Knipselkrant VB SCHELDE (ex SMIT SCHELDE)

Tugs
owing & Offshore Newsletter

2008/15

Smit Schelde launched

On Tuesday 22nd of April the ASD 2810 Damen design tug **"Smit Schelde"** was launched at the Damen Shipyard at Galati – Rumania with yardnumber 511536. The tug was lifted out the newbuilding sheet by yards gauntry crane. After a small christining ceremonie by Godmother Mrs Gabriella Apostolache, the vessel was set in the water. The next months she will be fitted out on the same yard. The tug will be built under Bureau Veritas Class and Dutch flag. She is the sistership of the **"Smit Hudson"**. *(Source Hans van der Ster)*

2008/34

SMIT Schelde handed over

The newbuild Damen ASD 2810 new generation tug **Smit Schelde**, (imo 9402433) was handed over to her owners Smit Shipping Singapore on the 25th September at the Damen Galati Shipyard – Romania under yard number 511536. The **Smit Schelde** has an length of 28.67 mtrs, a beam of 10.43 mtrs and draft of 4.60 mtrs. The two Caterpillar 3516 mainengine gives the vessel a speed of 13.6 knots and a bollard pull of 60 tons ahead and 56 tons astern. She sailed under Bahama flag with callsign C6XI6 on Saturday 28th September from Romania with a Redwise crew bound for Rotterdam. In Rotterdam she will be operated under management of Smit Vessel Management Service for Smit Harbour Towage Co. – Rotterdam.

History:

The name **Schelde** is a historical and very famous name for the Smit family. The company has owned six vessels in the past with this name: The above vessel is the 7th vessel under the name **"Schelde"**.

- The **1st "Schelde"** was a harbour steam tug and built in 1870. One year later in 1871 she was renamed **"Bij"** and was in service till 1920. She had a 150 hp engine.
- The **2nd "Schelde"** was an oceangoing steam tug built in 1906 and sold in 1915 to Sweden subs. Germany. Without change in name she sailed till 1920. She sank after striking a mine. The tug had a Triple expansion engine of 1000 hp.
- The **3rd "Schelde"** was built in 1910 and purchased in 1919 from Amsterdam Tug & Salvage Company (Zur Mühlen) – Amsterdam. In 1925 during very bad weather she grounded at the New Waterway entrance during a salvage with the loss of 8 crew members. She had a Triple Expansion Engine of 950 hp.
- The **4th "Schelde"** was an oceangoing steam tug built in 1926. This tug sailed during World War II under the Dutch Navy flag. She was broken up in 1954. She had a Triple Expansion Engine of 650hp only.
- The **5th "Schelde"** was an oceangoing diesel electric driven tugboat built in 1958. On this tug the compiler of the Sleepboot and Offshore Newsletter started his career, as apprentice engineer, in December 1965. The tug was sold in 1976. She had an engine output of 2250 hp. Meanwhile she is supposed to have been scrapped in the USA.
- The **6th** tugboat for the company was a pusher tug and the first with the name **"Smit Schelde"** she was built in 1981 and bought in 1984. She sailed till 2002 under the Smit flag. Her engine output was 1450 hp. *(Source & Photo Hans van der Ster).*

2008/43

Smit christened three ASD 2810 harbour tugs

Smit Harbour Towage Rotterdam had christened three of her new built Damen ASD 2810 designed harbour tugs last Thursday 27th November 2008. The ceremony took place in front of Smit's main office in the Waalhaven – Rotterdam on board of Smit's submersible barge **Smit Anambas**.

The **Smit Aruba**, **Smit Hudson** and **Smit Schelde** were christened by respectively Mr. M.J.A.M.S. Dorhout Mees – de Pont, spouse of the Chairman of the Supervisory Board of Smit; M.L.J.W. Smit, descendant of the founder of Smit – Fop Smit and Mr. I. Francken-Lauryssens spouse of the Chairman of the Supervisory Board of the URS. The **Smit Hudson** and the **Smit Schelde** are the first ASD 2810 designed new generation tugs. *(Source and photo's Smit)*

Shanty chorus the **Sleeptros** look after a musicality setting

2012/52

BRIDGE SMIT SCHELDE DAMAGED

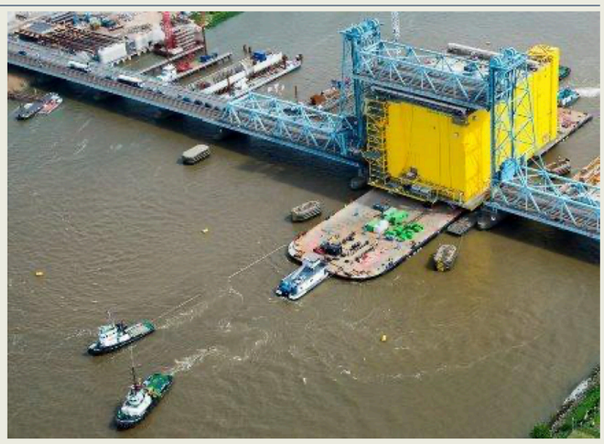
On December 24th was seen at the Smit's Europoort base - Scheurhaven the 2008 Damen ASD2810 built Bahama flag with call sign C6XI6 tug **Smit Schelde** (Imo 9402433) with her bridge covered with canvas. She has been involved in a collision during towing assistance with a seagoing ship. There are no indications of personal injuries reported. *(Photo: W.Boender)*

2013/21

SMIT SCHELDE RETURN WITH NEW WHEELHOUSE

As from the 5th of April the Europoort tug **Smit Schelde** (Imo 9402433) was seen in full operation for towage and assistance again. The wheelhouse is complete renewed, at the Van Brink Shipayard (Damen) in Pernis; Netherlands, after her collision with a container vessel last year December 2012. The Damen ASD 2810 tug was built in 2008 at the Damen Shipyard Galati *(Photo: Jan Oosterboer)*

BOTLEK BRIDGE PASSAGE OF THE TRANSFORMER PLATFORM DOLWIN-ALPHA



The transformer platform *Dolwin-Alpha*, loaded on a pontoon, departed last Sunday May 26 from Dordrecht to Mammoet Schiedam. Two small passage has been taken during the transport first the Spijkenisse bridge and later the Botlek bridge situated in the river Oude Maas which is seen on the picture. The towage was carried out by the Muller – Dordrecht tugs En Avant 1 and En Avant 7 and the tug Mikida from Den Boer – Dordrecht in the front of the transport. As stern tugs the Smit tugs Smit Ebro and Smit Schelde and Matricaria. Further assistance was given by the Muller – Dordrecht tugs En Avant 12 and En Avant 32 while the *RWS 24* and the *RPA 2* guide the transport. The transformer platform has a length of 65 mtrs is wide 45 mtrs and 55 mtr high with a total weight of 9.500 tonnes. At the Mammoet premises a crane will mounted and the systems connected after the unit will be tested. The transformer unit will to finally to her destination the wind farm in the German Bight (North Sea). The *Dolwin-Alpha* is built by Heerema – Zwijndrecht; Netherlands commissioned by the Swedish ABB Group. *(Source: Jan Oosterboer; Photo: Muller-Dordrecht)*

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