

DAILY SHIPPING NEWSLETTER SPECIAL EDITION



Text / Photo's : Piet Sinke ©

UNION VAN REDDING- EN SLEEPDIENSTEN (Part 1)



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.

The latest additions to the fleet in the port of Antwerp are the **UNION DIAMOND** and the

UNION SAPPHIRE, this two vessels are having a length of 33 mtr and a width of 11 mtrs, and are of the ASD concept and having a maximum draft of 5.60 mtr and are powered by two 'ABC' type 8 MDZC 4-stroke-trunk-type diesel engines totalling 3,700 kW at 1,000 rpm, driving two 'Schottel' type SRP1515FP full azimuth propellers in 'Kort' nozzles, good for a bollard pull of 65 tons.

Propeller thrust and direction are bridge-controlled by means of two individual (PS/SB) control stations, with separate direction and rpm settings, resulting in fast and accurate maneuverability. The 'Kort' nozzles guarantee a high pull/power ratio.

For towing a Robust waterfall winch 'Brusselle' type SLH-130/50/2-1 with one warping head on



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aft deck is fitted, Brake holding: 130 tons, dynamic: 44 tons at 10 m/min, slack rope speed: 50 m/min. At the foredeck a combined towing/anchor winch 'Brusselle' type SLH-130.50/2-2-2 on forecastle deck with double drum 600x700x2x600 mm is fitted the brake holding: 130 tons, dynamic: 44 tons at 10 m/min, slack rope speed: 50 m/min, both towing winches are remote-controlled from the bridge. For extreme safety, all the winches have an emergency stop and a 'let-go' button, that can even be operated in a total black-out situation.



In power less then the above mentioned **Union Diamond** and **Sapphire** is the **HEMIKSEM** available in the Port of Antwerp, this vessel with a length of 33.1 mtr and width of 9.6 mtr is able to develop a bollard pull of 40 tons whilst running ahead and 37 tons astern.

The **HEMIKSEM** is powered by two 'Deutz' type SBV8M628 medium speed diesel engines totalling 2.600 kW (Brugge: 3.000 kW). Each engine drives an azimuth 'Aquamaster' propeller in 'Kort' nozzle via a step-up gearbox, fluid coupling and twin cardan shaft.



On deck the vessel is equipped with 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 -95 tons, dynamic: 28 tons at 26 m/ min, Slack rope speed: 50 m/min. Bridle winch: Brake holding: 53 tons - dynamic: 10 tons at 26 m/min. 45 tons SWL towing hook with 3 hydraulic releases, near sisters of the **HEMIKSEM** are the **BRUGGE**, **UNION 5**, **UNION 6**, **GENT** and **BURCHT**.



The URS operates also some Voith Schneider tractor tugs in the Port of Antwerp, this sister ships are called the **LIEVEN GEVAERT**, **SCHELDE 20**, **UNION 7**, **UNION 8**, **UNION 9** and **UNION 11**.

This 30 mtr vessels are able to develop a bollard pull of 45 tons, the vessels are powered by two 'Deutz' type SBV8M628 1,550 kW medium speed diesel engines. Each engine drives a 'Voith Schneider' propeller via a

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fluid coupling, on deck the vessels are equipped with a remote controlled hydraulic driven combined towing winch with double drum on aft deck, for harbour and long distance towing jobs the harbour winch have a brake holding of 90 tons, dynamic: 16.5 tons at 10.6 m/min, slack rope speed: 50 m/min. The vessels are also equipped with a towing hook with pneumatic release device.

The air-conditioned accommodation provides for 8 men, and the tugs are fully equipped for salvage assistance s.a. external power

supply, oxy-acetylene cutting and welding, salvage pumps.



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A separate type of Voith Schneider tugs is the **SCHOUWENBANK**, this vessel is original build for the NRS in Rotterdam for service in the Europort area, but is at present working at the port of Flushing as



can be seen at the picture (I don't know who made this photo), the **SCHOUWENBANK** measures 33 mtr in length and is powered by two 'Stork Werkspoor' type 6 FHD 24D 6 cyl. 1,300 kW medium speed diesel engines. Each engine drives a

'Voith Schneider' propeller which gives the vessel a maximum bollard pull of 31 tons.



One of the older "conventional" tugs in the Port of Antwerp is the **SCHELDE 10**, this vessel is powered by two 'MWM' 6 cil. diesel engines totalling 1,800 kW at 1,000 rpm, driving two propellers in 'Kort' nozzles which give the vessel a maximum bollard pull of 32 tons.

Right a picture of the **ZELZATE** made by **Jas Louwen** during 2000, this vessel is powered by one 'ABC' type MDZC-800-173 K 4stroke trunk-type diesel engine driving a 2.700 mm 4-blade propeller in a 'Kort' nozzle rudder, via a 'Reintjes' ZWA V 2650 reduction gearbox. One 'Guascor' type F 240 TA-SP diesel engine, driving a full azimuth, retractable 'Aquamaster' type UL 601/3500 bowthruster. The combined propulsion output of 2.000 kW gives the tugs a (certified) bollard pull of 39 tons. (Main propulsion: 32 tons - bowthruster 7 tons)



To be continued.....