



Captain Niels Stange Nielsen - middle front row onboard Rigi, Shanghai 1923. Captain Stange Nielsen describes another pioneering move by T&E when in 1938 he was responsible for the supervision of the newbuilding M/S Silvaplane, the first cargoship in the world to be almost all-welded. The vessel aroused great interest and as he said, "it is likely that this construction method would mean great progress as it increases the cargo capacity and speed. It was a move into the unknown but again Norwegian owners were at the forefront of the development".

*130 years is quite an achievement and time for reflection. In connection with this, we would like to share memorable and important events from our long history.*

*In 1892, at the age of 15, Captain Niels Stange Nielsen started his career at sea. He joined the company in 1902 onboard ss "Sentis" and sailed with them for the next 40 years until he went on land at the age of 70. During his career, he experienced the Russo-Japanese war in 1904 and two World Wars. In 1946 he published a book "50 Years at Sea" detailing many events from his sea career.*

Nielsen writes: "During my 40 years, vessels increased from 1,800 to 16,000 tons - no other period in Norwegian seafaring history has experienced an equivalent increase and modernization - first sailing to steam and then steam to motor."

In 1902 Nielsen joined the company as Second Officer onboard D/S "Sentis". T&E foresaw the major transition from sailing to steamship as an interesting and prosperous activity and introduced 8 new steamships to their fleet - one of them being "Sentis". Sentis was a new building from the Nylands Verksted, Oslo and intended for trade in Chinese waters. In 1904, Niels Stange Nielsen set out for the Far East as second mate.

Comments below from Captain Nielsen's first war experience onboard Sentis shows commitment and courage of a dedicated employee:

*"We arrived in Port Arthur on 8th February 1904, loaded with cargo from Nagasaki. Immediately, we were aware of a Russian fleet anchored in port - all flags still hoisted despite it being after sunset. What was this*

*indicating? Tension between Japan and Russia was a well-known fact but war? There had been no indication of this prior to departure from Nagasaki two days earlier."*

*"The first grenade fired from the Japanese fell dangerously near "Sentis". This was followed by continuous firing, but we did not see any direct hits. After constant firing for 20 minutes our Chinese crew got extremely nervous and wanted to abandon ship. Boats were available and permission to leave granted, however, when they realized that none of the Norwegian crew were leaving, they did not dare leave alone and stayed onboard."*

Sentis came under Japanese fire and was later seized by the Russians. All Norwegian officers were detained in Chefoo (100 nautical miles from Port Arthur) for three months.

*"We were allowed to board Sentis and collect our belongings but, as Russians were already installed and very much at home, we were not exactly made welcome onboard!"*

*"During my 3 months in Chefoo, we were housed at the home of an*

*American Missionary. With the family being on holiday, we had the house and servants all to ourselves!"*

*"One day we were ordered to travel back to "Sentis" in Port Arthur but before we had left, we were called back as a Japanese ship had blocked the port entrance. As it was impossible to get "Sentis" out of the harbor, we were sent to Shanghai and then home to Norway. I arrived back in Kristiania (Oslo), August 1904."*

*"Sentis" did not leave Port Arthur until the war ended in 1905. It is said that she was then taken under Japanese control."*

*"Several years later I encountered a Norwegian Captain who had recently been in Port Arthur. He could report having seen a ship's clock engraved with D/S "Sentis" Kristiania 1902 displayed in a local junk shop."*

After a 6 month vacation and not put off by the atrocities of war, Captain Nielsen went back to sea. This time promoted to First Officer, onboard D/S "Eiger".



## Safe return

BY HANS DE NIEUWE, TSCHUDI OFFSHORE & TOWAGE

Following our previous report of the towage of FSO PALANCA from offshore Angola to Singapore, where the FSO was to undergo repairs, hull cleaning and upgrading with Sembawang Shipyard, we can now inform you about the safe return in Angola waters. The return tow was again performed by our AHTS BLUSTER of 135 tpb, this time assisted by Augustea's AHT ERACLEA of 123 tpb for the towage which led around Cape of Good Hope.

The gap between both towages was adequately filled by conducting the special survey of BLUSTER followed by towages of a large floating dry dock from Newcastle on Australia's East coast and FSO SCORPIUS from Labuan, both with destination Singapore.

Late March 2013, both tugs went on hire. After inspection and approval of the tugs and towing gear by end client Sonangol and Marine Warranty Surveyor LOC, the towage gear was installed onboard PALANCA. Mid April 2013, the convoy sailed for West Africa.

Although the charts and pilot books were promising more favorable currents and winds for the return tow, the daily reality proved to be different. A stop-over was made at Port Louis, Mauritius, to lift additional fuel and conduct a crew change. Some additional delay was encountered due to a located inflow of water in PALANCA's emergency fire pump room and a turbo problem onboard BLUSTER. After both problems were solved, both tugs started the most challenging part of the tow around the Cape, assisted by weather and routing advice from two independent sources. South of Mozambique Channel the convoy had to steer north to avoid a cyclone. A second spell of heavy weather, forcing the tugs to reduce speed significantly, was met offshore Durban. But the worst was still to come. At the most southern latitude, our tug master in command of the convoy, Captain Roel Datema, had to reduce speed again due to the weather ahead. During SW-ly winds force 9-10, ERACLEA parted its towing wire but the tug crew managed to recon-

nect the next day on the emergency towing gear. With 850 meter of the original tow wire of ERACLEA still hanging from the bow of PALANCA and under extreme conditions (Westerly winds force 9 Beaufort with high seas and swell) the convoy headed for Cape Town to re-establish the original towage connection. During this deviation, close contact was maintained with our principals Sonangol and warranty surveyors LOC. After departure from the sheltered location off Cape Town, the remainder of the tow was uneventful. Early July Angola waters were reached.

Both tugs kept PALANCA in position till the start of the installation at the oil terminal. Under contract with Stapem, BLUSTER assisted with the final mooring at the terminal which was completed mid August. It marked the operational completion of a demanding project under difficult conditions by our professional crews onboard BLUSTER.

