and underwater salvage. 150 pages with some 300 photos in b&w and colour. Price (prior to discount) GBP 18,99 (excl p&p).

#### Some more books related to this issue



#### The Iron Ship

This is the story of the *Great Britain*, the for that time giant ship. Designed by the engineer Isambard Kingdom Brunel apart from the size was built entirely of iron and fitted with a propeller instead of the common paddle wheels of the era. The vessel as such initiated the transition from wind to power-driven and from paddle to screw propulsion. Even so she was fitted with three masts fitted with a full set of sail intended as auxiliary power should the circumstances be right. She was launched in 1843, maintained a liner service to New York, was a troopship during the Crimean and Indian Mutiny and ran a scheduled service to Australia in the era of the Australian Gold Rush.

In 1875 she made her last voyage as a steamer. She was laid up and offered for sale. In 1882, however, she was part of the inventory of the firm of Gibbs, Bright & Co. which company was purchased by Antony Gibbs & Sons. This company traded the west coast of North and South America and saw value

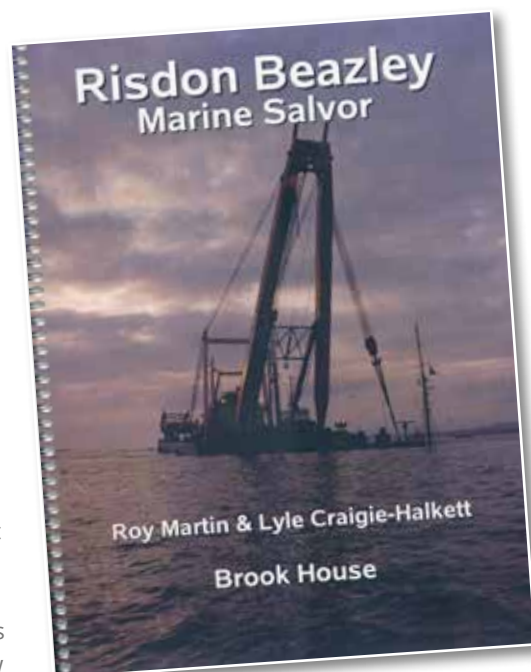
in her estimated 4,000 dwt. when fitted as a sailing ship. She was duly reconstructed with the engines as well as the passenger accommodation removed. The engine room became a cargo hold.

On what was to be her last voyage – in 1886 – she ran into two hurricanes causing a shift in the cargo of coal. She lost part of her rigging and in this condition rounding the horn was no longer an option. She limped back to the Falklands. Declared a Constructive Total Loss she was purchased locally for service as a floating storage at Port Stanley. In 1933 this came to an end and she was laid-up. In 1936 an appeal was made for her preservation but this failed. She was then moved to Sparrow Cove, and scuttled in the anchorage.

In 1967 a new appeal was made and this time successful. In 1968 the wreck was surveyed and found to be in a (relatively) better condition than expected. It was unlikely, however, she could be expected to remain afloat during a tow to the U.K. An alternative was found in a proposal by Risdon Beazley and Ulrich Harms to refloat the wreck and then put her on a pontoon for a dry tow to the U.K. This plan was eventually carried out.

The book was written by Ewan Corlett, a naval architect by profession that started the project of recovery and preservation. It tells in great detail about the construction and employment of the ship. Various appendices detail the machinery, there is a list of voyages made, a bibliography and the book is fully indexed. Details on the actual salvage operation are more general. But otherwise it tells you all you ever wanted to know about *Great Britain*. The edition – the second - discussed here dates from 1978. It can be bought second-hand for prices varying between USD 15 and USD 35. There is a later updated edition published by the *ss Great Britain Trust* in a different format and a greater number of pages.

**The Iron Ship** – subtitled the story of Brunel's "Great Britain". 2nd edition. Author: Ewan Corlett. Published: 1978. Publisher: Moonraker Press, Bradford-on-Avon. Size hxb: 250 mm x 202 mm. English language. Cardboard cover. 253 pages. Fully indexed, with appendices and bibliography. 142 illustrations in black & white. ISBN 239.00112.5. Available 2nd-hand only. Price: try between USD 15 and USD 35..



#### Risdon Beazley, Marine Salvor

This is the history of a marine salvage company that became one of the very few cargo-recovery firms that ever existed. During World War II it ran the largest salvage operation in the world. Authors Roy Martin and Lyle Craigie-Halkett both were employed by the company so have a clear insight in the wheeling and dealings of the company. That said, many of their operations were shrouded in secrecy while the owner – mr Risdon Beazley – equally disliked publicity. In the end the company teamed up with the German salvor and marine lifting company Ulrich Harms, only to be taken over both by Smit Internationale. In a period of just ten years the company – established in 1926 – disappeared in 1981 when closed down without assets.

This book – the 6<sup>th</sup> updated edition published in 2011 – is divided into 11 chapters, an epilogue and 11 pages of appendices. Chapters include, amongst others, two chapters on the business as Admiralty salvor during WW2, The Empire Manor's gold, the salvage and transport of the *ss Great Britain*, the Varne wrecks 1971-73, South China Sea recoveries, etc. The appendices show, a.o., requisitioned vessels under RB management, the Admiralty-owned fleet under RB management, the non-ferrous metal recoveries from 1947 to 1980 and a fleetlist (with minimum detail).

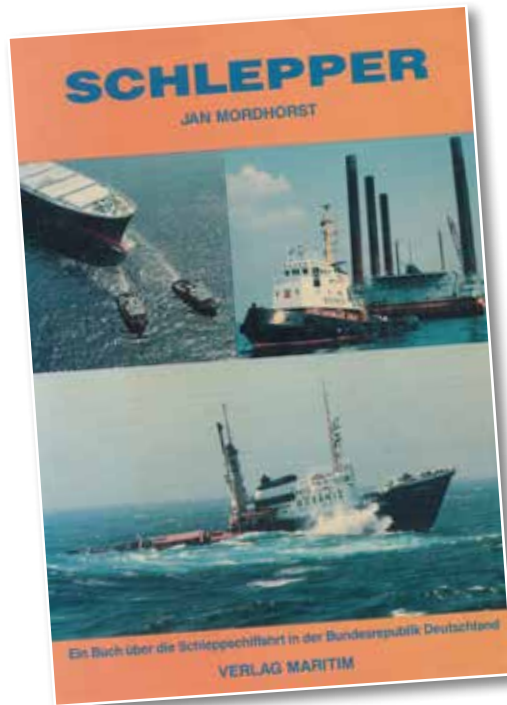
The stories especially where the personal experiences of the two authors is involved provide a good insight in



this kind of operations. Also the detailed information on the salvage fleet that accompanied the invasion fleet on D-Day contains details never before published. The development of the company is well researched and the authors do place question marks when their research is inconclusive.

This is a recommended read for anyone interested in the history of cargo recovery and for those interested in underwater techniques for searching, or the history of marine salvage prior to, during and after WW2. As far as is known this edition was the last one published. The book can still be obtained as it is frequently offered on the internet.

**Risdon Beazley, Marine Salvor**, 6th updated edition. Authors: Roy Martin, Lyle Craigie-Halkett. Published: 2011. Publisher: Brook House, Southampton (privately published). Size hxb: 282 mm x 218 mm. English language. Ring-bound with cardboard cover. 155 pages. With appendices and fleetlist (limited details). 60 illustrations in black & white. ISBN 978-0-9557441-0-5. Available 2nd-hand only. Price: up to GBP 20,00; search the internet for lower.



### Schlepper

Published in 1988 this book provides an overview of German tugs of the time. It also provides – for the uninitiated - an insight into towage and salvage itself. A chapter is devoted to the practice of Lloyds Open Form, illustrated by the

salvage cases of *Andros Fortune* and *Amoco Cadiz*. Another chapter relates the accidents with tugs. Also, propulsion systems are discussed. The various tug operators – amongst which Ulrich Harms GmbH - each have their own chapter with a potted history and a fleetlist detailing their vessels and the ship's histories. The final chapter is given over to the German shipyards with a history of tugboat construction. Author Jan Mordhorst is an accomplished writer and maritime journalist and this book provides a great insight in the state of the towage and salvage industry in Germany prior to the German unification in 1990.

At the time this was a much sought-after publication. Available today only as second-hand but only rarely offered. Prices range between Euro 25 and 35.

**Schlepper** – ein Buch über die Schleppschiffahrt in der Bundesrepublik Deutschland. Author: Jan Mordhorst. Published: 1988. Publisher: Verlag Maritim GmbH, Hamburg. Size hxb: 210 mm x 145 mm. German language. Cardboard cover. 372 pages. Fleetlists included in the text. Over 150 illustrations in black & white. ISBN 3-9801260-1-3. Available 2nd-hand only. Price: around Euro 25,00 to 35,00.



HMS BUSTLER running trials in the Firth of Forth, 1942

photo: Henri Robb Shipyard, coll. Job van Eijk







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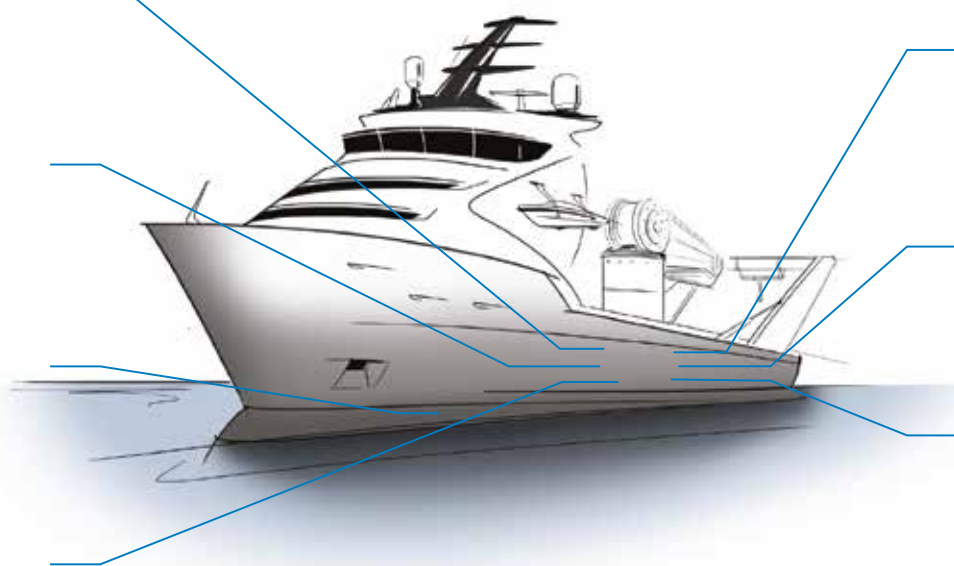
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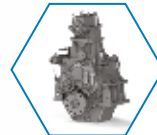
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# Fleetlists Ulrich Harms GmbH (1)

This fleetlist shows the various vessels that have worked in towage and salvage under the 'Harms' name. Readers are reminded that Ulrich Harms GmbH (and subsidiaries) were the only companies Mr Ulrich Harms was involved with. The other versions of Harms Bergung were run by unconnected persons and operators. Any corrections or omissions in the fleetlists please let us know – we appreciate your updates.

compiled by Jasiu van Haarlem

Note: the notation (from-to years in fleet) reflects the years a vessel was under control of a business operating under a 'Harms' name. Only in case of Beckedorf it reflects as starting date the year Mr Harms got involved with Beckedorf. *Bussard* listed below was under a 'Harms' flag 1955 to 1977. The first year is the year it came under control of the 'Harms' operators - in this specific case when Mr Ulrich Harms got involved with the Beckedorf company - while the second year shows when it was de-listed from the fleet which in this case was Harms Bergung GmbH.

## slv. BUSSARD (1955-1977)

Salvage vessel. Built 1916 by Boot, Alphen aan den Rijn, The Netherlands, as a cargo vessel. Dimensions: 23,78 x 5,12 m. Draught 2,15 m. Tonnage: 71 grt. Main engine: 1x 2-cyl compound, output 16 hp, replaced in 1954 by a 180 bhp (132 kW) engine. Single screw.

**History:** 1916 (15-11): *Stad Haarlem* / N.V. W. Bus Stoomboot Maatschappij, Haarlem. (cargo ship). 1935 (04-03): *Taucher O. Wulf II* (1) / Tauch- und Bergungsunternehmen Otto Wulf GmbH & Co. KG., Cuxhaven, Germany. Rebuilt as salvage vessel (reportedly at Mützelfeldtwerft, Cuxhaven). 1938: *Bussard* / Taucherbetrieb Gebr. Beckedorf & Co. KG., Hamburg. (reportedly reconstructed at the Pohl & Jozwiak yard in Hamburg). 1968: *Bussard* / Ulrich Harms GmbH & Co., Hamburg. 1973: *Bussard* / Harms Bergung GmbH., Hamburg. 1977: Broken up.

## st. KORMORAN (1955-1956)

Steam tug. Built 1908 by Schiffswerfte und Maschinenfabrik (vorm. Janssen & Schmilinsky) A.G., Hamburg-Steinwärder. Yard number: 491. Dimensions: 27,12 x 6,11 x 3,65 m. Draught 3,21 m. Tonnage: 132 grt. Main engine: 1x 2-cyl. compound steam engine by Janssen & Schmilinsky Engine output: 400 ihp. Speed: 12 knots. Single screw.

**History:** 1908: *Cornelie Wessels* (1) / Emden Bergungs- und Bugsier Geschäft P. Wessels, Emden. 1914 (01-08): *Cornelie Wessels* (1) / Sperrfahrzeug Division Ems, war duty as 'sperrverkehrs-fahrzeug'. 1918 (19-11): returned to owners. 1940 (19-8): Kriegsmarine (German Navy) requisitioned for 'Operation Seelöwe', the intended amphibious operation to invade England. 1941 (28-1): returned to owner. 1952: *Kormoran* / Taucherbetrieb Gebr. Beckedorf & Co. KG., Hamburg. 1956: Broken up.

## slv. ADLER (1955-1978)

Salvage vessel. Built 1901 (probably as a cargo vessel).



MAGNUS II at Kiel with shearlegs frame lowered in position for sea transport

photo: Stadtarchiv Kiel (Friedrich Magnussen) CC licence

Dimensions: 24,06 x 5,21 x 1,40 m. Engine output: 75 bhp (55 kW). Single screw.

**History:** 1901: unknown owner. 1955: *Adler* / Taucherbetrieb Gebr. Beckedorf & Co. KG., Hamburg. 1968: *Adler I* / Ulrich Harms GmbH & Co., Hamburg. 1973: *Adler I* / Harms Bergung GmbH., Hamburg. 1978: Broken up.

## slv. CONDOR (2) (1955-1974)

Salvage vessel. Built 1944. Dimensions: 23,72 x 5,54 m. Draught 2,00 m. Tonnage: 73 grt. First engine unknown. Main engine replaced in 1951 by M.A.N. Engine output: 280 bhp (206 kW). Single screw. (Note: another version exist whereby year built is listed as 1932 at the Wulf Werft in Doddege).

**History:** 1944: Bundes Schlepp Betrieb Monopol, Minden (Germany). 1951: *Taucher O. Wulf II* (3) / Tauch- und Bergungsunternehmen Otto Wulf GmbH & Co. KG., Cuxhaven, Germany. Reconstructed as salvage vessel at the Doddege-werft, Wischhafen. 1951: Main engine replaced by M.A.N. diesel. Engine output: 280 bhp (206 kW). 1955: *Condor* (2) / Taucherbetrieb Gebr. Beckedorf & Co. KG., Hamburg. 1968: *Condor* / Ulrich Harms GmbH

& Co., Hamburg. 1973: *Condor* / Harms Bergung GmbH., Hamburg. 1974: Broken up.

## shl. MAGNUS I (1963-1997)

Self-propelled floating shearlegs. Built 1963 by Kieler Howaldtswerke A.G. abteilung Stahlbau. Yard number: 501000. Dimensions: 46,56(oa) / 44,98 (bp) x 20,00 x 3,60 m. Draught 2,59 m. Tonnage: 1.002 grt 703 nrt. Propulsion: 2x Schottel Navigator deck-mounted azimuthing thruster drive units each fitted with a 12-cyl. K.H. Deutz SABA/SBF 12-L-714 with an output of 250 bhp each (total output 500 bhp (368 kW)). Speed 6,5 knots. Lifting capacity: 400 (2x 200) tonnes main blocks, top blocks 200 (2x 100) tonnes. Lifting capacity increased in 1980 to 600 tonnes (2x 300 t) in the main blocks / 300 tonnes (2x 150 t.) in the top blocks (jib). 2x bow thruster each 59 kW (80 bhp). To be able to make the increased lift a dock-type supporting pontoon was to be connected under the forward part of the vessel. In such cases the beam increased to 28,00 m and the depth forward to 4,94 m. which also increased draught with 1,30 m See also *Minor 2* (1980).

**History:** 1963 (December): *Magnus* / Ulrich Harms GmbH & Co., Hamburg. 1965: renamed *Magnus I* / Ulrich Harms GmbH & Co., Hamburg. 1973: *Magnus I* / Harms Bergung GmbH., Hamburg. 1997: *Magnus I* / Smit International (Deutschland) GmbH., Hamburg. 1980: Lifting capacity increased to 600 tonnes. See also under *Minor 2* (1980). 1997 (10-02): when at Hamburg lifting - in tandem with Bugsier's shearlegs *Enak* - a 675-tonne main ship's engine from the hold of *Laust Maersk* one of *Enak*'s lifting wires parted. The sudden increase in load pulled *Magnus 1* down by the head. As a result of the sudden peak overload the *Magnus I* wires also parted. The reaction force transferred to the wires that held the A-frame which was then whipped backwards and crashed on the deck. Miraculously only minor injuries for the crew were the result. The shearlegs frame sustained severe damage. *Enak*'s jib also crashed. Both jib and engine were recovered later from the bottom. The engine, however, was refused by the shipyard that ordered it. 2000 (July): *E 2501* / B.V. Sloopdienst- en Transportonderneming Gerrit J. Eerland Lcm Zn., Rotterdam. Converted to a pontoon. 2002 (15-5): *E 2501* / Smit Transport Europe B.V., Rotterdam. 2013 (March): *Wilcarry 1750* / Williams Shipping Ltd., Southampton.



ARGUS was the first owned 'tug', the former lifeboat HERMANN APELT

photo: coll. Job van Eijk



**npp. Minor 1 (1963 – 19xx)**

Non -propelled pontoon. Built 1963 by Kieler Howaldtswerket A.G. abteilung Stahlbau, Kiel. Yard number: 501063. Dimensions: 24,20 x 7,95 x 2,55 m. Tonnage: 118 grt, 400 dwt. Non-propelled pontoon. Probably intended for use as support for the sheerlegs frame in case of river transport.

**History:** 1963: *Minor* / Ulrich Harms GmbH & Co., Hamburg. 1968: *Minor I* / Ulrich Harms GmbH & Co., Hamburg. 1973: *Minor I* / Ulrich Harms GmbH & Co., Hamburg. (Smit International). No further details.

**shl. MAGNUS II (1965-1973)**

Built 1965 by Kieler Howaldtswerke A.G. abteilung Stahlbau. Yard number: 501120. Dimensions: 46,64 (oa) / 44,98 (bp) x 20,00 x 3,63 m. Draught 2,59 m. Tonnage: 1.002 grt 638 nrt. Propulsion: 2x Schottel Navigator deck-mounted azimuthing thruster drive units each fitted with a 12-cyl. K.H. Deutz with an output of 250 bhp (total output 500 bhp (368 kW)). Speed 6,0 knots. Single 120 hp electric bow thruster. Lifting capacity: 400 (2x 200) tonnes main blocks, top blocks (20-meter jib) 200 (2x 100) tonnes, 100 tonnes (2x 50 t) with 37 m jib.

**History:** 1965: *Magnus II* / Ulrich Harms GmbH. & Co., Hamburg. 1973: *Magnus II* / Harms Bergung GmbH., Hamburg. 1975: *Telford* / Risdon Beazley Marine Ltd., Southampton. 1976: *R.B. Telford* / Risdon Beazley Marine Ltd., Southampton. 1980 (November): *Smit Monsoon* / Smit International South East Asia Pte. Ltd., Singapore. 993 grt. 638 nrt. British flag, registered at Southampton. IMO 7603590. 1984: *Monsoon* / Goa Towage & Salvage

Company Pvt. Ltd., Bombay. 1991: *Perkasa II* / Kasel Salvage, Singapore. IMO 7603590. 19xx: *Perkasa II* / Salvindo Towage & Salvage Pte Ltd., Singapore. Flag: Belize. Tonnage: 993 grt, 638 nrt. 20xx: *Perkasa II* / Stadsons Shipping, Singapore. No further details.

**mt. ARGUS (1) (1965-1977)**

Motor tug. Built 1955 by F. Lürssen-Yacht- & Bootswerft, Vegesack, Germany, as prototype / test vessel for the new generation of German lifeboats for the D.G.R.S. Yard number: 13218. Dimensions: 22,47 (oa) / 19,45 (bp) x 5,31 x 2,46 m. Draught 1,50 m. Tonnage: 60 grt. Main engine: 3x Maybach. Total output: 1.800 bhp (1.324 kW). Speed: 17,5 knots max.

**History:** 1955 (06-03): *Hermann Apelt* / Deutschen Gesellschaft zur Rettung Schiffbrüchiger. Life boat stationed at Helgoland until October 1965.

1965: *Argus* (1) / Ulrich Harms GmbH. & Co., Hamburg. In use as tug and workboat. 1972: Laid up. 1977: *Totem* / Undisclosed buyer in The Netherlands. Converted to sailing yacht, further details unknown.

**shl. MAGNUS III (1966-1987)**

Built 1966 by Kieler Howaldtswerke A.G. abteilung Stahlbau. Yard number: 501150. Dimensions: 53,98 x 24,00 x 4,20 m. Draught 2,00 m. Tonnage: 1.748 grt - 729 nrt. Main engines: 4x 12-cyl. K.H. Deutz, total output 1.000 bhp (736 kW). Propulsion by 4x well-mounted Schottel SRP rudder propellers. Fitted with a 150 bhp Schottel S-75-L bow thruster. Speed 9 knots free running. Lifting capacity: 800 tonnes (2x 200 tonnes main blocks

plus 2x 200 tonnes over the bow rollers. Top blocks 2x 100 tonnes (prior to 1974 upgraded to 2x 150 tonnes).

**History:** 1966 (April): *Magnus III* / Ulrich Harms GmbH. & Co., Hamburg. 1973: *Magnus III* / Harms Bergung GmbH., Hamburg. 1977: *Magnus III* / Smit International Middle East, Bahrain. 1986 (30-04): Hit by Exocet missile. Damaged, arrived at Sharjah 9 May, 1986. 1987 (February): *Tak 300* / Smit-Tak Internationaal Bergingsbedrijf B.V., Rotterdam. Converted to lifting pontoon. 1.558 grt, 467 nrt. 1.473 dwt. 1990 (January): *Tak 300* / Rockwater Offshore Contractors B.V., Rotterdam. No further details.

**mt. ELSTER (1967-1977)**

Built 1943.

**History:** 1967: *Elster* / Ulrich Harms GmbH. & Co., Hamburg. 1973: *Elster* / Harms Bergung GmbH., Hamburg. 1977: Broken up.

**npp. UNUS (1967-1976)**

Built 1951. Non-propelled pontoon.

**History:** 1951: unknown first owner. 1967: *Unus* / Ulrich Harms GmbH. & Co., Hamburg. 1973: *Unus* / Harms Bergung GmbH, Hamburg. 1976: Broken up.

**shl. MAGNUS IV (1967-1971)**

Built 1967 by Kieler Howaldtswerke A.G. abteilung Stahlbau. Yard number: 501254. IMO 8757099. Dimensions: 46,64 (oa) / 44,98 (bp) x 20,00 (oa) x 3,63 m. Draught 3,60 m. 2,59 m. Tonnage: 984 grt 626 nrt. Propulsion: 2x Schottel Navigator deck-mounted azimuthing thruster drive units each fitted with a 12-cyl. K.H. Deutz type ABA-12-L with an output of 250 bhp (total output 500 bhp (368 kW)). Replaced at unknown date by diesel-electric drive train with 2x Volvo D16-KC auxiliary engines output 420 kW (571 bhp) driving two Veth VSG-1200 azimuthing thrusters. Single Schottel SRP 150 bow thruster. Lifting capacity: 400 (2x 200) tonnes main blocks, top blocks 200 (2x 100) tonnes.

**History:** 1967 (01-02): *Magnus IV* / Ulrich Harms GmbH & Co., Hamburg. 1971: *Bison* / Interbergung Internationale Bergungs- und Transport GmbH., Hamburg. 1971 (17-06): *Taklift 2* / W.A. van den Taks Bergingsbedrijf N.V., Rotterdam. Inland waters registration: (27.13190). 1987 (September): *Gironde* / Port Autonome de Bordeaux, Bordeaux. 2007 (April): *GPS Apollo* / GPS Marine Contractors Ltd, Rochester. 2013 (28-08): *Eide Lift 7* / Eide Marine Services A / S., Høylandsbygd. 2016 (December): *Tronds Lift 7* / Meidell Ship Holding AS., Høylandsbygd. Operator: Tronds Marine Service AS., Høylandsbygd. Tonnage listed as 904 GT, 271 NT. Lifting capacity 400 (2x 200) tonnes main blocks, 250 (2x 125) tonnes top blocks. Extra single main mid-block capacity 100 tonnes. Panama flag.

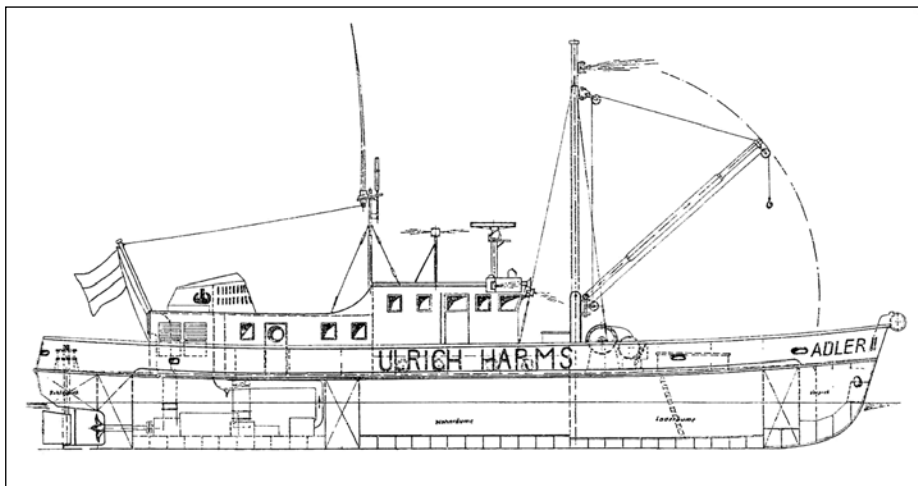
**shl. MAGNUS V (1967-1971)**

Built 1967 by Kieler Howaldtswerke A.G. abteilung Stahlbau. Yard number: 501.255. Dimensions: 46,64 (oa) / 44,98 (bp) x 20,00 x 3,63 m. Draught 2,90 m. Tonnage: 984 grt 626 nrt. Propulsion: 2x Schottel Navigator deck-mounted azimuthing thruster drive units each fitted with a 12-cyl. K.H. Deutz L with an output each of 250 bhp (total output 500 bhp / 368 kW). 1972 re-engined with 2x 12-cyl. K.H. Deutz SBA-12-L with an output each of 325 bhp (total output 650 bhp / 478 kW). In 19xx again re-engined with 2x Volvo-Penta with an output each of 300 bhp (441 kW). Single bowthruster. Lifting capacity: 400 (2x 200) tonnes main blocks, top blocks 200 (2x 100) tonnes.

**History:** 1967: *Magnus V* / Ulrich Harms & Co. GmbH., Hamburg. 1971 (17-6): *Taklift 3* (27.13191) / W.A. van den Tak's Bergingsbedrijf N.V., Rotterdam. 1983 (03-08): *Taklift 3* / Maaslift B.V., Rotterdam. Operator: Smit-Tak International Bergingsbedrijf B.V., Rotterdam. 1992 (29-01): *Taklift 3* / Takmarine B.V., Maassluis. 2005 (01-08): *GPS Atlas* / GPS Marine Contractors Ltd., Rochester. 2014 (February): *Eide Lift 8* / Eide Marine Services A / S., Høylandsbygd. 2016 (December): *Tronds Lift 8* / Meidell Ship Holding AS., Høylandsbygd. Operator: Tronds Marine Service AS., Høylandsbygd. Panama flag.

**npp. MULUS 1 (1967-1977)**

Built 1972 by Howaldtswerke-Deutsche Werft A.G. abteilung Stahlbau (HDW Stahlbau), Kiel. Yard number 501326. Dimensions: 76,00 / 72,83 x 24,00 x 4,80 m. Tonnage: 2.667 grt, 2.664 nrt, 5.250 dwt. Non-propelled semi-submersible pontoon. Note that when required the Mulus pontoons could be fitted with a simple sheerlegs



ADLER II was a specially built diving support / survey vessel

drawing: coll. Job van Eijk



TAKLIFT 3 is the former MAGNUS V

photo: Job van Eijk



frame and winches to act as a 'sheerlegs of opportunity'  
**History:** 1967: *Mulus 1* / Ulrich Harms GmbH & Co., Hamburg. 1977: sunk off the coast of Libya.

**mt. JANUS (1)** (1967-1977)  
 Built 1967 (hull sections only) by Kieler Howaldtswerke A.G. abteilung Stahlbau. Vessel assembled by Harms personnel at the (former) Staatswerft at Tellerort, Hamburg. Completed by Howaldtswerke-Deutsche Werft AG., Kiel. Yard number: 501293. IMO 6807591. Dimensions: 24,26 / 24,01 x 8,52 x 4,30 m. Draught 3,75 m. Tonnage: 138 grt, 2 nrt. Main engines: 2x 16-cyl. M.W.M. from 1967. Engine output: 980 bhp (721 kW). Propulsion: 2x Schottel SRP-300 in tractor configuration. Bollard pull 12 tonnes.

**History:** 1967 (May): *Janus* / Ulrich Harms & Co. GmbH. 1973: *Janus* / Harms Bergung GmbH. (Smit International). 1977 (06-04): *Eerland 26* / G.J. Eerland Lcm Zn. (Smit International). Inland waters registration number: 23.14789. 1981: re-engined with 2x 16-cyl. G.M.-Detroit 16V-92 with a total output of 862 bhp (643 kW). 1994: main engines replaced by 2x 12-cyl. Mitsubishi S12-A2-MPTA with a total output of 1.724 bhp (1.268 kW). Propulsion also replaced by 2x Schottel SRP 330 with propellers in nozzles. Bollard pull: 18 tonnes. Speed: 12 knots. 2002(15-05): *Eerland 26* / Smit Transport Europe B.V., Rotterdam. 2010 (05-01): *Eerland 26* / Bonn & Mees Beheer B.V., Rotterdam. 2010 (08-06): *Jan Leenheer* / Bonn & Mees Beheer B.V. Re-engined with 2x Mitsubishi S12A2-MPTK, output 1.906 bhp total. 2014: bollard pull measured: 17 tonnes.

**npp. MULUS 2 (1)** (1967-197x)  
 Built 1967 by Kieler Howaldtswerke A.G. abteilung Stahlbau, Kiel. Yard number: 501327. Dimensions: 76,00 / 72,83 x 24,00 x 4,80 m. Tonnage: 2.667 grt, 2.664 nrt, 5.250 dwt. Non-propelled semi-submersible pontoon.

**History:** 1967: *Mulus 2* / Ulrich Harms GmbH & Co., Hamburg. 1973: *Mulus 2I* / Harms Bergung GmbH., Hamburg. 197x: sunk in the Mediterranean.

**slv. ADLER I** (1968-1978)  
 See *slv. Adler*.(1955)

**slv. ADLER II** (1968-1989)  
 Diving support, salvage and research vessel. Built 1968 by Jos. L. Meyer – Papenburg, Germany. Yard number: 542. Dimensions: 24,35 (oa) / 22,80 (bp) x 5,10 (mld) x 2,00 m. Draught 1,35 m. Tonnage: 68 grt, 18 nrt. Main engine: 1x 12-cyl. K.H. Deutz, type 12-L-714. Engine output: 170 bhp (125 kW) at 1.500 rpm. Single screw. Speed: 9 knots.

**History:** 1968: *Adler II* / Ulrich Harms GmbH & Co., Hamburg. 1973: *Adler II* / Harms Bergung GmbH., Hamburg. 1989 (26-02): *Adler II* / F. Tenwolde Transport, Dordrecht. 1990 (17-11): *Dombo* / J. van der Molen & Zn., Zaandam. 1999 (26-02): *Dombo* (27.19290) / L.P. Schoonenberg, Afferden. 2003: *Spica* / L.P. Schoonenberg, Afferden. Re-engined with 1x 6-cyl. Mitsubishi, type 6D-22. Engine output: 154 bhp (113 kW). Inland waters registration: 19290 Z Rott. (027.19290). 2007 (19-12): *Spica* / R.T. van Dorp, Leiden.

**shl. HEIN** (1968-1975)  
 Built 1968 by Howaldtswerke-Deutsche Werft A.G. abteilung Stahlbau (HDW Stahlbau), Kiel. Yard number: 730.017. IMO 7829869. Dimensions: 38,59 / 37,00 x 16,49 m x 3,50 m. Tonnage: 680 grt, 176 nrt. 2x deck-mounted Schottel Navigator azimuthing propulsion system driven by 12-cyl. K.H. Deutz BFL-712 with output of 250 hp each, total output 500 bhp. Single bow thruster. Lifting capacity: 170 tonnes.

**History:** 1968: *Hein* / Beckedorf & Co. KG., Hamburg. 1969: *Hein* / Ulrich Harms Bergung GmbH. & Co. KG., Hamburg. Intended to be renamed as *Magnus VIII* but not effected. 1973: *Hein* / Harms Bergung GmbH., Hamburg. 1975: *Fjellvik* / Uglands Construction Company AS., Grimstad, Norway. Manager: Uglands Rederi AS., Grimstad. 1987: *Mammutkrana III* / M.J. Ødegaard AS., Aalesund, Norway. Manager: Ødegaard Berging AS., Aalesund.

**shl. MAGNUS VI** (1968-1979)  
 Built 1968 by Howaldtswerke-Deutsche Werft A.G. abteilung Stahlbau (HDW Stahlbau), Kiel. Yard number: 730.006. Dimensions: 46,56 / 45,00 x 20,00 x 3,64. Draught 2,59 m. Tonnage: 912 grt, 568 nrt. Main engines: 2x 12-cyl. K.H. Deutz. Propulsion: 2x Schottel Navigator deck mounted units with 12-cyl Deutz engines each 250



*HEIN* was built for the Harms associate / subsidiary Beckedorf, better known as Taucher Beckedorf. Seen here installing a bridge span. Alongside aft is the Beckedorf workboat *LUMME*  
 photo: Ulrich Harms brochure



*MAGNUS VI* seen here under the same name operated by *Servimagnus Salvamentos*, Buenos Aires. This sheerlegs was one of two sent out to Argentina to operate under Harms Argentina S.A.  
 photo: coll. Job van Eijk

bhp. 1x bow thruster. Lifting Capacity: 400 tonnes (2x 200 t) main blocks, 200 tonnes (2x100 t), top blocks (jib).

**History:** 1968 *Magnus VI* / Ulrich Harms GmbH. & Co. KG., Hamburg. 1972 *Magnus VI* / Harms Argentina SA., Buenos Aires. 1979 *Magnus VI* / Homera Fonda SA., Buenos Aires. 19xx *Magnus VI* / Servimagnus Salvamentos y Montajes S.A., Buenos Aires.

**shl. MAGNUS VII** (1968-1975)  
 Built 1968 by Howaldtswerke-Deutsche Werft A.G. abteilung Stahlbau (HDW Stahlbau), Kiel. Yard number: 730.007. IMO 7014476. Dimensions: 46,56 / 45,00 x 20,00 x 3,64 m. Draught 1,41 m. Tonnage: 912 grt, 568 nrt. Main engines: 2x 12-cyl. K.H. Deutz. Engine output: 500 bhp (368 kW). Twin Schottel. Single bow thruster. Lifting Capacity: 400 tonnes.

**History:** 1968: *Magnus VII* / Ulrich Harms GmbH. & Co. KG., Hamburg. 1973: *Magnus VII* / Harms Bergung GmbH., Hamburg. 1975: *Hebe 1* / Neptun Transport &

Marine Services GmbH., Hamburg. 1987 (28-01): *Taklift 5 (1)* / Maaslift B.V., Rotterdam. Manager: Smit-Tak Internationaal Bergingsbedrijf B.V., Rotterdam. Inland waters registration: 27.17447. 1996 (12-01): *Smit Typhoon (2)* / Smit International Singapore Pte. Ltd., Singapore. 1999 (01-09): *Smit Typhoon (2)* / Asian Lift Pte. Ltd., Singapore.

**shl. MAGNUS IX** (1968-1979)  
 Built 1968 by Howaldtswerke-Deutsche Werft A.G. abteilung Stahlbau (HDW Stahlbau), Kiel. Yard number: 730.051. Dimensions: 76,00 x 24,00 x 4,70 m. Draught 0,60 m. Tonnage: 2.667 grt, 2663 nrt. Non-propelled lifting barge. Lifting capacity: 500 tonnes (2x 250 t) main blocks plus 500 tonnes (2x 500 t) via deck tackle and bow rollers. Jib maximum lift 300 tonnes (2x 150 t); 210 tonnes with jib inclined. Main sheerlegs frame has fixed inclination.

**History:** 1968 (December): *Magnus IX* / Ulrich Harms GmbH. & Co. KG., Hamburg. 1973: *Magnus IX* / Harms





Argentina SA., Buenos Aires, Argentina. 1979: *Magnus IX* / Homera Fonda SA., Buenos Aires, Argentina. 1980: reconstructed as a fully-fledged sheerlegs although main sheerlegs frame remains fixed. Fitted with Schottel Navigator - with 16-cyl. G.M., output 380 bhp per unit - deck-mounted propulsion units installed at the stern and accommodation improved. 2011: *Magnus IX* / Gruamar S.A. - operator: Homero Fonda y Compania, Buenos Aires. 1.642 grt, 1.560 grt. Draught 3,58 m. 20xx: *Magnus IX* / Servimagnus Salvamentos y Montajes S.A., Buenos Aires.

#### mt. ARGUS 2 (1968-1974)

Built 1968 by Gutehoffnungshütte Sterkrade AG Rheinwerft Walsum, Duisburg-Walsum, Germany. Trials run 29-11-1968. Yard number: 1059. Dimensions: 22,69 / 20,36 x 6,72 x 2,90 m. Draught 2,43 m. Tonnage: 69,9 grt. Main engine: 1x 8-cyl. K.H. Deutz, type SBV-8M-528. Engine output: 800 bhp at 750 rpm. Single propeller in Kort nozzle-rudder. Bollard pull: 13 tonnes. Speed: 11,5 knots.

**History:** 1968: *Argus 2* / Ulrich Harms GmbH & Co., Hamburg. 1973: *Argus 2* / Harms Bergung GmbH., Hamburg. 1974: *David* / Neptun Bergung (Trans Navem Schiffahrtsgesellschaft mbH & Co.), Hamburg. (Note: even in 1979 the tug appears as registered under Ulrich Harms GmbH & Co.). 1979: *Iris* / SpA di Navigazione Messina, Palermo, Italy. 1980: *Iris* / Rimorchiatori Riuniti Spezzini S.L., La Spezia, Italy. 200x: *Argus 2* / CN Talamone Srl, Talamone, Italy.

#### mt. ARGUS 3 (1968-1974)

Built 1968 by Gutehoffnungshütte Sterkrade AG Rheinwerft Walsum, Duisburg-Walsum. Yard number: 1060. Launched: 19-11-1968. Dimensions: 22,69 / 20,36 x 6,72 x 2,90 m. Draught 2,43 m. Tonnage: 69,9 grt. Main engine: 1x 8-cyl. K.H. Deutz, type SBV-8M-528. Engine output: 800 bhp at 750 rpm. Single propeller in Kort nozzle-rudder. Bollard pull: 13 tonnes. Speed: 11,5 knots.

**History:** 1968: *Argus 3* / Ulrich Harms GmbH & Co., Hamburg. 1973: *Argus 3* / Harms Bergung GmbH., Hamburg. 1974: *Robbe* / Hansestadt Bremische Amt, Bremerhaven. 1986 (05-06): *Manus* / A. Ritscher, Hamburg. 1990: *Manus* / Hans Schramm & Sohn GmbH & Co. KG., Brunsbüttel. 2006 (27-01): *Midgard Le Dani* / Midgard Towing Ltd., Brunsbüttel. Flag: Dominica. 2008: *Friendship* / Société Maritime de Remorquage et d'Assistance, Fort de France, Martinique. Flag: St. Vincent & Grenadines.

#### ms. FALKE, ms LUMME

These two vessels were listed as 'auxiliary vessels' in the Ulrich Harms fleet but these were in fact vessels belonging to the Beckedorf fleet. Likewise the 50-tonnes sheerlegs



*SALUS (1) was purchased from Unterweser Reederei as ROTESAND. As EDUARD she was lost in 1984 towing a Harms barge photo: Skyfotos / Fotoflite*

*Theodor Beckedorf* is listed but this vessel remained with Beckedorf after Ulrich Harms set up his new company, of which Beckedorf in turn became an affiliate until fully incorporated in the Harms fleet in 1968.

#### npp. MINOR 2 (1) (1968-19xx)

Built 1968 by Howaldtswerke-Deutsche Werft A.G. abteilung Stahlbau (HDW Stahlbau), Kiel.

#### npp. HARMS 90 (19xx-19xx)

no further details.

#### npp. MULUS 2 (2) (1968-19xx)

Built 1968 by Howaldtswerke-Deutsche Werft A.G. abteilung Stahlbau (HDW Stahlbau), Kiel. Yard number: 730090. No further details.

#### npp. MULUS 2 (3) (1970-19xx)

Built 1970 by Howaldtswerke-Deutsche Werft A.G. abteilung Stahlbau (HDW Stahlbau), Kiel. Yard number: 530243. No further details

#### shl. MAGNUS X (1969-1987)

Built 1969 by Howaldtswerke-Deutsche Werft A.G. abteilung Stahlbau (HDW Stahlbau), Kiel. Yard number: 730052. Dimensions: 76,00 x 24,00 x 4,70 m. Draught 0,60 m. Tonnage: 2.667 grt, 2663 nrt. Non-propelled lifting barge. Lifting capacity: 500 tonnes (2x 250 t) main blocks plus 500 tonnes (2x 500 t) via deck tackle and bow rollers. Jib maximum lift 300 tonnes (2x 150 t); 210 tonnes with jib inclined. Main sheerlegs frame has fixed inclination. At a later date accommodation was improved and enlarged.- grt then 2.757 with nrt 2.654. Later propulsion was added with main engines 2x 16-cyl. G.M. with an output each of 560 bhp (total output 1.120 bhp) driving the deck-mounted Schottel Navigator azimuthing propulsion units. Unclear whether a bow thruster was added.

**History:** 1969 (April): *Magnus X* / Ulrich Harms GmbH & Co. KG., Hamburg. 1973: *Magnus X* / Harms Bergung GmbH., Hamburg. 1976: *Magnus X* / Smit International Middle East, Bahrain. 1987: *Magnus X* / Smit International South East Asia Pte. Ltd., Singapore. Converted into office barge. 1991: Sold to undisclosed buyer. No further details.

#### shl. MAGNUS XI (1969-1975)

Built 1969 by Howaldtswerke-Deutsche Werft A.G. abteilung Stahlbau (HDW Stahlbau), Kiel. Yard number: 730119. IMO: 7603588. Dimensions: 76,00 x 24,00 m x 4,68 m. Draught 0,60 m. Tonnage: 2.667 grt, 2663 nrt. Non-propelled lifting barge. Lifting capacity: 500 tonnes (2x 250 t) main blocks plus 500 tonnes (2x 250 t) via deck tackle and bow rollers. Jib maximum lift 300 tonnes (2x 150 t); 210 tonnes with jib inclined. Main sheerlegs frame has fixed inclination. At a later date reconstructed as a fully-fledged sheerlegs. Propulsion was added and accommodation improved. Two deck-mounted Schottel Navigator azimuthing propulsion units with a 16-cyl. G.M. 16V-92 with an output of 560 bhp each. Single bow thruster may not have been fitted. Speed 7 knots.

**History:** 1969: *Magnus XI* / Ulrich Harms GmbH & Co. KG., Hamburg. 1975: *R.B. Brunel* / Risdon Beazley Marine Ltd., Southampton. 1978: *Smit Cyclone* / Smit International South East Asia Pte. Ltd., Singapore. 2.877 grt, 1.892 nrt. 1985: *Smit Cyclone* / Smit-Tak Heavy Lift Pte Ltd., Nassau, Bahamas. 1999 (01-09): *Smit Cyclone* / Asian Lift Pte. Ltd., Singapore. Established in Singapore in 1985, Asian Lift is a joint venture between Keppel Offshore & Marine and Smit Tak Singapore.

#### shl. MAGNUS XII (1969-1977)

Built 1969 by Howaldtswerke-Deutsche Werft A.G. abteilung Stahlbau (HDW Stahlbau), Kiel. Yard number: 730120. Dimensions: 76,00 x 24,00 m x 4,68 m. Draught 0,60 m. Tonnage: 2.667 grt, 2663 nrt. Non-propelled



*ARGUS 7 is one of a series built for sheerlegs assistance in port as well as for sea transport - seen here towing the Harms pontoon PULLUS 1 photo: Ger de Vries*





TOPMAST 18 was one of the LCT's acquired by Risdon Beazley and converted for salvage work. TOPMAST 18 was difficult to manoeuvre since her original propulsion had been retained. The fixed-pitch twin propellers both rotated in the same direction. This had come about because of the war construction. The design was such that she had to be able to complete one cross-channel trip to the invasion beaches but otherwise was expendable.

photo: coll. Job van Eijk

lifting barge. Lifting capacity: 500 tonnes (2x 250 t) main blocks plus 500 tonnes (2x 250 t) via deck tackle and bow rollers. Main sheerlegs frame has fixed inclination. Was reconstructed as fully fledged floating sheerlegs; probably without own propulsion. Jib maximum lift 300 tonnes (2x 150 t); 210 tonnes with jib inclined.

**History:** 1969: *Magnus XII* / Ulrich Harms GmbH & Co. KG., Hamburg. 1977 (January): *Magnus XII*: Empresa Antillana de Salvamento. 1992 still fully operational. No further details

#### mt. ARGUS 4 (1969-1971)

Built 1968 by Gutehoffnungshütte Sterkrade AG Rheinwerft Walsum - Duisburg-Walsum, Germany. Yard number: 1061. Dimensions: 22,69 / 20,36 x 6,72 x 2,90 m. Draught 2,43 m. Tonnage: 69,9 grt. Main engine: 1x 8-cyl. K.H. Deutz, type SBV-8M-528. Engine output: 800 bhp at 750 rpm. Single propeller in Kort nozzle-rudder. Bollard pull: 14 tonnes. Speed: 11,5 knots.

**History:** 1969 (31-01): *Argus 4* / Ulrich Harms GmbH & Co., Hamburg. 1971 (June): *Taktow 1* (1) / Smit-Tak Internationaal Bergingsbedrijf N.V., Rotterdam. 1971 (December): *Büffel* / Interbergung Internationale Bergungs- und Transport GmbH., Hamburg. 1973: *Argus 4* / Harms Bergung GmbH., Hamburg. 70,66 grt. Draught 2,30 m. 1973: *Argus 4* / Smit International Middle East Ltd., Bahrain. 1985: *Argus 4* / Muharraq Engineering, Bahrain. 1997: *Grouper Ann* / Linden Shipping International Ltd., Dubai.

#### mt. ARGUS 5 (1969-1972)

Built 1969 by Gutehoffnungshütte Sterkrade AG Rheinwerft Walsum, Duisburg-Walsum. Yard number: 1062. Dimensions: 22,69 / 20,36 x 6,72 x 2,90 m. Draught 2,43 m. Tonnage: 69,9 grt. Main engine: 1x 8-cyl. K.H. Deutz, type SBV-8M-528. Engine output: 800 bhp at 750 rpm. Single propeller in Kort nozzle-rudder. Bollard pull: 13 tonnes. Speed: 11,5 knots.

**History:** 1969: *Argus 5* / Ulrich Harms GmbH & Co., Hamburg. 1972 (22-12): Pulled over and sank off Calais. No injuries. 1973: *Argus 5* / Harms Bergung GmbH., Hamburg. 1976: Raised and brought ashore for repair. 1979 (21-03): *Jumbo* / L.J. van der Geer, Spijkenisse. Purchased as wreck, fully reconstructed by Scheepswerf De Haas, Maassluis. New main engine: 1x 16-cyl. G.M. Engine output: 900 bhp (662 kW). Single screw in Kort nozzle-rudder. Bollard pull: 15 tonnes. Speed: 11 knots. Inland waters registration number: 27.15570. 1983 (23-03) *Eduard* / Sleepdienst Adriaan Kooren B.V., Rotterdam. (Note: the intention was to rename her *Eduard Franklin* but that name was too long to fit on the bow). 1987 (16-10): *Eduard* / Kooren International B.V., Rotterdam. 2001 (06-11): *Sea Challenge II* / Foster Yeoman Ltd., Rochester. Operator: Alan C. Bennett & Sons Ltd., Rochester.

#### mt. ARGUS 6 (1969-1978)

Built 1969 by Gutehoffnungshütte Sterkrade AG Rheinwerft Walsum, Duisburg-Walsum. Yard number: 1063. Dimensions: 22,69 / 20,36 x 6,72 x 2,90 m. Draught 2,43 m. Tonnage: 69,9 grt. Main engine: 1x 8-cyl. K.H. Deutz, type SBV-8M-528. Engine output: 800 bhp at 750 rpm. Single propeller in Kort nozzle-rudder. Bollard pull: 13 tonnes. Speed: 11,5 knots.

**History:** 1969 (09-05): *Argus 6* / Ulrich Harms GmbH & Co., Hamburg. 1973: *Argus 6* / Harms Bergung GmbH., Hamburg. 1978: *Stör I* / Hanzestad Bremenische Amt, Bremerhaven. 2014: Laid-up and put up for sale. 2016: *Wesertug* (2) / SBU Schleppbetrieb Unterweser GmbH. & Co. KG., Bremen.

201x: *Wesertug* / Jade-Dienst GmbH., Wilhelmshaven. 2020 (1-1): *Wesertug* / Jade-Dienst GmbH., Wilhelmshaven.

#### npp. MULUS 3 (1969-1984)

Built 1969 by Howaldtswerke-Deutsche Werft A.G. abteilung Stahlbau (HDW Stahlbau), Kiel. Yard number: 530058. Dimensions: 76,00 / 72,83 x 24,00 x 4,80 m. Tonnage: 2.667 grt, 2.664 nrt, 5.250 dwt. Non-propelled semi-submersible pontoon.

**History:** 1969 (October): *Mulus 3* / Ulrich Harms GmbH & Co., Hamburg. 1973: *Mulus 3* / Harms Bergung GmbH., Hamburg. 1976: *Giant 14* / Smit International Transport BV, Rotterdam. Operator: Harms Bergung GmbH & Co, Hamburg. 1984: *E 6000* / BV Sleepdienst & Transportonderneming G.J. Eerland L.C.M.zn, Rotterdam (Smit International).

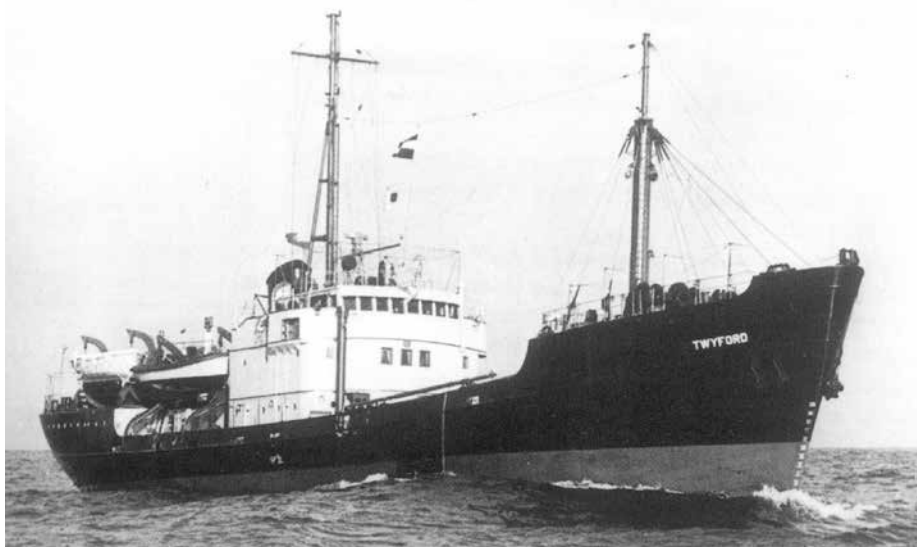
#### mt. VARIUS I (1969-1971)

Built 1963 by H.C. Stülcken & Sohn, Hamburg, as sterntrawler. Yard number: 907. IMO 5405853. Dimensions: 66,60 / 58,50 x 10,24 x 7,12 m. Draught 4,45 m. Tonnage: 724 grt, 274 nrt. Main engine: 1x 8-cyl. K.H. Deutz, type SRBV-8M-358. Engine output: 1.830 bhp (1.346 kW). Single screw in Kort-nozzle. Speed 15 knots.

**History:** 1963 (17-10): *Kap Nord* / Cranzer Fischdampfer AG., Hamburg. 1969: *Varius I* / Ulrich Harms GmbH. & Co. KG., Hamburg. Converted to deepsea tug / salvage vessel). 1971: *Hoheweg* / Reederei Sohle AG., Bremerhaven. Manager: Hanseatische Hochseefischerei AG., Bremerhaven. Converted back to fishing trawler. 1985: *Friosur II* / Derco SA., Valparaíso. 1987: *Friosur II* / Pesquera Friosur SA., Valparaíso. 1992: *Friosur II* / Friosur SA., Valparaíso. 1998: *Friosur II* / Armada de Chile, Dirección General de los Servicios, Valparaíso. No further details.

#### mt. VARIUS II (1969-1971)

Built 1963 by H.C. Stülcken & Sohn, Hamburg, as sterntrawler. Yard number: 908. IMO: 5420712.



TWYFORD was one of Risdon Beazley's cargo recovery salvage vessels

photo: coll. Job van Eijk

Dimensions: 66,60 / 58,50 x 10,24 x 7,12 m. Draught 4,45 m. Tonnage: 724 grt, 274 nrt. Main engine: 1x 8-cyl. K.H. Deutz, type SRBV-8M-358. Engine output: 1.830 bhp (1.346 kW). Single screw in Kort-nozzle. Speed 15 knots.

**History:** 1963 (03-12): *Kap Dan* / Cranzer Fischdampfer AG., Hamburg. 1969: *Varius II* / Ulrich Harms GmbH. & Co. KG., Hamburg. Converted to deepsea tug / salvage vessel). 1971: *Arcturus N.* / Hochseefischerei Nordstern AG., Bremerhaven. Manager: Hanseatische Hochseefischerei AG., Bremerhaven. (reconverted into sterntrawler) 1981: *Atlas V* / Compania Naviera Panakarine, Panama. 1985 (15-12): Broken up at Napoli.

#### mt. VARIUS III (1969-1971)

Built 1963 by H.C. Stülcken & Sohn., Hamburg, as sterntrawler. Yard number: 906. IMO: 5405865. Dimensions: 66,60 / 58,50 x 10,24 x 7,12 m. Draught 4,45 m. Tonnage: 724 grt, 274 nrt. Main engine: 1x 8-cyl. K.H. Deutz, type SRBV-8M-358 from 1969. Placed in hull: 1969. Engine output: 1.830 bhp (1.346 kW). Single screw in Kort-nozzle. Speed 15 knots.

**History:** 1963 (6-8): *Kap Walloe* / Cranzer Fischdampfer AG., Hamburg. 1969: *Varius III* / Ulrich Harms GmbH. & Co. KG., Hamburg. Converted to deepsea tug / salvage vessel). 1971: *Mellum* / Reederei Sohle AG., Bremerhaven. Manager: Hanseatische Hochseefischerei AG., Bremerhaven. Converted back to stern trawler. 1985: *Friosur I* / Derco SA., Valparaíso. 1987: *Friosur I* / Persquera Friosur SA., Valparaíso. 1992: *Friosur I* / Friosur S.A., Valparaíso. 1998: Converted to a barge. No further details.

#### mt. ARGUS 7 (1970-1987)

Built 1969 by Gutehoffnungshütte Sterkrade AG Rheinwerft Walsum, Duisburg-Walsum. Yard number: 1067. Dimensions: 22,69 (oa) / 20,36 (bp) x 6,72 x 2,90 m. Draught: 2,43 m. Tonnage: 69,96 grt. Main engine: 1x 8-cyl. K.H. Deutz, type SBV-8M-528. Engine output: 800 bhp at 750 rpm. Single Propeller in Kort nozzle-rudder. 14 tbp. Speed: 11,5 knots.

**History:** 1970 (30-1): *Argus 7* / Ulrich Harms GmbH. & Co., Hamburg. 1973: *Argus 7* / Harms Bergung GmbH & Co., Hamburg. 1976: *Argus 7* / Smit International Middle East, Bahrain. Engine output reportedly 1.120 bhp. 1987 (10-9): *Egesund II* / Niels O. Henriksen, Svendborg. 1988: *Egesund* (2) / Svendborg Bugser A.S., Svendborg. 1991 (8-4): *Francesco I* / Impresa Ing. Sparaco Spartaco SpA., Napels (NA). 2000: *Francesco I* / Impresa Pietro Cidonio SpA., Roma.

#### mt. ARGUS 8 (1970-1990)

Built 1970 by Gutehoffnungshütte Sterkrade AG Rheinwerft Walsum, Duisburg-Walsum. Keel laid: June, 1969. Launched 30-12-1969. Yard number: 1068. IMO: 8954714. Dimensions: 22,69 (oa) / 20,36 (bp) x 6,72 x 2,90 m. Draught: 2,43 m. Tonnage: 69,96 grt. Main engine: 1x 8-cyl. K.H. Deutz, type SBV-8M-528. Engine output: 800 bhp at 750 rpm. Single Propeller in Kort nozzle-rudder. 14 tbp. Speed: 11,5 knots.





**History:** 1970 (12-02): *Argus 8* / Ulrich Harms GmbH & Co., Hamburg. 1973: *Argus 8* / Harms Bergung GmbH., Hamburg. 1976: *Argus 8* / Smit International Middle East, Bahrain. Main engine now listed as 1.120 bhp, 16 tpb. 1989 (10-08): *Spolum* / B.S. Bugsering (Bruno Christman Spolum), Skagen. 1990 (11-07): *Spolum* / B.S. Bugsering (P. Ottosen), Frederikshaven-Skagen, Denmark. 1994 (11-07): *Vlieland* / Partrederit "Vlieland" (P. Ottosen), Nyborg, Denmark. 1995 (11-07): *Vlieland* / Partrederit "Vlieland" (P. Ottosen), Vlieland, The Netherlands. 1997: Main engine replaced by 1x 8-cyl. K.H. Deutz SBA-8M-528A. Engine output: 1.600 bhp. Single screw in Kort nozzle-rudder. Bollard pull: 21 tonnes. Speed: 11,5 knots. 2015 (08-07): *Vlieland* / ownership passed to heir of P. Ottosen. 2017 (09-06): *Argus* / Mariserve B.V., Urk. Inland waters register: 23.37363. While registered as *Argus* the name *Vlieland* remained on her bow. 2019 (30-12): *Vlieland* / Great White N.V., Paramaribo, Surinam. 2020 (13-03): *Vlieland* / reportedly sold to owner in Kotka. 2020 (17-04): *Vlieland* / homeport changed to Port Vila, flag Vanuatu. In 2020 reportedly operated by Maximum Protective Service International. Last spotted (in 2020) at Lelydorp on the Surinam River.

**crsv. TWYFORD (1970-1973)**

Cargo recovery salvage vessel. Built 1952 by J. Lewis & Sons Ltd., Aberdeen. Yard number: 237. Dimensions: 67,40 / 61,22 x 11,70 x 5,33 m. Draught 4,74 m. Tonnage: 1.104 grt, 400 nrt. Main engine: triple expansion steam by J. Lewis. Engine output: 1.100 ihp. Single screw.

**History:** 1952: *Twyford* / Risdon Beazley Ltd., Southampton. 1970: *Twyford* / Risdon Beazley Ulrich Harms, Southampton. 1973: *Twyford* / Risdon Beazley Marine Ltd., Southampton. 1973: *Twyford* / Risdon Beazley Marine Ltd., Southampton. (Smit International) 1980 (June): Broken up by Ulrich Harms GmbH & Co. at Cuxhaven.

**crsv. DROXFORD (1970-1973)**

Cargo recovery salvage vessel. Built 1958 by J. Lewis & Sons Ltd., Aberdeen. Yard number: 274. Dimensions: 68,98 / 62,64 x 11,58 x 5,49 m. Draught 5,14 m. Tonnage: 1.302 grt, 397 nrt. Main engine: triple expansion steam by J. Lewis. Engine output: 1.100 ihp. Single screw.

**History:** 1952: *Droxford* / Risdon Beazley Ltd., Southampton. 1970: *Droxford* / Risdon Beazley Ulrich Harms, Southampton. 1973: *Droxford* / Risdon Beazley Marine Ltd., Southampton. 1973: *Droxford* / Risdon Beazley Marine Ltd., Southampton. (Smit International). 1980 (October): Broken up by West of Scotland Shipbreaking Company Ltd., Troon.

**crsv. LIFELINE (1970-1973)**

Cargo recovery salvage vessel. Built 1944 by Smith's Dock Co. Ltd., Middlesbrough, as a coastal salvage vessel. Yard number: 1119. Tonnage: 778 grt, 276 nrt. Dimensions: 60,79 / 54,51 x 10,92 x 5,16 m. Draught 3,68 m. Main engine: triple expansion steam by Smith's Dock. Engine output: 600 ihp. Single screw.



BIBER (2) was one of a newbuild pair of sheelags-assist tugs for Harms Bergung GmbH

photo: coll. Job van Eijk



ARGUS 4 seen here under the flag of Smit International Middle East. This was the tug most shoved around within the Harms / Smit Group  
photo: C.P.J. Hollemans

**History:** 1944 (01-02): *HMS Lifeline* / British Admiralty. 1947 (04-06): *Lifeline* / Risdon Beazley Ltd. (charter). 1958 (02-07): off charter, laid up at Portsmouth / British Admiralty. 1959 (06-02) *Lifeline* / Lloyds Albert Yard & Packet Services Ltd. (operator Risdon Beazley). 1959 (June): *Lifeline* / Risdon Beazley Ltd., Southampton. 1961 or 1962: re-engined with 1x 4-cyl. British Polar. Engine output: 640 bhp. 1970: *Lifeline* / Risdon Beazley Ulrich Harms, Southampton. 1973: *Lifeline* / Risdon Beazley Marine Ltd., Southampton. 1973: *Lifeline* / Risdon Beazley Marine Ltd., Southampton. (Smit International). 1981: sold for scrap to National Shipbreakers Pte. Ltd., Singapore. Demolition commenced 23 April, 1981.

**slv. TOPMAST 16 (1970-1973)**

Built 1943 by Whessoe Foundry & Engineering Company Ltd., Darlington as a landing craft (LST 3). Dimensions: 62,60 / 53,09 x 9,20 x 2,68 m. Draught 2,05 m. Tonnage: 434 grt, 215 nrt. Main engines total output: 800 bhp. Twin screw.

**History:** 1943: *LCT 3473* / Royal Navy. Note: pennant number may be incorrect. 1947: *Segundo* / Risdon Beazley Ltd., London. 1955: *Topmast 16* / Risdon Beazley Ltd., Southampton. 1966: re-engined with 2x 12-cyl. Davey, Paxman diesels dating from 1945. Total output: 800 bhp. 1970: *Topmast 16* / Risdon Beazley Ulrich Harms, Southampton. 1973: *Topmast 16* / Risdon Beazley Marine Ltd., Southampton. 1973: *Topmast 16* / Risdon Beazley Marine Ltd., Southampton. (Smit International). 1975: *Midmar I* / Midmar Corporation, Panama. 1977: *Scene II*

/ Scene International Inc., Panama. 1984: *Mina* / Doreco S.A.C.I.M., Piraeus. No further data.

**slv. TOPMAST 18 (1970-1973)**

Built 1942 by Redpath Brown & Co. Ltd., Glasgow as a landing craft (LST 3). Dimensions: 63,79 / 53,27 x 9,56 x 2,68 m. Draught 2,08 m. Tonnage: 497 grt, 255 nrt. Main engines total output: 800 bhp. Twin screw.

**History:** 1942: *LCT . . .* / Royal Navy. Pennant number unknown. 1947: *Rampino* / Mrs. C. Baio, Genoa. 1964: *Topmast 18* / Risdon Beazley Ltd., Southampton. 1966: re-engined with 2x 12-cyl. Davey, Paxman diesels dating from 1945. Total output: 800 bhp. 1970: *Topmast 16* / Risdon Beazley Ulrich Harms, Southampton. 1973: *Topmast 16* / Risdon Beazley Marine Ltd., Southampton. 1973: *Topmast 16* / Risdon Beazley Marine Ltd., Southampton. (Smit International). 1976 (06-08): sold to C.F. Booth & Co. Ltd. 1976: (22-08): arrived at Hayle for scrap by Stanley Ferries Ltd. Demolition commenced 1-12-1976.

**slv TOPMAST 20 (1970-1973)**

Built 1942 by Sir William Arrol & Co. Ltd, Glasgow, as a landing craft. Dimensions: 62,27 / 54,18 x 9,14 x 2,69 m. Draught 2,12 m. Tonnage: 485 grt, 215 nrt. Main engines: 800 bhp. Twin screw.

**History:** 1942: *LCT 1120* / Royal Navy. 1966: *Topmast 20* / Risdon Beazley Ltd, Southampton. 1967: re-engined with 2x 12-cyl. Davey, Paxman diesels dating from 1944. Total output: 800 bhp. 1970: *Topmast 20* / Risdon Beazley Ulrich Harms, Southampton. 1973: *Topmast 20* / Risdon Beazley Marine Ltd., Southampton. 1973: *Topmast 20* / Risdon Beazley Marine Ltd., Southampton. (Smit International). 1976: *Topmast 20* / Mid-Mar. 1977: *Scene II* / Scene International, Panama. 1978: *Metric Vulture* / Metal Recoveries (Newhaven) Ltd, Portsmouth. 1982: *Recovery* / Smiths Marine Salvage (Jersey) Ltd., Panama. No further details.

**wb. TOPMAST 21 (1970-1973)**

Built by unknown yard. Dimensions: 18,40 x 9,14 x 1,68 m. Main engines total 260 bhp. Quadruple screw.

**History:** 196x: *Severn Knave* / Severn Bridge Construction consortium. Workboat built to push / position sections of the Severn Bridge. 1967: *Topmast 21* / Risdon Beazley Ltd. In use as winch barge. 1970: *Topmast 21* / Risdon Beazley Ulrich Harms, Southampton. 1973: *Topmast 21* / Risdon Beazley Marine Ltd., Southampton. 1973: *Topmast 21* / Risdon Beazley Marine Ltd., Southampton. (Smit International). 1976: *Llanwern Island (1)* / Holyhead Towing Ltd. (mr John Meade). No further details.

**ms. QUEEN MOTHER (1970-1973)**

Diving support and survey vessel. Built 1955 by C. Hill & Sons Ltd, Bristol, as pilot boat. Yard number: 391. Dimensions: 31,17 / 28,66 x 7,17 x 3,66 m. Draught 2,90 m. Tonnage: 184 grt, 40 nrt. Main engine: 1x 2-st 5-cyl Ruston







BIBER (3) is an ex L. Smit & Co. shiphandling tug dating from 1956

photo: J.W.F. Smallegange

& Hornsby. Engine output: 252 bhp.

**History:** 1955: *Queen Mother* / The Lord Mayor, Aldermen and Burgesses of the City of Bristol. In use as pilot boat. 1968: *Queen Mother* / Risdon Beazley Ltd, Southampton. Reconstructed for diving support and research work. Note: change of the ship's name was contractually impossible as long as the vessel was British flagged. 1970: *Queen Mother* / Risdon Beazley Ulrich Harms, Southampton. 1973: *Queen Mother* / Risdon Beazley Marine Ltd., Southampton. 1973: *Queen Mother* / Risdon Beazley Marine Ltd., Southampton. (Smit International). 1978: *Queen Mother* / Mid-Mar. 1978: *Ursina* / Ursina Shipping Co., Panama. 1978: *True Grit* / White Rocks Development Co., Panama. No further details.

**mt. SALUS (1) (1971-1973)**

Built 1961. Launched: 02-11-1960 by Ruhrorter Schiffswerft und Maschinentabrik GmbH. & Co. KG., Duisburg-Ruhrort. Yard number: 210. IMO 5300948. Dimensions: 37,83 / 34,42 x 9,61 x 4,91 m. Draught: 4,29

m. Tonnage: 335 grt, 36 nrt. Main engines: 2x 8-cyl. K.H. Deutz SBV-8M-545. Engine output: 2.400 bhp (1.765 kW). Single screw in Kort-nozzle. Bollard pull: 28 tonnes. Speed: 13,6 Knots.

**History:** 1961 (07-03): *Rotesand (3)* / URAG - Unterweser Reederei AG., Bremen. 1971 (30-08): *Salus (1)* / Ulrich Harms GmbH & Co., Hamburg. 1973: *Salus (1)* / Harms Bergung GmbH., Hamburg. 1973 (17-10): *Hanseat* / Petersen & Alpers Hafen- und See-Schlepp Reederei GmbH. & Co. KG., Hamburg. 1974: lengthened and rebuild by Pohl & Jozwiak, Hamburg. 1982 (03-12): *Eduard* / J. Johanssen & Sohn Schlepsschiffahrt AG., Lübeck. 1984 (21-02): capsized and lost in a storm near Les Sept Iles in position 49.13N - 05.58W during a voyage with barge *Giant 14* from Hanks to Gizan under charter to Ulrich Harms GmbH. & Co.

**npp. MULUS 4 (1972-1976)**

Built 1972 by Howaldtswerke-Deutsche Werft A.G. abteilung Stahlbau (HDW Stahlbau), Kiel. Yard number:

530026. Dimensions: 76,00 x 24,00 x 4,80 m. Tonnage: 2.667 grt, 2.287 nrt, 5.180 dwt. Non-propelled pontoon.

**History:** 1972: *Mulus 4* / Risdon Beazley Marine Ltd., Southampton. (Smit International). 1976: *Giant 15* / Smit International Transport BV, Rotterdam. 1979: *Cebo Giant* / Smit International South East Asia Pte. Ltd, Singapore. 1984: *Cebo Giant* / Cebo (Cyprus) Ltd, Limassol. Rebuilt for use as a floating cement factory in Indonesia. No further details.

**npp. PULLUS 1 (1973-1974)**

Built 1970 by Howaldtswerke-Deutsche Werft A.G. Abteilung Stahlbau, Kiel. Yard number 532016. Dimensions: 46,98 / 45,10 x 15,00 x 3,30 m. Tonnage: 690 grt, 690 nrt, 1.465 dwt. Non-propelled pontoon.

**History:** 1970: *J.A.E. 201* / J.A. Eriksson & Son, Goteborg, Sweden. 1973: *Pullus 1* / Risdon Beazley Marine Ltd., Southampton. (Smit International). 1974: *E 1503* / BV Sleepdienst & Transportonderneming G.J. Eerland L.C.M.zn, Rotterdam (Smit International). 1988 (01-07): sea certificate withdrawn.

**mt. ARGUS 4 (1973-1973)**

see *Argus 4* built 1968

**slv. BIENE (1973-1983)**

Salvage vessel. Built 1915 by Rijkswerf, Amsterdam, as buoy layer. Dimensions: 22,13 x 5,35 m. Draught 2,11 m. Displacement: 80 tonnes. Main engine: 1x Kromhout. Single screw.

**History:** 1915: Loodswezen, for use as buoy layer operating on the IJsselmeer. 1940 (21-11): *Motorbotter 4* / Loodswezen. 1948: *Jan van Gent* / N.V. Bergings- en Transportbedrijf Van den Akker, Rotterdam. (converted to salvage vessel). 1949: main engine replaced by 1x Brons. Engine output: 140 bhp (103 kW). 1957: *Jan van Gent* / N.V. Bergings- en Transportbedrijf Van den Akker, Vlissingen. Inland waters register: 27.11290. 1966: main engine replaced by 1x DAF. Engine output: 160 bhp (118 kW). 1971 (11-11): *Biene* / Interbergung Internationale Bergungs- und Transport GmbH., Hamburg. 1973: *Biene* / Harms Bergung GmbH., Hamburg. 1983: Deleted from the fleet, no further details.

*This article will be continued in the next issue of TugZine*



STEINBOCK on charter from Transport & Service

photo: Jan v/d Klooster





NOVATOR was built in 1982 by Brodogradiliste Tito. 35,83 / 32,07 x 9,30 x 4,50 m. Draught 3,04 m. 2x 6 cyl. Sulzer 6-ASL-25/30 total output 2.520 bhp. 1982-92 Russian Government. 1992 to Odessa Commercial Sea Port



GRANIT dates from 1982, built by Hollming Oy, Rauma. 39,90 / 38,20 x 12,50 x 7,00 m. Draught 4,90 m. 2x 6 cyl. Wärtsila 6R-32, total output 4.970 bhp. Twin Kort nozzle-rudders. 1982-92 Russian Government. 1992 to Odessa Commercial Sea Port



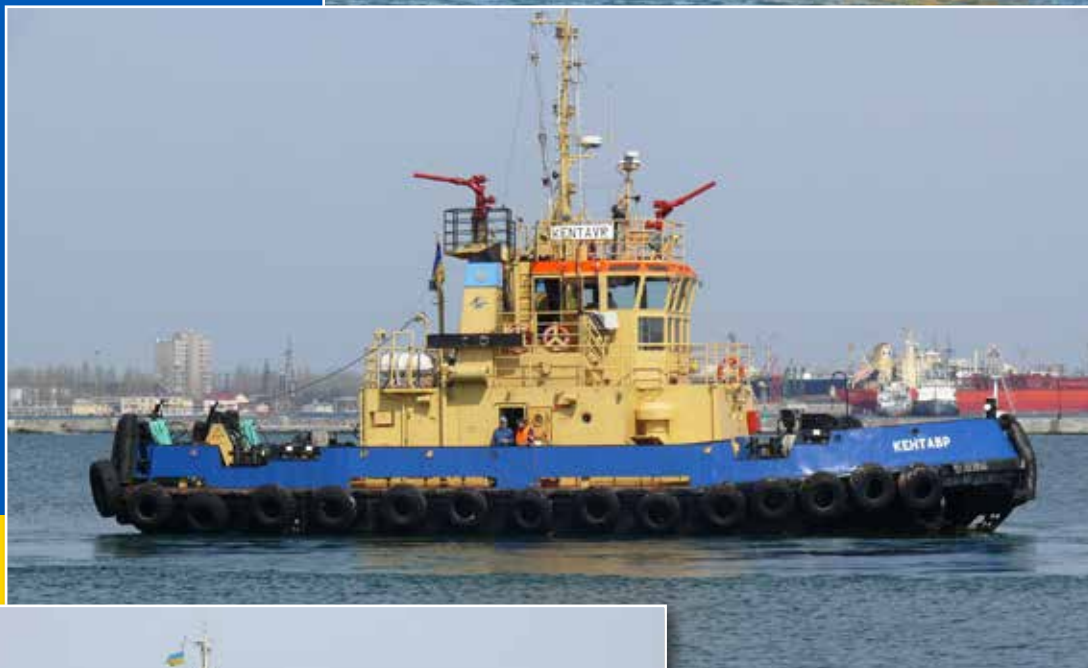
UDARNIK was a product of Brodogradiliste Tito. 35,43 / 30,00 x 9,21 x 4,50 m. Draught 3,17 m. 2x 7 cyl. B&W Alpha 7-26MTBF40, total output 2.316 bhp. 1992 to Odessa Commercial Sea Port



STIVIDOR was built by BrodogradilisteTito for the Russian Government. 35,44 / 30,00 x 9,30 x 4,50 m. Draught 3,15 m. 2x 7 cyl. B&W Alpha 7-26MTBF-40, total output 2.300 bhp. 1992 to Odessa Commercial Sea Port



TRUD was built in 1970 by Leningradskiy Petrozavod for the Russian Government. 29,30 / 27,00 x 8,49 x 4,30 m. Draught 3,09 m. 2x 6 cyl. Russkiy 6-DR30/50-4-2, total output 1.200 bhp. 1992 to Odessa Commercial Sea Port



KENTAVR was built in 1988 by Brodogradiliste Boris Kidric at Apatin for the Russian Government. 23,53 / 21,01 x 9,00 x 3,50 m. Draught 3,25 m. 2x 10 cyl. MAN D28-40LE, total output 816 bhp. Propulsion twin azimuthing thrusters. 1992 to Black Sea Shipping. 2005 to Odessa Commercial Sea Port. No name changes



SEA ANT was built i 2016 by JSC Kherson Shipyard. Dimensions 22,20 x 8,69 x 3,15 m. Draught 2,30 m. Twin propeller in nozzle. Owner is Odessa Commercial Sea Port



BULAT was built by Damen Changde. Design ASD Tug 2310. 22,73 / 20,38 x 10,43 x 3,40 m. Draught 4,79 m. 2x 12 cyl. Caterpillar 3512B, total output 4.023 bhp. Twin azimuthing propellers in the stern. 2009 Tekom Lease LLC. Odessa (Odessa Commercial Sea Port operator). 2010 Odessa Commercial Sea Port



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# Rescue Tugs of World War II

As mentioned elsewhere in this issue at the start of World War 2 England had a few all-weather oceangoing tugs available to be used in the (war) rescue service. To rectify this an ambitious newbuilding plan was carried out.

compiled by TDI Tugboat Publications

Of the new construction one of the designs was a slightly altered version of Overseas Towage's *Salvonia* completed just before the war. This were the 21 units of the 1.350 ihp 'Assurance'-class as well as their slightly bigger sisters (1.700 ihp and a greater range): the 6 units of the 'Envoy' class. The 'Butler'-class was a different breed altogether, with their diesel drive. The three classes were all-weather boats suitable for ocean work.

From 1942 onwards additional ocean tugs were supplied by the United States of America under the 'lend-lease' program. 24 units of the 'ATA'-class (diesel – 1.875 bhp) were pressed into service as well as 4 ATR-class tugs. The latter were build of wood and fitted with a 1.875 steam engine.

In addition to those mentioned over 50 other tugs were requisitioned or chartered. Amongst these were the Dutch *Zwarte Zee*, *Roode Zee*, *Schelde*, *Hudson*, *Thames* and *Amsterdam*. United Towing supplied *Englishman*, *Krooman*, *Seaman*, and *Superman*. The French Les Abeilles company had *Abeille*

*4, Abeille 22, Cherbourgeois 3 and Cherbourgeois 4*. These requisitioned tugs were all seagoing but not all were suited for all-weather ocean service. In May, 1943, forty-three rescue tugs operated out of British ports, one at Iceland, one in the Azores, one at St.Johns, two at Bermuda, two at Freetown, twenty-three in the Med, one at Durban, one at Kilindini, one at Aden, one at Bombay, two at Ceylon and three in Australia. This merely serves as an indicator of the effort required.

The 'Bustler' class tugs were best known especially since after the war they were frequently on commercial service. Dimensions of these tugs were 62,42 / 57,92 x 11,74 (mld) x 5,80 m. Draught 5,34 m. Commercially advertised as 4.000 ihp. Bollard pull varies depending on commercial sources between 30 tbp and 40 tbp. Also 37 tbp listed as maximum. Note that there is a difference between British tons and European tonnes.

## Bustler

1973 sold to Brodospas, Yugoslavia, as

*Mocni*, renamed *Smjeli* in 1975. Scrapped by Brodospas at Split in 1984 or 1985. Note: reportedly never sailed as *Mocni*, name change was for administrative reasons only. In that case *Smjeli* was renamed in 1973.

## Samson(ia)

1947 on charter to Foundation Maritime, Canada, as *Foundation Josephine*. 1951 off-charter, renamed *Bustler*. In 1974 sold to Brodospas as *Jaki*. Later laid up and cannibalised for spare parts for *Smjeli*. 1987 scrapped.

## Growler

1947 to Moller's Towage as *Caroline Moller*. 1952 charter to Hong Kong Salvage & Towage renamed *Castle Peak*. 1954 off charter, renamed *Growler*. 1958 charter to United Towing as *Welshman*. 1962 off charter. 1963 renamed *Cyclone* (A 111). 1983 sold to Shipmarc, Kenia, as *Martial*. Traded under the company name of Eagle Tugs. 1985 sold for scrap to Pakistan. Arrived Karachi last week of January, 1985.

## Hesperia

Lost in the Med in 1945.

## Mediator

1968 sold to Tsavliris as *Nisos Zakynthos*. 1977 to Maritime Commercial Enterprises (Tsavliris) as *Atlas*. 1977 registered under A. Tsavliris, 1979 renamed *Alexander G. Tsavliris*. (Apparently donated to the Greek Navy as a training vessel). 1985 stricken from Lloyds Register.

## Reward

1962 chartered to United Towing as *Englishman*. 1976 scrapped.

## Turmoil

1948 chartered to Overseas Towage & Salvage (same name). 1964 off charter. 1965 sold to Tsavliris as *Nisos Kerkyra*. 1975 sold to Loucas Matsas as *Matsas*. Scrapped 1986 at Perama..

## Warden

1946 on charter to Risdon Beazley Ltd as *Twynford*. 1951 off charter, renamed *Warden*. 1969 sold to Tsavliris as *Nisos Delos*. 1972 sold to Vernicos as *Vernicos Dimitrios*. In lay-up since approximately 1988. Scrapped 1992.



The Bustler-class tug HESPERIA running trials in May, 1943. In her first year of service she had rescued 15 ships while steaming over 38.000 nm. She was lost in a 100 mph gale in the Mediterranean off Libya on 9 February, 1945, while towing - together with EMPIRE SANDY - the floating dock ADF-24 to Port Said. The dock broke free and both tug and dock ended up on the coast

photo: Henry Robb Ltd







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# Tug News – New Tugs

A selection of news from the world-wide tugboat industry and its suppliers. Your press releases and additional info are welcome at [tugdoc@upcmail.nl](mailto:tugdoc@upcmail.nl)

by TDI Tugboat Publications



Luke Hughes has joined Century Marine

## Century Marine Services

Recently announced a new team member. **Luke Hughes** has joined as a Junior Shipbroker. Luke comes with a tanker broking background and is a welcome addition to our team. In addition Nick Price has recently been promoted to Senior Shipbroker after 9 years with the company.

Meanwhile Century Marine Services Ltd has also taken over the operations of the well-known tug broker **Michael Vincent**. Michael will continue to assist in an advisory capacity. Michael has over sixty years in the maritime industry, originally in ship management and operations before incorporating ship sale and purchase and over the last 20 years concentrating on the tug market.

Lastly, longstanding shipbroker and friend **Tony Russell-White** has retired and returned to Perth in Australia, where he will also remain as a consultant to the company. Tony has had a long career in the tug and offshore industry and was one of the pioneer brokers in the early days of offshore vessel broking.

Manging Director Steve Dougal says, "We are glad to welcome Luke on board to what we hope will be a long and exciting shipbroking career in our sector. Both Tony and Michael are legends in the tug

market and having known them both for many years, it is a privilege that they are to stay on board as part of the team, supporting our company and clients as consultants. With the support of our dedicated office manager Karen May, these changes enable us to enhance the service to our clients and demonstrate our commitment to the tug and workboat industry. We hope that these changes are part of the company's growth and journey in providing an ever better service to our friends and clients, past, present and future across the various sectors we serve".

Century Marine Services Limited is a specialist shipbroker engaged in the chartering, sale and purchase and valuations of tugs, workboats, barges, offshore vessels, landing craft and other ancillary equipment.

A recent sale was that of the tug *Einar*. Century Marine brokered the deal with the new owner of the tug, A/S Slepebatene in Tromso. The tug was renamed *Larus*.

## "Sparky" delivered

On 8 August, 2022, the first all-electric shiphandling tug – the **Damen RSD-E Tug 2513** - was officially delivered to its owner, **Ports of Auckland**. The tug was named *Sparky* – a name chosen in a public vote in 2020. She also received a Maori name, *Tiaki*, which means 'to care for people or place'.

In 2016, Ports of Auckland adopted the goal of becoming a zero emissions port by 2040 and, in light of the impetus to tackle climate change, the port authority challenged Damen to develop a fully electric tug. Over the course of the next six years the two organisations worked closely to develop this pioneering, sustainable vessel type.

Ports of Auckland's General Manager Marine and Multi Cargo Operations, Allan D'Souza, said: "It is wonderful to have *Sparky* here in Auckland and to be able to get aboard and put her through her paces. We held a blessing ceremony with the local Māori tribe as a final step before we officially start operations.



A tug sale recently brokered by Century Marine was Orkney Towage's *EINAR* (1989 - 53 ttp) to Norway. Tug seen here departing on her delivery voyage  
photo: Century Marine Services





Damen's all-electric RSD E-tug SPARKY arriving at Auckland

photo: Ports of Auckland

Arnout Damen, Chief Executive Officer of Damen, commented: "I'm very proud about the fact that we can use our expertise together with our client to develop new sustainable ways of keeping ports operational, while lowering the impact on the environment as much as possible. Ports of Auckland is aiming to become a zero emissions port by 2040 and its ambitions align with Damen's, as

we continue our efforts to become the most sustainable shipbuilder in the world."

The tug had arrived in New Zealand on 20 June, 2022. After arrival she was being tested for several weeks before being commissioned. The expected cost of operating the 70-tbp *Sparky* is less than a third of the cost of running a diesel tug. Battery operated, the e-tug has a

recharge time of approximately two hours and can run up to four shipping moves on one charge.

Auckland Port anticipates running the tug means saving 465 tonnes of CO2 in diesel emissions annually. The tug has a draught of 6 meter and a length of 24,73 m. Propulsion is by two azimuthing thrusters with 3-meter diameter propellers. There are 80 battery racks holding 2.240 batteries, totalling 2.784 kWh of power. To ensure absolute safety *Sparky* also has two 1.000 kW back-up generator sets which will only be used in cases of emergency.

Owner Ports of Auckland Ltd. operates the port of New Zealand's largest city. As such it has played a vital role in the Auckland economy for over 180 years. Ports of Auckland is 100% owned by Auckland Council.

#### Fairplay Towage

recently ordered two **Damen RSD Tugs** 2513 for delivery in January, 2023.

The twin-fin Reverse Stern Drive (RSD) Tug 2513 has excellent seakeeping



From left to right: Allan D'Souza (General Manager Marine and Multi Cargo Operations, Ports of Auckland), Pill Goff (Mayor of Auckland), Sake Hitman (Honorary Consul of Auckland), Maartje ten Brummelaar (Deputy Ambassador at Embassy of the Netherlands in New Zealand) and Pippa Coom (Auckland Council) photo: Damen Shipyards





behaviour, superb manoeuvrability and outstanding towing characteristics, with a maximum of 80 tonnes bollard pull. Fairplay's new tugs will be equipped with powerful render recovery winches with auto tensioning systems, as well as FiFi1-rated fire-fighting systems. Fairplay has also opted for immediate IMO Tier 3 compliance by specifying Damen's Marine NO<sub>x</sub> reduction system with its advanced active emissions control system using SCR (selective catalytic reduction).

The tugs were already in production at Damen's specialist tug building facility Damen Song Cam Shipyard, Vietnam, when the order was placed.

Joschka Böddeling, Damen Sales Manager, said: "We are very pleased to be supplying Fairplay with these state-of-the-art tugs. Fairplay has operated Damen-built vessels for many years and we were delighted when last year they purchased a Shoalbuster 2711 for general operations in the North and Baltic seas. This latest contract further reinforces the cooperation between our two companies."

Arkadiusz Ryz, Fairplay Towage Polska, said: "We are delighted with this order which is connected to our last year purchase in Damen. We actively respond to the growing market needs with highest quality and efficiency available. Those two high performance new tugs will strengthen our fleet."

#### Order for Med Marine

On 21 July it was announced that **Misurata Free Zone** and Med Marine had signed a contract for construction of new state-of-the-art MED-A2885 design tug. The design is based on **Robert Allan Ltd's** RAstar-2800 design. These high-performance escort tugs have a sponsoned hull form that increases the tug's escort performance and considerably reduces roll. The MED-A2885 design features a 85-tonne bollard pull. Dimensions are 28,40 (oa) x 13,00 (mld) x 5,40 m with a maximum draught of 5,70 m.

Misurata Free Zone's Chairman, Mr. Muhsin Sigutri commented on the contract: "The contract has been of huge significance for us. We are sure that the mutual interests to both of us in developing the port sector is a guarantee



RSD tugs for Fairplay

artwork: Damen Shipyards

of impactful success at the end; therefore, I expect this contract will lead to mutual benefits in all its aspects in the long term. As we work together for MFZ port development, we also expect that our partnership will encourage and increase the demand for more Med Marine's state-of-the-art tugboats and further relevant services at the highest global quality standards that meet MFZ's needs".

**Misurata Free Zone** (MFZ) is the first free-trade zone established in Libya. The main objectives of MFZ are to increase the revenue sources, to contribute in supporting the local economy, and to provide employment and training opportunities. Such goals are achieved by creating an attractive investment environment where all free-trade activities are facilitated and liberalized.



Med Marine signed a contract with Misurata Free Zone for the delivery of a shiphandling tug photo: Med Marine



Robert Allan designed MAKI was delivered to the Eastland Group at Gisborn

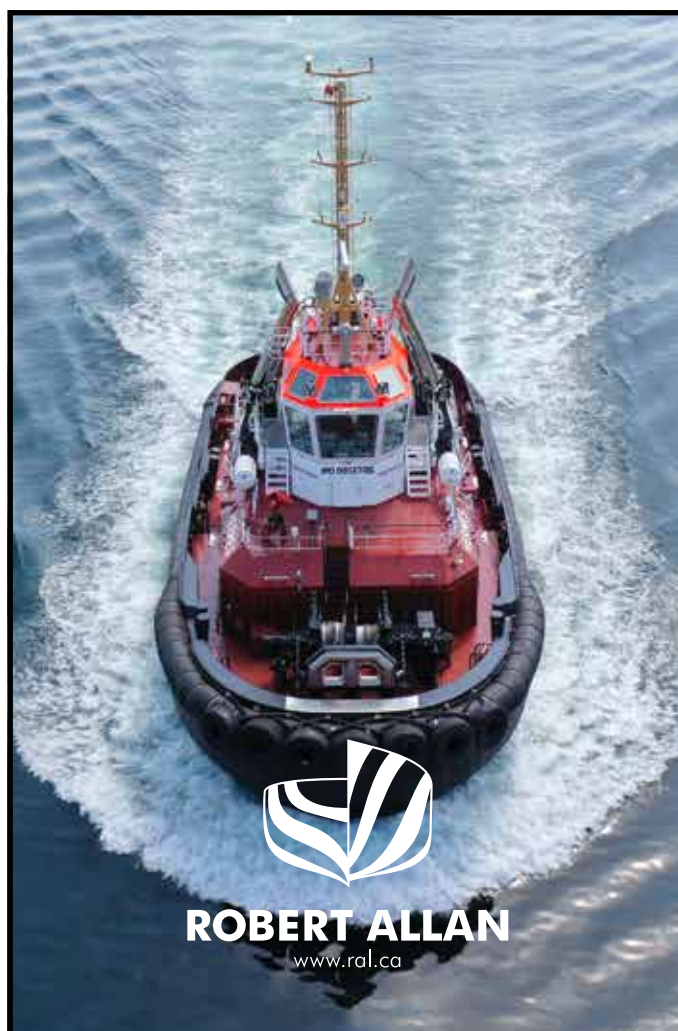
photo: courtesy Robert Allan Ltd



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MULTIRASHIP COMMANDER is one of two new ETV's for Coastguard service

photo: coll. Job van Eijk



ABEILLE LANGUEDOC spotted on her final voyage to the breakers on 2 August, 2022

photo: Christian Herrou

MFZ also strives to be the world's gateway to Africa and open doors to both local and foreign investors to develop the international trade and investment at this transit location.

### Two for Eastlands

Recent deliveries included *Maki* and *Ika Nui*, two RAmports 2100-CL shiphandling tugs that were delivered to Eastland Group. The tugs were constructed at **Cheoy Lee** Shipyards and are the first **Robert Allan** Ltd. designed tugs to operate in Gisborne, New Zealand. *Maki* (orca) and *Ika Nui* (big fish) were the names chosen from suggestions made by the public.

**Eastland Group** operates in Gisborne on the North Island, the easternmost commercial port in New Zealand. Nearly 3 million tonnes of logs pass through the port each year.

Dimensions of the tug are length overall (excluding fenders) 21,4 x 11,0 (mld) x 4,4

m with a maximum operational draught of 4,5 m. GT is 273. Propulsion is by 2x Caterpillar 3512C with a total output of 4.080 bhp driving two Schottel SRP 360 FP azimuthing thrusters. Bollard pull ahead: is 50,5 tonnes. Free running speed ahead is: 12,4 knots.

The tug is equipped with a forward towing winch by MacGregor. Ship-handling fenders at the bow consist of an upper row of cylindrical fenders and a lower course of W-fender. Sheer fendering consists of "D" rubbers and "W" block type fendering at the stern.

The accommodations have been outfitted to a high standard for an operating crew of five. The deckhouse contains an entrance lobby, the galley, mess, two officer cabins and a public WC. There is also a provision store and laundry in the lower deck. The wheelhouse is designed with a single split control station which provides maximum all-round visibility

with exceptional visibility to the bow and side fendering, as well as operation on the aft deck. The engine room features an acoustically isolated switchboard room. Records taken during sea trial show none of the crew cabins have noise level higher than 65 dB(A).

### New ETVs for Dutch Coastguard

Following the collision between a drifting bulker and a windfarm transformer station under construction the Dutch Government contracted two further ETV's.

*Multiraship Commander* is stationed near the Borssele windfarms. *Multiraship Protector* will guard the Hollandse Kust (Dutch Coast) windfarms. **Multiraship** Director Leendert Muller mentioned he was proud on the continued relationship with the Coast Guard and Rijkswaterstaat. Since 2016 Multiraship's *Guardian* is the ETV for the northern part of the North Sea.

The ETV's are the former *ALP Ace* and *ALP Ippon* of ALP Maritime Services. The 192 tpb vessels were purchased by Multiraship in July, 2022.

### End for a bee

Abeilles International have sold the ETV *Abeille Languedoc* to be scrapped at Brest, by Navaleo. The tug had been awaiting her fate since June, when she was replaced by the new *Abeille Normandie*.

Abeille President Samira Draoua explained the choice for scrap was made because of the history and because of what the tug stands for. Even over the past three years the ETV has rescued over 2.000 people, the majority of which were immigrants trying to make the Channel crossing. **Abeilles International** wanted to make sure that no-one would be able to use the tug for purposes not in line with its duty to humanity performed over the past 44 years. Navaleo will perform the scrapping in an environmentally friendly way executed by professionals.

*Abeille Languedoc* and sister *Abeille Flandre* were built at the Ulstein yard in Norway in designed by the naval architect Sigmund Borgundvaag. Launched in 1978 for account of the Swedish Neptun Bergning och Dykkeri – a Broström group company – she was one of the most powerful tugs in the world but unfortunately for the owners the market





GEPE (860 bhp) assisting the ITB unit BUZZARD / SANDCARRIER 106. The ITB came from IJmuiden  
photo: Nico Giltay



MedTug transferred their MED RIGEL (2010 - ex VEHINTICINCO - 87 ttp) to Rotterdam  
photo: Leen van der Meijden



EEMS WRESTLER arriving with the dipper dredger RAZENDE BOL  
photo: Ruud Zegwaard



10 August, 2022. Van Wijngaarden's GOUWESTROOM arriving from Cuxhaven towing the Van der Gijp splitbarge G-504 seen here in the Oude Maas  
photo: Nico Giltay





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HERMES is a new Rotortug for Seabulk

photo: courtesy Robert Allan Ltd

forecasts had turned bad. At the same time Les Abeilles had a requirement for ETV's – an unknown term at the time – as the French Government had decided the coast needed protection against the costly consequences of shipping disasters. She was stationed at Cherbourg until 2005 when she was replaced by *Bourbon Liberté*. Via La Rochelle she ended up in 2005 at Boulogne sur Mer.

Abeilles International in September 2020 became part of the Econocom group, a major digital player.

#### Rotortug for Seabulk

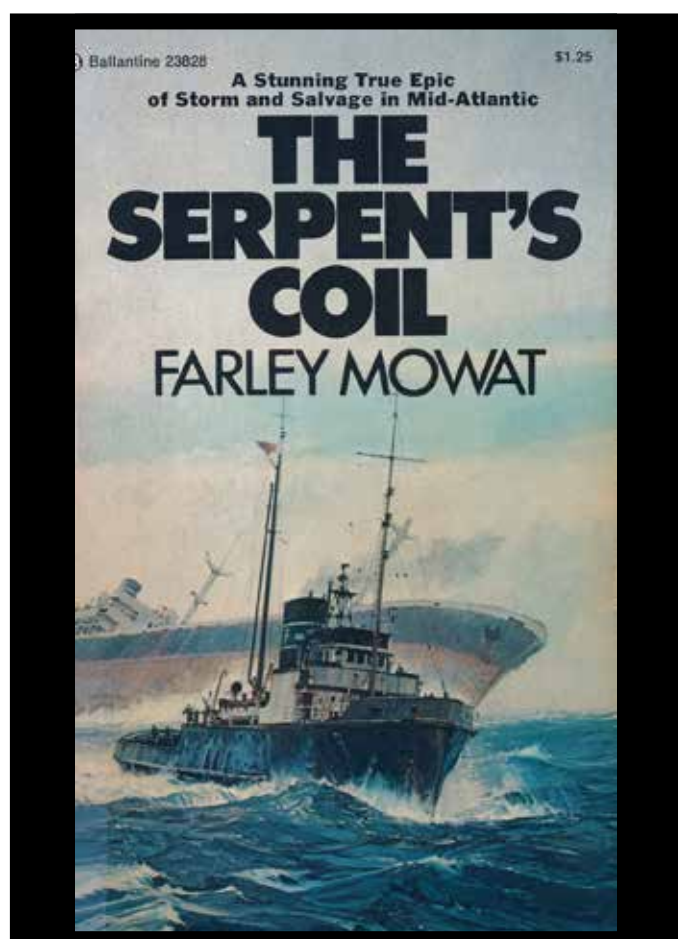
*Hermes* as the tug is named joins sister ship *Nike*, delivered in 2021, in operation in Mobile, Alabama. Both vessels are of the ART 90-98 Advanced Rotortug design by Robert Allan Ltd. They were built by

Master Boat Builders Inc. of Coden, Alabama.

The tugs incorporate the patented triple Z-drive Rotortugs® concept, featuring omni-directional manoeuvrability, and the benefits of a fully redundant and precise propulsion machinery configuration. The concept offers increased redundancy for ship-handling, terminal support and escort towing, as well as enhanced crew safety. Seabulk currently has five ARTs in their fleet.

Dimensions of the tugs are 30,02 (oa) x 13,26 (mld) m with a maximum navigational draught of 5,94 m. GT is 299. Main propulsion comprises three Caterpillar 3512E main engines, each rated at 2.375 hp at 1.800 rpm, EPA Tier 4 certified and each driving a **Schottel** SRP 430 fixed pitch azimuthing thruster. Bollard pull is 79,2 tonnes (87,4 short tons). Free running speed ahead is 12,5 knots.

Towing gear consists of a **Jonrie Intertech** Series 240 hydraulically driven single drum winch on the fore deck. The winch drum carries 180 meters of 8" **Samson Saturn-12** HMPE rope.



Cover showing *Bustler-class Foundation Josephine* hooking up to the deserted freighter *Leicester* (Painting by Chris Mayger)



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27 October, 1967: a fleet of tugs pushing and pulling the sinking and capsizing freighter HORNLAND attempting to beach the vessel  
photo: Rotterdam City Archives / Hans Keijzer (licensed under CC-0)



Five Harms shearlegs attempting to righten the freighter  
photo: Rotterdam City Archives / Ary Groeneveld (licensed under CC-0)



Ballasting a sheerlegs as counterweight is not unusual. It is, however, not a good idea to do this using the cargo of HORNLAND. A number of salvors were arrested  
photo: Rotterdam City Archives (licensed under CC-0)



HORNLAND raised end of January, 1968  
photo: coll H.C. Klop via Teun van der Zee



The day after - two of Harms' Magnus shearlegs attending the casualty  
photo: Piet van Eijk



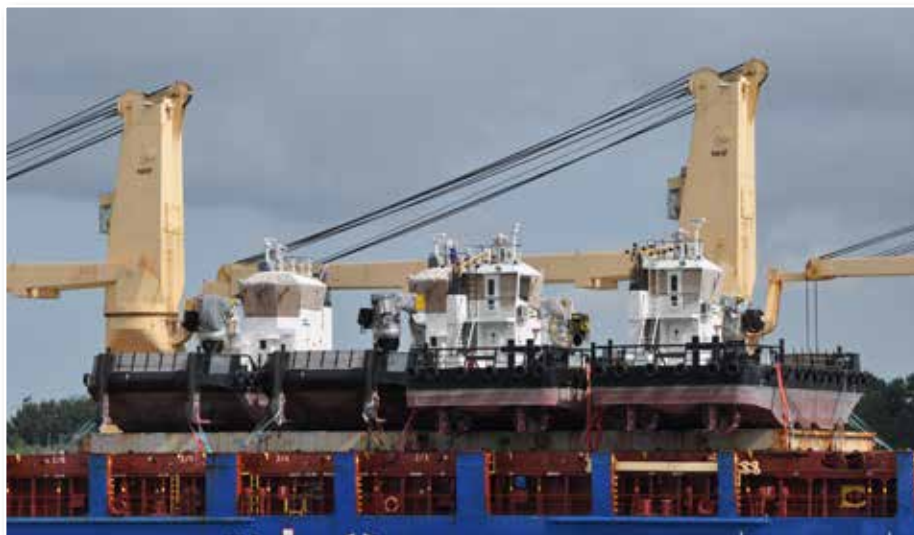
*BOULDER delivering one floating wind-turbine for repairs, 19 July, 2022  
photo: Hans Hoffmann*

The line pull is 25 tons at 30 m/min and the winch has a 300 ton brake. On the aft deck is a Jonrie Intertech Series 500 hydraulically driven double drum winch. It carries 200 meters of 8" Samson Saturn-12 HMPE rope on the hawser drum with a line pull of 25 tons at 30 m/min and a 300 ton brake. The towing drum has a capacity of 640 m of 2,25" steel wire with a line pull of 50 tons at 10 m/min, a 150 ton brake and is fitted with a spooling gear. This allows ship handling over the bow or stern and towing over the stern.

Fire-fighting capacity is 3.000 gpm with a single FFS pump and monitor driven off the port main engine PTO. Foam is carried in portable ISO tanks loaded on deck when required.

The tug has extensive ship-handling fendering all around, consisting of a cylindrical and "W"-fender at the bow and stern and "D"-fender installed along the sides.

Accommodations are outfitted to high, MLC compliant standards for a crew of up to 8 personnel. The Master and Chief Engineer cabins are located on the main deck with two double crew cabins located in the lower accommodations.



*Delivery of a number of Multicats (Damen stock boats) by BBC DANUBE on 1-8-2022 photo: R.& F.van der Hoek*







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The Bustler-class tug REWARD seen here 23 June, 1949, at Yarmouth. At some 1.700 t. displacement she was at the time one of the biggest tugs to have visited the port. The tug was one of a series of eight built by the Henry Robb shipyard for wartime duty. After the war REWARD saw civilian service from 1962-63 as ENGLISHMAN with United Towing of Hull. After the charter she returned to the Royal Fleet Auxiliary as REWARD (A 264) performing all kinds of supporting (towing) activities for the Navy

photo: coll. Job van Eijk