

## DAILY SHIPPING NEWSLETTER SPECIAL EDITION



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

### UNION VAN REDDING- EN SLEEPDIENSTEN ( Part 3 )

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 3 about the seagoing fleet of the URS.

One of the first vessel to describe in part 3 is the famous **FIGHTER** which was for years "the" salvage tug based in Flushing, this 42 mtr tug is powered by one 'Cockerill' type V16TR240 diesel engine of 3,000 kW at 1,000 rpm driving a C.P. propeller in a 'Kort' nozzle rudder at

180 rpm. And one 270 kW bowthruster. On deck the **FIGHTER** is equipped with one hydraulic towing winch 'Brusselle' type M52. with a drum capacity of 900 m steel wire - ø 50 mm. Brake holding: 120 tons, dynamic: 25 tons at 25 m/min, max. pull: 30 tons, the maximum bollard pull of the vessel is 55 ton.



Right: The **FIGHTER** in action at the Flushing roads. Photo : Via Alain Dooms

## DAILY SHIPPING NEWSLETTER SPECIAL EDITION

The sistership of the **FIGHTER** is the **BOXER**, shown at the picture made by **Kevin Blair** © whilst



the vessel was leaving the river Tyne. Both vessels which seems to be for sale already for some time are still very active in towing barges around at the West European theatre.

Another nice photo of the **BOXER** is the one right made by **Chris Jones** © whilst the vessel delivered her tow somewhere in the UK.



Less in horsepower and bollard pull is the tug **SEA HORSE** with a length of 34 mtr and a bollard pull of 45 tons this vessel is also used by the URS for towing objects around the Northsea ports. This single screw tug is powered by one 'Deutz' type SBV 12M628 diesel engine of 2,100 kW at 900 rpm driving a C.P. propeller in a 'Kort' nozzle rudder.

**Photo : Wim Kosten** ©

## DAILY SHIPPING NEWSLETTER SPECIAL EDITION

The anchorhandling fleet of the URS consist out of the **ALPHONSE LETZER**, seen here below sailing at the Westerschelde ( picture by Henk de Winde © ) this vessel is build during 1977 and is



powered by two 'GM-EMD' -20-645-E7 diesel engines, totalling 5,300 kW at 900 rpm, driving two propellers in 'Kort' nozzles, via reversible gearboxes and is equipped with one 'Brunvoll' bowthruster with a thrust of 4 tons, the maximum bollard pull of the vessel is 95 tons, the Length of the vessel is 49.3 mtr and the width is 11.7 mtr, on deck the vessel is equipped with a Double drum towing/anchorhandling winch, each drum with a capacity of 1,000 m  $\varnothing$  60 mm steel wire. Brake holding: 200 tons, dynamic: 60 tons at 22 m/min, Slack rope speed: 68 m/min.

Photo : Unknown Author

Another anchorhandling tug operated by the URS is the **BANCKERT**, this vessel started her live as the **SMIT ENTERPRISE** during 1972 and she sailed under this name until 1983 when she was renamed in **SMIT COLOMBO**, under which name she operated for **SMIT INTERNATIONAL SOUTH EAST ASIA** in Singapore, the vessel was active at the Yemen Hunt Oil terminal offshore Hodeidah until 1991 when she was transferred to Van den Akker in Flushing who renamed her in **BANCKERT**.

Photo right : as **Smit Enterprise** during the firefighting of the **ATLANTIC EMPRESS (1979)**  
photo : Piet Sinke ©





## DAILY SHIPPING NEWSLETTER SPECIAL EDITION

Below: as **SMIT COLOMBO** operating at the Yemen Hunt Oil Terminal offshore Hodeidah assisting the FSO SAFER. — Photo : Coll : Piet Sinke



Left : The **BANCKERT** seen here recently in her latest livery at the Nieuwe Waterweg, the funnels painted in the **URS colours**.

Photo : Nico Ouwehand ©

The **BANCKERT** is powered by two 'Stork Wärtsilä' diesel engines

totalling 3,200 kW driving two C.P. propellers in 'Kort' nozzles, fitted with 'Becker' rudders. One 150 kW bowthruster, the maximum bollard pull is 60 tons, the deck equipment is one 'Norwinch' hydraulic

## DAILY SHIPPING NEWSLETTER SPECIAL EDITION

double drum anchorhandling/towing winch. Each drum with a capacity of 800 m,  $\varnothing$  48 mm steel wire. Brake holding: 100 tons, max. pull: 80 tons. Support winches, capstan, Karmoy stopper, hydraulic deck crane.



The **PRESIDENT HUBERT** is one of the larger vessels of the URS fleet, ( photo : Wim Kosten © ) with her 160 ton bollard pull, she is powered by two 'MAK' -16M453 diesel engines totaling 9,000 kW at 600 rpm, driving two 'Lips' C.P. propellers in 'Kort' nozzles. Two bow thrusters and one stern thruster, all with C.P. propellers. The combined propulsion plant has a 'Lips' electronic integrated control system from 4 different stations (Including joystick). On deck the vessel is equipped with a



powerful and robust towing winch 'Brusselle' double drum towing/anchorhandling winch, each drum with a capacity of 1,800 m/ $\varnothing$  72 mm steel wire, the brake holding capacity is 300 tons, tower shift control, pulling, force up to 200 tons, slack rope speed: 115 m/min. Two de clutchable gypsy wheels for anchor chains up to 4"  $\varnothing$  (pulling force of 190 tons) and 2x70m3 chain lockers. Several anchorhandling support winches, capstan, hydraulic deck crane, Karm forks, Free deck space 220m<sup>2</sup> with a deck-load up to 15 tons/m<sup>2</sup>

Photo: Jacco vd Nieuwenhuyzen ©

The latest addition and also the most powerful vessel of the URS fleet is the **UNION MANTA**, this vessel was recently completed and commissioned in service.

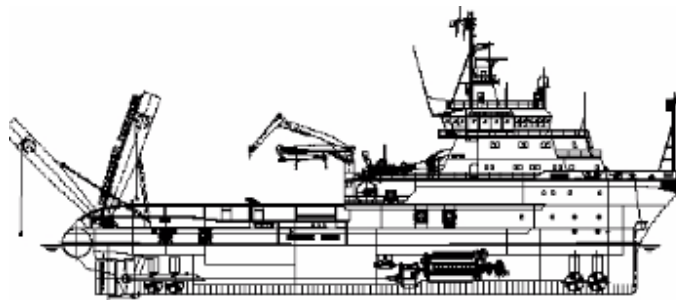
Photo : The **Union Manta**  
under construction  
Photo : URS



## DAILY SHIPPING NEWSLETTER SPECIAL EDITION



Top : The **UNION MANTA** passing Flushing —photo : Peter Andriessen ©



The **UNION MANTA** is powered by 2 WARTSILA main engines, totalling 14.720 kW at 750 rpm, running on IF 30, driving 2 four bladed 'KAMEWA/ROLLS-ROYCE' CP propellers dia. 4100mm in Kort nozzles. 4 side thrusters with 2000mm dia. CP propellers each 883 kW. DYNAMIC POSITIONING system SPD 21, class II, dual redundancy which give the vessel a maximum bollard pull of 220 ton.

### Main Dimensions:

Length overall	75.50 m
Length between p.p.	64.40 m
Breadth moulded	18.00 m
Depth main deck	8.00 m
Maximum draft	6.60 m
Scantling draft	6.60 m



Photo's :  
Guy v/d Vorst  
©



### Trial Speed/bollard pull:

17.0 knots at draft 4.25 m.  
Service economic speed abt. 12 - 13 knots.  
Bollard pull: Min. 210 t at 14,720 kW.



## DAILY SHIPPING NEWSLETTER SPECIAL EDITION

### Capacities:

Ballast water/drill water	1,350 m3
Fresh water	380 m3
Deck cargo	800 t
Cargo deck area	450 m2
Fuel oil	2,400 m3
Cargo chain lockers	500 m3

Right : The **UNION MANTA** moored in Antwerp for the commissioning ceremony – **photo : Stefaan Joris ©**



The **UNION MANTA** departing for the US Gulf during May 2003 – **photo : Wim Kosten ©**

### Corrections / additional information :

The picture of the **DRADO** in URS part 2 was made by : **Wim Kosten** on **20-08-2000**

The picture of the **HOLLAND** in URS part 2 was made by : **Rob / Frits van den Hoek**



The **BREEZAND** was sold at the end of 2001 to Polderman in Hansweert and renamed in **ECHO** .

**Picture / info : Niels Heijboer ©**