

## DAILY SHIPPING NEWSLETTER SPECIAL EDITION



Text / photo's : Piet Sinke © and various contributors ©

### UNION VAN REDDING- EN SLEEPDIENSTEN ( Part 2 )

The **URS** is a leading Towage and Salvage Company with a towing history on the river Scheldt going back to 1870. Today every vessel on the seven seas can rely on the URS for assistance and services.



URS operates one of the most efficient modern fleets with multi-tasks capabilities, with safe and reliable equipment, essential to quality service.

Herewith part 2 about the fleet of the URS

Left on the photo the tug **GENT** pictured by **Piet Sinke** © is shown, laying on the shipyard in Antwerp May 21<sup>st</sup>, 2003 for maintenance , this vessel is one of the 4000 hp tugs class which are

also described in **part 1** of this special about the URS, this tugs are powered by the Azimuth Stern Drive propulsion system which is giving the vessel a bollard pull of 40 tons, on the picture right one of the sistership of the **Gent** which is named **UNION 6** pictured by **Peter Andriessen** © near Flushing.



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A little bit lower in bollard pull are the 39 tons bollard pull tugs **St Annastrand** and the **Zeebrugge** which are available in the ports around the Westerscheldt River.

This vessels are powered by Two 'ABC' type 6MDZC 1,165 kW medium speed diesel engines. Each engine drives an azimuth 'Schottel' -SRP 1010 propeller (in 'Kort' nozzle) via a 'Reintjes' -VA L 2240 step-up gearbox and fluid coupling. What can be seen at the picture below.



The pictures are made May 21<sup>st</sup>, 2003 whilst the vessel was in drydock in Antwerp ( **photo's : Piet Sinke ©** )

On deck the vessel is equipped a Hydraulic towing winch combined with anchor

windlass on forecastle deck, and an identical towing winch, combined with bridle winch on aft deck. Towing winches: Brake holding: 80 tons, dynamic: 18 tons at 13.4m/min, slack rope speed: 50 m/min. Bridle winch: Brake holding: 40 tons , dynamic: 20 tons at 12m/min, slack rope speed: 40m/min.

The **WANDELAAR** pictured by **Jas Louwen ©** during October 2002 shown right is in the same bollard pull range as the above mentioned **St. Annastrand**, together with her sistership the **WESTHINDER** this vessel measuring nearly 33 mtr in length and having a beam of 8.7 mtr, the maximum bollard pull is 31 tons, which is generated by two 'B&W' 9 cyl. 900



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kW diesel engines. Each engine drives an azimuth 'Aqua Master' propeller (in 'Kort' nozzle).

In the category conventional twin screw seagoing tugs the URS is operating the **DRADO**, this vessel was built for SMIT ANTILLES during 1976 by Shipyard De Hoop, after the vessel returned from the



Caribbean during 1983 the vessel joined the fleet of Smit Harbour tugs and served during the period 1985 to 1988 in Bahrain for Smit International Middle East, when the vessel returned from the Middle East the vessel worked for the Nieuwe Vlissingse Sleepdienst in the Westerscheld area, at present the vessel is operating under the URS colours.

Left ; The **DRADO** at Flushing Roads (unknown author of photo)

The vessel is powered by two 'Stork-Werkspoor' type 8 FCHD 240 8 cil. diesel engines totalling 2,000 kW at 1,000 rpm, driving two 'Lips' C.P. propellers in 'Kort' nozzles, fitted with 'Becker' rudders, and is on deck equipped with an electric towing winch and a pneumatic 'Mampaey' towing hook, the vessel's length is 30.7 mtr and is having a width of 9.0 mtr

Another conventional tug which served first with SMIT in Rotterdam is the **WALCHEREN**, this vessel started her life as the **Smit Frankrijk** in the port of Rotterdam, with a length of 28,4 mtr and a breadth of 8.5 mtr the vessel is powered by two 'Stork-Werkspoor' type 8 FCHD 240 6 cil. diesel engines totalling 1,500 kW at 1,000 rpm, driving two 'Lips' C.P. propellers in 'Kort' nozzles, fitted with 'Becker' rudders which give the vessel a bollard pull of maximum 30 tons. ( photo : Wim Kosten © 15-03-2003)



Left a picture by **Maik Ebel** © of the **ZEELAND**, another conventional twin screw tug of the URS fleet, with a length of 29,5 mtr the vessel is powered by two 'MWM' 6 cil. diesel engines totaling 1,700 kW at 850 rpm, driving two Controllable Pitch propellers in 'Kort' nozzles which give the vessel a maximum bollard pull of 33 tons.

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The **HOLLAND** (photo : Unknown author) shown here right served before in the fleet of Muller in Terneuzen, this vessel have a length 27 mtr and is powered by two 'Yanmar' type M220-EN 6 cil. diesel engines totalling 1,800 kW at 800 rpm driving two propellers in 'Kort' nozzles. On deck the vessel is equipped an Electric hydraulic towing winch 'Plimsoll'. With a brake holding of 45 tons. Further she is equipped with an Mampaey towing hook with a SWL of 50 tons.



Seen here moored in the port of Terneuzen during May 2003 one of the older tugs of the URS fleet which is named **SCHOTLAND** (photo's : Piet Sinke ©), and below the tug **BREEZAND** pulling the new Dutch frigate De Zeven Provinciën out of the building dock during 2000.



**Part 3 (final) of the URS will have a look at seagoing vessels such as the new UNION MANTA**

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The **BRAAKMAN** leaving the Berendrecht locks March 9<sup>th</sup>, 2001 - photo : Piet Sinke ©



Some URS vessels moored in Terneuzen May 25<sup>th</sup>, 2003 with from left to right the :  
**Wandelaar – Zeeland – Anton V** and the **Evergem**  
photo : Alain Doms ©

To be continue .....