



## TUGS & TOWING NEWS

### *PELLA SHIPYARD DELIVER TUGBOAT 'RB-395'*



The delivery of tugboat “**RB-395**” (hull no. 934) of Project 90600 to the basing site in port of Baltiysk has been completed by the Pella Shipyard. The tugboat is intended for towing and berthing operations in harbor, roadsteads and coastal areas which comply with R3 navigation area, refloating of ships and vessels, fire fighting operations at floating and shore objects, oil and petroleum content products, cargo transportation, ice breaking and erosion operations. Technical

data: Length, max 25,4 mtrs; Width, max 8,8 mtrs; Draught 4,2 mtrs; Speed 11.8 knots; Engine power 2x746 kW; Z-drives 2 Z-drives of Rolls-Royce. Classification KM Arc4 R3 Aut3 Tug by Russian Maritime Register of shipping. *(Source: Pella Shipyard)*

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**ARMON**

**tugs & Offshore**



### *TRADA EYES \$200M TUG-AND-BARGE PURCHASE*

Publicly listed shipping firm PT Trada Maritime (TRAM) says it will spend US\$200 million to expand its fleet to support its coal transshipment business. Trada plans to use US dollars raised from bank loans to buy between 30 and 50 sets of tugs and barges over the next five years, Trada president director Danny Sihanouk de Mita said at a press conference on Friday. The firm would

receive around 10 tug-and-barge sets a year, with the first three sets scheduled for delivery in early 2013. Trada provides floating storage and off-loading (FSO) services and liquid and dry bulk transportation services. It currently operates 33 tug-and-barge units, FSO ships and liquefied natural gas (LNG) carriers that are used to carry crude oil, refined oil, LNG and coal. The company entered the coal transshipment business



in 2008 and has since transported coal to destinations that have included Australia, China, Japan and the US. The new tug-and-barge units were needed to support the firm's coal business, as Trada was in the process of sealing a \$750 million, 10-year deal with Zakia Limited, a United Arab Emirates-based firm, in 2013, according to Danny. "This partnership is something we have been working on for some time. We are planning to first sign a memorandum of understanding with Zakia in January. Hopefully the contract will follow and be realized in March," Danny said. Trada is also looking to acquire a coal mine from PT Awesome Coal, a subsidiary of Zakia. The mine, which has not entered production, is located on 5,350 hectares in West Kutai regency in East Kalimantan and has about 100 million tons of coal reserves. Trada would need more than \$400 million to buy the mine from Awesome Coal, according to Danny. The firm might look for bank loans or hold a rights issue to fund the acquisition, Danny said. The firm would need approval from its creditors and shareholders before proceeding with the plan. "We need approvals from all of our creditors, because we are going to venture into another business that is outside of our main shipping business. At the moment, we are still waiting for one last creditor to give its approval," he said. Trada expects to get the approval in the first half of 2013 at the latest, he added. The firm's total revenues grew 5.6 percent to Rp 431.36 billion (US\$44.53 million) between January and September. The growth was attributed to income from its LNG business, which was launched in March. (Source: *The Jakarta Post*)

## FACTS & FIGURES TOWINGLINE 2012



A good habit is to show at the end of the year the results compare with the year before. *Towingline*, however not a commercial company, will take the opportunity to inform you regarding the progress they have made last year also. *Towingline* has made a good year with a growing interest in the website as well as with the weekly *Tugs Towing & Offshore Newsletter*. The past year shows that the website has been visit by 72,472 visitors which is an average of 198 visitors per day compare with 2011; 49,556 visitors at an average 136 visitors. The total visitors as from the start of the website in May 2009 now are 173,566. The articles posted on the website in 2012 are 332 compare with 2011 was 209. The *Tugs Towing & Offshore Newsletter* made a good year also. The subscribers in 2012 are 1,656 compare with 1,412 in 2011. The total subscribers receiving the free newsletter every week with in total 52 issues are now 5,462. The articles taken up in the *Tugs Towing & Offshore Newsletter* in 2012 are 1,986 compare with 1,959 in 2011. Sponsors – advertisers have

grown from 9 till 12 which is at this moment the maximum for the *Tugs Towing & Offshore Newsletter* with an issue of 24 pages. *Towingline's* twitter account has ended 2012 with 142 followers and a total of 691 tweets. Further it is to report that as from the 1<sup>st</sup> January 2013 *Towingline* has started to post news on Facebook also. *Towingline* is very proud with the above results over the past year and is hopeful to maintain and possibly improve the result in 2013. Herewith I take the opportunity to wish you all a very Happy, Healthy, Prosperous New Year / 2013

- *Hans*

## NEW DISPATCH FOR ALL MULLER MARITIME HOLDING COMPANIES AS FROM 31ST DECEMBER 2012



As per today the newly established Scheldt Maritime Services will coordinate all day to day operational port activities for Multraship, Antwerp Towage, Verenigde Bootlieden, Montis Mooring, Scheldt Water Trade, VeboCab and Vebo Nautical Services. The aforementioned companies are all divisions of the Muller Maritime Holding Group. Scheldt Maritime Services (SMS) will provide various

services to the maritime industry, one of the core activities being dispatch services. The dispatchers of the former so-called 'Centrale Sleepdienst' and 'Verenigde Bootlieden' will form the key team of this new venture. Located at the Terneuzen lock complex, it will be operating on a 24/7 basis throughout the year. The Dispatch office has been fitted with the most up-to-date equipment in the field of (tele)communication and data processing. With the centralization of all our dispatching we aim to optimize the service level of all companies within the Muller Maritime Holding Group. It keeps us better informed of all shipping movements and provides our valued customers a one-stop-shop in and around the Terneuzen/Ghent, Flushing and Antwerp areas. (*Source: Multraship*)

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# DAMEN



## HMCS ATHABASKAN BREAKS FREE OF TOWLINE

The Canadian navy ship *HMCS Athabaskan* broke loose from its towline Friday night and went adrift off Scatarie Island in Cape Breton, CBC News has learned. Capt. Doug Keirstead, a spokesman for Maritime Forces Atlantic, said there was no one on the ship at the time, but there were people on the tug. He said the line was reconnected with the help of a Cormorant helicopter from the airbase in Greenwood, N.S. "One of the crew members who was on the tug was lowered down to *Athabaskan* to reconnect the line, as was a member of the tug's crew," Keirstead told CBC News on



Sunday. *Athabaskan* was in St. Catharines, Ont., for a refit. It was on its way to Halifax for the winter when it went adrift. Once the line was reconnected, the ship was towed to Sydney to wait out the current winter storm. It's not known when it will resume the journey to Halifax. *HMCS Athabaskan* went adrift off the same island where the bulk carrier *MV Miner* went aground in September 2010. *MV Miner* was on its way to Europe when the towline snapped. The rusting ship is still beached off Scatarie Island despite several attempts to refloat it. The Cape Breton community of Main a Dieu is hosting a summit next month to look for ways to get *MV Miner* scrapped and removed. (Source: CBC News – see TT&O issue 2012/52 “HMCS Athabaskan on the way” also)

## PIRACY IN RIAU ISLANDS

A tug boat and a fully loaded *Olympus 99* oil barge were hijacked by pirates in Nenek Strait, Batam, Riau Islands at 3 a.m. on Monday. Both crews were then marooned on an island. The hijackers changed names of both boats before they were apprehended by Batam Marine personnel and Riau Islands Water Police 15 hours later. Commander of Batam Marine Col. Nurhidayat told The Jakarta Post on Tuesday that the boats were en route to Guntung, Riau, after taking on 150 tons of diesel and 10 tons of premium fuel from Pertamina's depot in Tanjung Uban. "While the boats were passing through Nenek Strait, another ship with 11 people on board intercepted them, tied up crews of both boats and left them stranded on Tanjung Pelanduk Island before sailing off with the vessels," Nurhidayat said. Thanks to fishermen on Tanjung Pelanduk Island that the crew was able to inform the fuel agents about the hijacking who in turn informed the authorities. At 3.30 p.m. the Sea Hunter patrol boat and picked up the seven crew members. The hijacked boats were located at 6 p.m., however by that time some of the fuel on board had already been siphoned off. (Source: The Jakarta Post)

## YUEXIN DELIVERS ASD TUG NAOMI PRINCESS TO NIGERIAN OWNER

Mr. Eric Lim, on behalf of Yuexin Ocean Engineering, signed, December 22rd, a Delivery Agreement with a Nigerian owner representing the 32m ASD Tug M/V *Naomi Princess* was officially delivered. Applying Robert Allan design, the vessel was built under the survey of LR. She measures 32m in length with a moulded breadth of 11.6m, a moulded depth of 5.36m as well as the designed draft of 5.81m. Being able to carry 12men, she can load 205m<sup>3</sup> fuel oil disposable, 37m<sup>3</sup> fresh water and 113m<sup>3</sup> ballast water.



The ahead bollard pull reaches 73.5 T and the astern reaches 69.45T. The vessel is well equipped with first class branding machines. And the arrangement of equipments and pipes are as far as possible to facilitate the operation under the precondition of meeting the requirement of class rules. Propulsion is provided by two Caterpillar engines, each developing 2682HP at 1600 rev/min, driving a pair of Schottel variable vector propellers, to give a bollard pull of 70 ton. Power comes from two Cummins generator sets, which developing 136kw at 1500 rpm. (Source: Yuexin)

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### CUMMINS MARINE: READY FOR 2013 & EPA TIER 3 STANDARDS



With a reputation built on reliability, Cummins Marine does extensive testing before releasing a new engine to the market. The QSK50 EPA Tier 3 engines have been put through many hours of test bed operation at the Cummins factory. However Cummins believes that the real test of a marine engine is in marine operating conditions. With a need for frequent increase and decrease in power demand, **push boats** working the US inland water system are a particularly demanding application. One moment, while working around a down river bend, the engines may be idling while a few minutes later full power may be demanded to push a heavy tow on down the river. Backing power becomes important when working a tow off a fleeting area. Fluctuating power demands and frequent shifting put a new engine to the test. It was with this demanding service-cycle in mind that the engineers at Cummins Marine choose the 105 by 32-foot towboat **Eugenie**, belonging to Houma-based Enterprise Marine Towing, for field-testing of the new Tier 3 compliant engines. Each 50-liter 16-cylinder engine produces 1800 HP at 1800 RPM. The installation saw the engines fitted to the existing Reinjest WAF-762 gears with 1:5.913 ratios. The new engines replaced a pair of Cummins 1600 HP QSK50 Tier 2 engines with only two minor alterations. To take advantage of the



increased power, the propellers were changed, from 78-inch diameter with 68-inch pitch, to 80 by 60-inch props. In the engine room, since the new QSK50 T3 has the turbo chargers installed in the top center of the engine instead of the rear of the engine as is on previous QSK50 T, the exhaust connection was moved 621 mm horizontally. The US Environmental Protection Agency required that engines with 2.5 to 3.5 liters displacement per cylinder should achieve the stringent Tier 3 standards January 1, 2013. At 50 liters the 16-cylinder QSK50-M1 engine

has 3.25 liters of displacement per cylinder. The EPA Tier 3 standard requires a 50% reduction in particulate matter (PM) and a 20% reduction in NOx compared to existing Tier 2 standards. The Tier 2 requirements apply to the popular Cummins QSK38 also. Cummins engineers achieved this standard with the established common rail fuel injection, newly designed single piece piston and high-efficiency turbo-charged and after-cooling among other refinements. The engines were installed on August 26, 2012 and by mid-December had performed for approximately 1720 hours. As field-test engines they are closely monitored by Cummins engineers. Cummins Application Engineer John Echavarria says of the engines' performance, "During this time no significant issues were reported. All coolant, fuel, lube, electric and mounting connections for the QSK50 Tier 3 are the same as they were for the Tier 2 engines." The field-testing of these engines is one more step in the continuing efforts by Cummins to maintain the high level of reliability that they have earned over the decades while meeting ever more stringent environmental standards. *(Source: Alan Haig-Brown)*

### *FINAL REPORT CLARA B – "BATTLE ON THE RIO DE LA PLATA"*

At last we made it to Nueva Palmira, but not without a struggle. New Years Eve started well enough with light winds and good speed. We went alongside our tow, took-in the emergency tow line and shortened the tow all the way till, about 40 meters was left. Pilots joined in Montevideo and we were moving full speed upriver. However, the barge decided to fight us until the very end. A Pampero was passing by and the seas were becoming very rough, which forced us to start dodging; just to keep the strain of the tow wire. In the meantime the new



year came into being, and although worrying about our tow, we enjoyed a few pleasant moments with the cook serving some lovely snacks and 'oliebollen'. At six in the morning the conditions had improved slightly, and we turned around to continue our voyage to our final destination. Gradually the weather improved and in the end we were barging along at over 9 knots at full power. Before we came this far however, we had a few days of nasty weather. Waves like giant warriors were marching towards us, threatening to overcome us, small human beings. Eventually the weather improved, and we enjoyed a few very pleasant days with, occasionally, a grandstand view of playing whales. One of the brave ones even made it to within 5 meters of the ship. The year has come to a close, and so has our voyage. I wish all the readers a happy and prosperous 2013. *(Source: Capt. Bram van der Hout o/b Clara B – Redwise delivery; Photo departure Cape Town))*

### *NAME CHANGE ITC INTO TSCHUDI OFFSHORE & TOWAGE*



We are pleased to announce that as of 1st January 2013, International Transport Contractors (ITC) will be continuing its business activities under the new name of: **Tschudi Offshore & Towage** ITC was started in 1973 and since 2003, has been a wholly owned subsidiary in the Tschudi Group – a Norwegian Group with



traditions and a long family history in shipping from 1883. ITC's relationship with Tschudi Shipping Company actually dates back to the establishment in 1973 and the name change now, 40 year later, emphasises the strength of the Tschudi Brand and the Tschudi Group's continued commitment to ITC. The name change to Tschudi Offshore & Towage will also cement the importance of our subsidiary in the Tschudi Group as we continue to grow and move into new markets and business areas. There has been no change in the "ITC" team and we will continue to provide the same commitment, products and efficient service on which we have built our reputation in the market. However, going forward we foresee that Tschudi Offshore & Towage will also play an increasing importance in supporting other Tschudi Group activities with particular emphasis on the Northern Regions, the Baltic and Russia. As of 1st January 2013, the business activities of Tschudi Offshore & Towage will be presented on the website [www.tschudioffshoretowage.com](http://www.tschudioffshoretowage.com). Contact details will be available on the website but new e-mail addresses will be distributed separately. However old e-mail addresses will be forwarded through the new ones for the time being. If you require any additional information regarding the name change and the Tschudi Group's business activities, please feel free to contact us personally. We look forward to continuing our enjoyable working relationship!

*(Source: Tschudi Offshore & Towage)*

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## *MDC TO RELEASE IFB FOR GELBERMAN SHIPYARD OVERHAUL*

The Marine Design Center (MDC) of the U.S. Army Corps of Engineers (USACE) intends to initiate an Invitation for Bid (IFB) to provide labor, materials, and service to dry-dock and repair the New York District MV **Gelberman**. The **Gelberman** is 85' in length, has a breadth of 26' and a molded depth of 10'. The **Gelberman** displaces 213 short tons, has two propellers and has a loaded draft aft of 8' 6". The **Gelberman** is all



welded steel, has a Monohull/Keel Coolers hull form. The vessel is currently classed by ABS and maintains a USCG Certificate under Subchapter I. Period of performance for the contract, including delivery, will be 45 days after the award of the contract and Notice to Proceed is given. *(Source: MDC; Photo: T.Turner)*

## RAUL D MADE BUNKER CALL IN CAPE TOWN



The Redwise delivery crew on board the **Raul D** (Imo 9545974) underway from Batam; Malaysia to Uruguay. The tug with the barge PAR 10001 under tow and in command of Captain Kees Welten made a bunker call in Cape Town last week. The tug is owned by Paranave SA – Asuncion; Paraguay. She is registered under St. Vincent and Grenadines flag with call sign I8B4747 and has a grt of 369 tons and a dwt of 297 tons. *(Photo: Aad Noorland)*

## ATLANTIC JUNIPER - A REAL VETERAN

Stopping over in Halifax for a few days is the veteran **Atlantic Juniper**. She is likely traveling from her summer base in Belledune, NB to Saint John or possibly Shelburne for winter maintenance. Built in 1961 in Southampton England for Red Funnel tugs, she was originally the **Thorness** and fitted with two Crossley engines totaling 1340 bhp and driving twin screws. J.D.Irving acquired the tug in 1983 with fleet mate **Culver** (a fire tug of similar design) and came to Saint John.



They joined several other Red Funnel tugs, also owned by Irving, the former **Atherfield** which had become **Irving Hemlock** and is now **Swellmaster** and the former **Dunnose** which became **Irving Willow**. **Thorness** was renamed **Irving Juniper** in 1985 and **Atlantic Juniper** in 1996 and worked in Saint John as a harbour tug for many years. She was re-powered in 2000 with Cat engines, giving approximately 2,000 bhp. The tug was imported after the implementation of new Canadian rules requiring all crew sleeping accommodation to be above the waterline. Since most of her quarters did not qualify she has operated as a day boat. The tugs funnel, like many boats built by J.I.Thornycroft & Co Ltd of Woolston, UK, is slim and sleek- the height of fashion at the time. Word reached me via the comment section of the blog that **Atlantic Juniper** may be on the way to her demise. This would certainly be sad, but I guess inevitable. Such is the way with old tugs. *(Source: Mac Mackay-Tugfax)*

## ROLLS-ROYCE TO POWER NEW CANADIAN LNG TUG DESIGNS

Rolls-Royce, the global power systems company, has signed a non-exclusive cooperation agreement with Robert Allan Ltd, to supply power and propulsion equipment for a series of new and innovative tug designs. The cooperation agreement was signed by Ken Harford, P. Eng. FEC, President of Robert Allan Ltd, and Neil Gilliver, Rolls-Royce, President – Merchant. A signing ceremony was held at the International Workboat Show in New Orleans, on December 5, 2012. Neil Gilliver, Rolls-Royce, President – Merchant said: “This move to integrate LNG propulsion systems



into innovative designs reflects the recent trend for tug operators and owners to embrace cutting edge marine technology to improve operational efficiency and reduce environmental impact. We look forward to working with Robert Allan Ltd on this exciting project.” Ken Harford, President , Robert Allan Ltd said: “We’re very pleased to announce this cooperation agreement with Rolls-Royce to develop LNG powered tug designs. Rolls-Royce is a market leader in power and propulsion systems and has developed a strong reputation for its technology and dedication in promoting LNG as a marine fuel for a wide array of applications.” “The current abundance of natural gas has led to new technologies to utilize it as a power source in marine applications. LNG represents a tremendous opportunity for tug operators to considerably reduce both fuel related exhaust emissions and operating costs. Robert Allan Ltd is recognised globally as a leader in tug design, and we are excited to apply our expertise and strong position to develop and power these highly efficient vessels with Rolls-Royce propulsion systems.” *(Source: Robert Allan)*

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### *18M ROAD TRANSPORTABLE MULTICAT FOR SALE*



International Marine Consultancy Brokers announced the sale of the 2013 built Road Transportable Multicat with delivery in February 2013. The vessel has a length o.a. of 18.00 mtrs and 17.50 bpp a beam of 8.00 mtrs and a depth of 1.75 mtrs. She has 2 Doosan main engines a bollard pull of 3.5 tons and a speed of 8 knots. She is classed MCA Cat 3. There is a galley area and seating area with a built in table in the wheelhouse. There is also a large (3.9m x

3.5m) storage/workroom with boarded floors and a heads compartment in the starboard hull. The messroom is situated on deck below the wheelhouse. The messroom has the ability to sleep two crew members overnight and will have a separate toilet and shower compartment. She has further a fuel capacity is 6740L (3370 L/per hull) and a water capacity is 210L. The crane is 40 t/metre. The asking price GBP 675,000.00 as is where is. Sub free and unsold. Further details available against named interest. Contact [info@imcbrokers.com](mailto:info@imcbrokers.com) *(Source: IMC brokers)*

### *ATTENTION TUG MASTERS*

All tug masters of harbour tugs, seagoing tugs, offshore supply vessels, etc. please visit [www.tugmasters.org](http://www.tugmasters.org) and become for free a member of the world wide society of tug masters, the ITA (International Tug masters Association), and meet your colleagues on the Forum. See the

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application form on the website.

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## *UNDER CONSTRUCTION*

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Last week was seen in the Vlissingen Sloe a new built pushertug. There was no name on the hull seen and it is possible that the pusher is an Eurotug 1306 for Neptune Marine Services. Further info is most welcome. *(Photo: Wim Kosten-maritimephoto)*



## *SEA JACK DEPARTED FROM ROTTERDAM*

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In the morning of Januar 2<sup>nd</sup> the jack-up Sea Jack departed from Rotterdam-Botlek towed by the tugs **Bever** (Imo 9492256) and **Sea Golf** (Imo 9405282). Assisted by Kotug's **SD Rover**. The 2010 Dutch flag with call sign PDAA built Bever is owned and managed by Viegers & Zoon Vof – Andijk; Netherlands. The 2007 Dutch flag with call sign PBSS built Sea Golf is owned and managed by Sea Golf BV – Vlissingen; Netherlands. Both tugs are classed Bureau Veritas. *(Photo: Frits Janse ©)*

## *MAN CHARGED WITH ATTACKING MISSISSIPPI RIVER TOWBOAT CAPTAIN*

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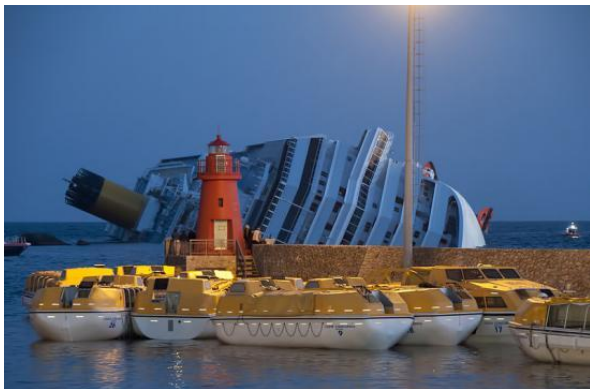
A 30-year old crew member of a Mississippi river towboat is facing federal charges after attacking his captain last week near St. Louis. The St. Louis Post-Dispatch reports that 30-year-old David Roberts, a crew member aboard the **Miranda Paige** towboat, is charged with an act of violence against and incapacitating an individual aboard a vessel, as well as endangering both the vessel and those on board. According to documents unveiled in court, Roberts allegedly pulled the captain from the wheel and choked him until



unconscious while threatening to kill him. Luckily, the Chief Mate was right there and prevented the towboat from going aground as it veered towards shore, but he too was threatened by Roberts who was demanding to be taken to shore. No word yet on what prompted the attack. The MV **Miranda Paige** is owned by Lewis and Clark Marine based in Granite City, IL. (*Source: gCaptain; Photo: USACE*)

## ACCIDENTS – SALVAGE NEWS

### WRECK REMOVAL OFFICIALS UPDATE GIGLIO CITIZENS ON COSTA CONCORDIA SALVAGE OPERATION



A general meeting was held with the citizens of the island of Giglio to share the progress on the wreck removal of the stricken Costa Concordia. During the meeting, led by the President of the Observatory, Maria Sargentini, participants were updated on the various activities being carried out on the future phases of the project and the timing for the removal of the wreck, already presented and shared by representatives of the Consortium Titan-Micoperi with all members of the Observatory. Such a complex operation cannot necessarily be timed for an exact date of completion. It is also reasonable to assume that there may be suspension of activities due to adverse weather or sea conditions, or other unforeseeable obstacles. A schedule has been updated on the basis of progress and the plan is for the wreck to be removed by the end of summer 2013. The Observatory has requested that specific documentation of the assessments that led to the revised established schedule be provided within the first ten days of January 2013. Officials asked Costa Crociere and the Consortium to further focus on preventive measures and emergency plans, especially for environmental issues. They are required to be prepared to ensure their effectiveness and immediate availability if faced with emergency conditions. Activities are proceeding persistently. There are currently about 400 workers, technicians and divers working in the yard day and night, 7 days a week, with about 20 support vessels. Citizens of Giglio were also reassured of continuous and constant environmental monitoring, to prevent any impact on the ecosystem, marine and terrestrial. Currently, however, there was no discernable damage to the environment. (*Source: <http://www.theparbucklingproject.com>*)

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## MAGNUS TOWED DISABLED BULK CARRIER *BLUMENAU*

In the late evening of December 25<sup>th</sup> the 2006 Built tug *Magnus* (Imo 9344966) has towed the Liberian flag bulk carrier *Blumenau* into safety of Brest. Launched in 2012 by Chinese shipyards Catic Shipbuilding, Taizhou Jiang Su, the Liberia flagged bulk carrier *Blumenau* owned by the German compagny Rudolf Oetker, has been not very lucky during one of her first transatlantic crossings. Loaded with 65,000 tons of soybeans from the port of Tubarao, Brazil to Amsterdam.



she was victim of engine problem off the Portuguese coast. A commercial contract was signed with the tug *Magnus*, who was stationed at Las Palmas. Towing, was not uneventful but ultimately the convoy arrived in the bay of Brest, assisted by the local tug *Saint-Denis*, shortly after 22h on 25th December. The *Blumenau* dropped anchor, the draft of 12.60 does not allow her to come to shore. The ore quay, only accessible is currently occupied by the *Q-Ioanari*. Damen Shiprepair Brest technicians in charge for the repair will therefore be forced to use launches, to assist the ship.

(Source & Photo: Christian Herrou©)

## FREIGHTER *OCEAN LEGACY* SANK OFFLOADING CONTAINER ON PIER, ORMOC PORT, PHILIPPINES



Philippines 1985 built general cargo vessel *Ocean Legacy* (Imo 8595123) at around 0900 LT Dec 29 sank while offloading containers by own crane on a pier in Ormoc Port, Leyte island, Philippines. Vessel developed a list and rested on the bottom along the pier, with superstructure and part of cargo deck above the waterline, see photo. The reason for losing stability is unknown, most probably vessel was already unstable and capsized when the heavy loaded container was lifted and moved by a vessel's crane, reducing metacentre height to

zero or negative. The vessel is owned and managed by Oceanic Containers Lines Inc. - Manila.

(Source: Maritime Bulletin)

## SHELL DRILL UNIT *KULLUK* RUNS AGROUND NEAR KODIAK

The Shell drill unit, *Kulluk*, ran aground New Year's Eve near Kodiak, after failed attempts to tow the vessel in a fierce storm, according to the Unified Command responding to the scene. The Coast Guard said the *Kulluk* grounded around 9 p.m. Monday on the southeast side of Sitkalidak Island in Ocean Bay. The Unified Command said it ordered the tug *Alert* to separate from the unmanned *Kulluk* around 8:15 p.m. for the safety of the nine crew members on the *Alert*. Around 4:40 p.m., the *Aiviq*, a vessel used to tow the *Kulluk*, lost its tow line about 10 to 15 miles away from the position where the *Kulluk* grounded. The drill unit has about 150,000 gallons of ultra-low sulphur diesel and roughly 12,000 gallons of combined lube oil and hydraulic fluid. "The unique design of

the *Kulluk* means the diesel fuel tanks are isolated in the center of the vessel and encased in heavy steel," said Incident Commander Susan Childs. Since Thursday, there have been repeated attempts to tow the *Kulluk* to safe harbor after the *Aiviq* lost its tow line due to weather conditions. On Friday, a Unified Command was set-



up with over 200 members, which include the Coast Guard, Alaska Department of Environmental Conservation, and other federal, state, local, and tribal partners working with the Royal Dutch Shell and Edison Chouest Offshore. On Saturday, the Coast Guard evacuated the *Kulluk* of its 18 crew members due to weather safety concerns. "The extreme weather conditions and high seas continue to be a challenge," said Susan Childs, Incident Commander, Shell. "Our priority right now is maintaining the safety of our response personnel and evaluating next steps." A Coast Guard aircraft will survey the situation at first light and a response team will be sent when it is safe to do so. The condition of the *Kulluk* was unclear Monday night and crews will fly over depending on weather conditions. The *Kulluk* was a drill ship used by Shell for exploratory oil operations in the Beaufort Sea earlier this year. Shell also used the Noble Discoverer, another drill ship, in the Chukchi Sea, and it was reported last week that the Coast Guard cited it for crew safety and pollution-equipment violations during a November port call in Seward. (Source: [2KTUU.com](http://2KTUU.com))

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## OFFSHORE NEWS

### *CHOUEST DELIVERS GIANT ICEBREAKER TO SHELL*

The M/V *Aiviq* icebreaker, contracted by Shell Oil to support drilling in Alaska's Chukchi Sea, was ordered in July 2009 and completed by Edison Chouest Offshore in early 2012. The \$200m *Aiviq* is the largest vessel ever built by Chouest, and will be among the most advanced and powerful, non-military icebreakers on the waters. In order for a ship to be "ice class," the hull must be thick, and extra girders, beams and bulkheads are needed for structural integrity. The *Aiviq* is designed to



American Bureau of Shipping A3 capabilities to operate in frigid, minus-40-degree Fahrenheit temperatures, and can slash through a meter of ice with 20 centimeters of snow at 5 knots. Crafted specially for harsh winter conditions, the ship can also work in Alaska the rest of the year. The vessel is being built to International Maritime Organization's Polar Code 3, and measures 111.8 m long, with a 22-m beam and 22-m draft. "It has hybrid generators, noise-reduction equipment, and

meets or exceeds the U.S. Environmental Protection Agency's Tier 4 emission standards," said Shell Oil spokesman Curtis Smith. Because the ship will be stationed far from medical facilities, is it outfitted with a hospital on board. "Like other vessels in the Chouest fleet, we designed the [Aiviq](#), built it and will operate it," said ECO spokesman Lonnie Thibodeaux. "We will crew the Aiviq, and personnel from Shell will be on the vessel too." The icebreaker can accommodate 65 staff in cruise-ship-like quarters. While South Louisiana, which seldom sees snow, may be an unlikely place to produce icebreakers, Thibodeaux said "we built the [Nanuq](#) ice-class supply vessel for Shell in 2007 and have also built two icebreakers for the National Science Foundation." The [Nanuq](#) was outfitted with oil-spill-response capabilities well before the 2010 Macondo spill in the Gulf, he noted. [Aiviq](#) is designed to work in tandem with the [Nanuq](#). [Aiviq](#) is designed with the habits of marine animals in mind. "We're being as proactive as possible in an effort to reduce our overall sound footprint," Smith said. "Insonification is a significant issue for stakeholders who rely on marine mammals for subsistence hunting." Man-made noises disrupt mammals communicating via the emission of sounds in water, often at great distances. *(Source: MarineLink; Photo courtesy Shell)*

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## PORTOSALVO LEAVES SNS POOL

The contract with SNS Pool Manager Peterson SBS for the chartering of the [Portosalvo](#) has ended. The platform supply vessel, owned by Portosalvo Limited and managed by Gulf Offshore North Sea, was chartered by Peterson SBS in January 2012 for a period of one year. During that time the vessel operated from Den Helder, the Netherlands. *(Source and photo: Paul Schaap)*



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## ESVAGT SERVER JOINED THE FLEET

The latest addition to the Esvagt-fleet has just before New Year entered it charter-agreement after an extensive rebuilt and upgrading in Denmark. The vessel arrived from Singapore in the end of October and entered the drydock at Soby Vaerft for docking and painted in Esvagts special red colour on hull and superstructure. Furthermore the vessel was equipped with an sternthruster and had extra auxiliary engine installed. Also a full DP2 system has been installed for the charter for





Maersk Oil and Gas. For the coming five years the vessel will work in the Danish sector of the North Sea as a combination of anchorhandling vessel to conduct rig moves and standby-safety vessel in a multipurpose role. When the vessel isn't engaged in rig moving it will be used as "inter-field shuttle", which means moving cargo from one platform to another in a certain areas. The has present been the role for **Esvagt Preserver** for several years. **Esvagt Server** was originally built at Pulau Batam as **Montet Tide** for Tidewater-group, but was sold upon

completion to Esvagt. The vessel is fitted with a double Yanmar-plant with two engine of their type 8N330-EN, developing 2 x 3.310 kW and to a measured bollardpull of 118 tons. The vessel measures 72 meters in length and 16 meters in breadth and has tonnage of 2,576 GT. *(Source & Photo: Bent Mikkelsen ©)*

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## *SMIT SERAYA LAUNCHED*

The second in a series of two Anchor Handling Tugs for Smit Singapore has been launched on November 23, 2012. The **Smit Seraya** with her sister **Smit Sentosa**, launched in October, are under construction by Wuzhou Lingsian Yard – China. The delivery of the AHT's are planned end January **Smit Sentosa** and end March **Smit Seraya**. The anchor handling tugs are owners request modified Conan Wu designed tugs. They have a length o.a. of 51.80 mtrs a beam mld of 15.00



mtrs and a depth of 6.50 mtrs. The two Wartsila 8L26 main engines developed a total output of 5,440 kW (7,500 bhp). It is expected that during the trials the vessels achieved a bollard pull of 95 tons. They have a dwt of 700 tons and are classed American Bureau of Shipping + A1 (E) Offshore

support Vessel + AMS (E) Offshore FI-FI ONE, UWILD, (Anchor Handling & Towing Service)  
*(Source & Photo: John Bruinsma)*

## POLARCUS SELLS SEISMIC VESSEL TO TPAO



Polarcus has completed negotiations and agreed final agreements with Turkish TPAO for the sale and reflagging of the 8-streamer 3D seismic vessel **Polarcus Samur** combined with the provision by Polarcus of seismic data acquisition, fast-track data processing, management and crewing services for the vessel over a 3 year period. The total value of the collaboration arrangement over the 3 year period, including the sale of the vessel, is approximately USD 213 million. TPAO will

take delivery of **Polarcus Samur** in late January / early February. *(Source: Offshore Energy Today)*

## FARSTAD SELLS LADY CYNTHIA AHTS

Farstad Shipping ASA has, through its wholly owned subsidiary Farstad Shipping Pte. Ltd. in Singapore, sold AHTS **Lady Cynthia** (1987, *Hart Fenton*, 9,500 BHP). Delivery of the vessel to the new owner has taken place today, Wednesday 2nd January 2013. It is expected the vessel will be deployed in the Indian domestic market. Sale of the vessel will give a booked profit of approximately NOK 3 million in the 1st quarter 2013. *(Source: Farstad Shipping)*



## MEO'S THAI JV TAKES DELIVERY OF NEWBUILD PSV



MEO (Miclyn Express Offshore) Thai joint venture, Uniwise Offshore, has taken delivery of the **UM Supporter**, a 2,000 dwt PSV, from POET Shipbuilding & Engineering. The vessel immediately entered into a three year firm contract, plus two one-year extension options, to provide coil tubing support services to a major O&G company's activities in Gulf of Thailand. This new contract is a continuation of a long standing relationship with the client in the region. The fully SPS 2008 compliant vessel has total accommodations for 50 persons

and 500 sq.m of clear deck area space. Combined with a service speed of 12 knots with twin 2,610

bhp main engines, it is also fitted with two 9 tonne bow thrusters and telescopic boom crane. Good capacity for dry bulk and bulk liquids (muds, brine, drill water, fuel, etc) with a dedicated integral tank of 150 cu.m for cement is also available. Headquartered in Singapore and listed on Australia Securities Exchange, Miclyn Express Offshore group of companies is a leading provider of service vessels to the expanding offshore oil and gas industry, across South east asia, australia and the middle east. the group charters a diverse range of osvs, crew/utility vessels, tugs, barges and coastal survey vessels to a wide range of customers operating across all phases of the offshore oil and gas cycle, namely exploration, development and production, as well as project transportation and the offshore civil construction industry. Miclyn Express Offshore's Batam-based shipyard provides in-house vessel new building, conversion, repair, and maintenance services, as well as third party conversion, repair, and maintenance services. *(Source: MarineLog)*

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### SEABIRD CHARTERS 3D VESSEL 'GEO PACIFIC' FROM FUGRO

SeaBird Exploration Plc has chartered the 3D vessel "**Geo Pacific**" from Fugro, through a subsidiary of Ordinat Shipping AS on a 4 month time charter that is intended to be converted into a 3 year bareboat with four one-year options to extend the contract. Ordinat Shipping AS is the largest shareholder in SeaBird. Furthermore, SeaBird will also have purchase options on the vessel in year three and, to the extent the lease is



extended, year four. The vessel is fully equipped and will be a valuable addition to SeaBird's 3D capacity. The **Geo Pacific** will be SeaBird's second 3D vessel in addition to the **Voyager Explorer**. SeaBird is a global provider of marine acquisition for 2D/3D and 4D seismic data, and associated products and services to the oil and gas industry. SeaBird specializes in high quality operations within the high end of the source vessel and 2D market, as well as in the shallow/deep water 2D/3D and 4D market. Main focus for the company is proprietary seismic surveys (contract seismic). *(Source: Seabird)*



## SIEM OFFSHORE SELLS MRSV 'SEVEN SISTERS' TO SUBSEA 7



Siem Offshore has sold the Multi Role Service Vessel (MRSV) **Seven Sisters** to Subsea 7. The prize is USD 84 million. The vessel is scheduled for delivery in March 2013. The sales proceeds will be allocated to repayment of mortgage debt of approximately USD 38 million and to fund equity investments in the current new building program of four Offshore Subsea Construction Vessel to be delivered during the period from 2Q 2013 to 2Q 2014. Siem

Offshore will record a gain of approximately USD 28 million in 1Q 2013 following the sale of the vessel. *(Source: Siem Offshore)*

## VROON OFFSHORE VESSEL VOS SWEET ARRIVES IN NETHERLANDS

We are pleased to announce that **VOS Sweet** has safely completed her voyage from Fujian Southeast Shipyard in China. Vroon Offshore Services' latest addition to the subsea-support fleet arrived in the Netherlands today, Thursday 3 January 2013. Some final fitting work will be undertaken and her crane will be installed, following which the vessel will be available for employment in the North Sea from mid-February 2013. **VOS Sweet**, DP-2 SSV sister to **VOS Shine**, will be operated by Vroon Offshore Services B.V. in Den Helder. *(Source & Photo: Vroon)*



## SALE OF " 33M ALUMINIUM CREW/UTILITY BOAT - MV BLUE JAY "



Arena Offshore Brokers Ltd.-Istanbul is pleased to announce the delivery of "33m Aluminium Crew/Utility boat - Mv **Blue Jay**". from Mssrs Standford Marine, UAE to Mssrs Opah Marine , Nigeria. The mv **Blue Jay** was built in 1989 in the USA. She has a length of 33.50 mtrs a beam of 7.30 mtrs and a draft of 1.67 mtrs. The three 12V71 TI main engines developed a speed of 16 knots. The Pax capacity is 35 seats. She is classed American Bureau of

Shipping. *(Source: Arena Offshore Brokers)*

## WINDFARM NEWS

### *ALICAT WORKBOATS WINS CONTRACT TO BUILD FOUR VESSELS FOR E.ON*



E.ON has awarded Great Yarmouth based Alicat Workboats a contract to build four new state of the art vessels to support offshore wind generation. The first to be built will serve E.ON's Robin Rigg Wind Farm off the Solway Firth. Alicat have now started to build the new 19m high speed wind farm service vessel, and delivery is due mid-2013. The bespoke aluminium catamarans are the very latest by Global Marine Design to be built at Alicat's yard and will offer greater loading capability across the fore deck, as well as a well-equipped aft deck. A redesigned

saloon and island wheelhouse arrangement will also feature. Powered by two MAN V12 engines and jet propulsion via twin Rolls Royce Kamewa Jets, the workboats will be capable of 30 knots. (*Source: E-ON*)

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A photograph of a red and white tugboat on the water. The boat has a prominent red hull and a white superstructure. It is moving towards the left of the frame.	<p><b>Office:</b> Orhangazi Cad. Manolya Sokak, No: 12, 34865 Dragos / Kartal, Istanbul Tel: +90 (216) 458 5900 Fax: +90 (216) 458 5959</p> <p><b>Shipyard:</b> Aydıntepe Mahallesi, Billur Sokak, Tersaneler Bölgesi 2. Kısım Tuzla-Istanbul Tel: +90 (216) 507 2000 Fax: +90 (216) 507 2222 E-mail: info@sanmar.com.tr</p>	The Sanmar logo, which consists of a stylized red and white ship silhouette above the word "SANMAR" in white capital letters on a dark blue background.
<p>BUILDING FOR THE FUTURE</p>		

## YARD NEWS

### *MCDERMOTT CONFIRMS ORDER FOR ONE DEEPWATER S-LAY VESSEL*

McDermott International, Inc. announced today, Dec. 28th, that one of its subsidiaries has signed a contract for the design and construction of a new high-spec, highly capable dynamically-positioned combination S-Lay vessel with a 2,000-ton crane. The vessel, tentatively named **Derrick Lay Vessel 2000 (DLV2000)**, will be constructed at Keppel Singmarine in Singapore and is expected to take approx 2.5 years to build. "**DLV2000** is expected to address a market demand we consider to be extremely robust for deepwater pipelines as well as our traditional markets," said Stephen M. Johnson, Chairman, President and Chief Executive Officer. "A combination heavy lift and deepwater S-Lay pipelay vessel is an important asset for our expanding fleet, focusing on the subsea construction market." Developed by Keppel's ship design arm, Marine Technology Development (MTD), **DLV2000** is equipped to support advanced deepwater pipelay operations that will allow pipelines to be installed at depths of up to 10,000 feet. An economical vessel transit speed is



expected to be 12 knots with a top speed of 14 knots. On completion, the vessel will be able to accommodate up to 400 personnel. DLV2000 is the second new-build vessel currently under construction for the McDermott fleet. In August this year, McDermott signed a contract to build Lay Vessel 108, sister ship to the recently completed subsea construction vessel the Lay Vessel North Ocean 105, a vessel with a high-capacity tower for rigid

and flexible pipelay and state-of-the-art marine construction equipment to support the growing rigid reel lay and flexible lay markets. *(Press Release)*

### *NAM CHEONG CLINCHES DEAL FOR THREE NEWBUILDS*

Nam Cheong Limited, SGX Main Board-listed leading global offshore marine player and Malaysia's largest Offshore Support Vessel (OSV) builder, today announced that it has sold one **Platform Supply Vessel (PSV)** and two **Anchor Handling Towing Supply (AHTS)** vessels worth a total of US\$56.4 million, bringing the total number of vessels sold this year to 21. This surpasses past years' numbers to register an all-time record high for annual vessel sales in the Group's corporate history. Datuk Tiong Su Kouk, Nam Cheong's Executive Chairman and CEO, said: "We are pleased to end the year on a high note, riding on industry momentum that has helped us win a slew of contracts for 2012. Again, our ability to capture demand and secure wins in a booming offshore and marine market, both domestically and globally, is a testament to our competitive strengths and unique business model. Even as we celebrate a bountiful harvest for the year, we will continue to hold fast to the fundamentals that have brought us success and not rest on our laurels." *(Press Release)*



### *INCAT CROWTHER TO DESIGN TWO MONOHULL CREWBOATS FOR NIGERIA*

Incat Crowther announced a contract to design a pair of 20m Monohull Crewboats for C and I Leasing of Nigeria. Under construction at Veecraft Marine in South Africa, the vessels continue the designer-builder-operator partnership that yielded success with **Deborah**, **Perez** and **Ahuva** in 2011. Based on the proven platform of Ahuva, the vessels feature a large cargo deck forward. A pair of doors from the passenger compartment allow bow loading either side of the foredeck cargo. The foredeck will be planked with hardwood for durability, and will feature removable handrails to facilitate flexible loads and passenger movements. Side gates will also be fitted aft and at amidships. The main deck passenger cabin features seating for 25 passengers and a head with lavatory. Under the raised pilothouse will be bins for passengers' luggage. Below deck, crew accommodations include





two staterooms for a crew of 6 with galley, mess and a head with shower and lavatory. Two large storage lockers and engine room access for crew use are also located below deck. A notable requirement for the vessels is a bulletproof pilothouse. As well as fitting bulletproof glass, this requirement is met with the specification of Armox 500T steel, capable of withstanding an AK-47 cartridge fired at a distance of 10 metres. The pilothouse will feature overhead windows forward to enhance visibility when approaching

offshore platforms. Heavy duty replaceable fendering is fitted all round, and a 3000 l/hr remote control fire monitor is fitted to the pilothouse roof. The vessels will be fitted with a pair of MAN 2842 LE410 main engines, each producing 824kW. Gearboxes will be Twin Disc MG-5204 SC units. Propulsion will be via a pair of propellers, recessed in to tunnels to meet the demanding draft requirement. The vessels are scheduled for delivery in mid-2013. *(Source: Incat Crowther)*

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## *SIGNET SHIPBUILDING DELIVERS NEW 140' x 40' HEAVY DECK BARGE*

In May of 2012, Signet Maritime Corporation commenced construction of a new-build 140' x 40' deck barge, **Signet 141**, at its Signet Shipbuilding & Repair division. The barge, designed by Farrell and Norton Naval Architects of Newcastle, Maine, will provide an additional asset to assist customers in the growing Port of Pascagoula, where it



will be based for charter throughout ports in the US Gulf. The barge has an LOA of 140', beam of 40', molded depth of 9', a light draft of 1'5" and will handle 800 long tons of cargo with deck strength of 2,000 lbs/sq. ft. This improved design will afford Signet the opportunity to assist with movement of cargo in the Port and surrounding areas. The **Signet 141** was christened on December 20, 2012 and represents a continuation of added strength designs built at the Signet Shipbuilding & Repair Pascagoula facility. "We are pleased to have committed this contract to our shipyard facility in Pascagoula and they have once again proven their reliability and quality construction practices in building superior marine vessels," says J. Barry Snyder, Signet's President. "I was in the shipyard almost every day during construction and I can report first-hand that the attention to detail and

adherence to strict quality procedures is the key reason for Signet's confidence in our facility."

*(Source: Signet)*

## YUEXIN SECURES CONSTRUCTION CONTRACT FOR TWO AHTS VESSELS



Yuxin Ocean Engineering signed, on Dec 23rd, the construction contract for 2+2 58.7m Anchor Handling Tug Supply (AHTS) vessels to be built for an unnamed customer. Mr. Eric Lim, the Business/ Corporate Development Director of Yuxin, inked the contract in Singapore. Applying the preliminary design of Khiam Chuan Marine (KCM), the vessels will be basically the same as the 58.7m AHTS series. With the function of anchor handling, towing and fire fighting, the vessels are equipped with DP-1 to enhance the

operability. *(Source: Yuxin)*

## COLOMBO DOCKYARD CARRIES OUT MODIFICATIONS ON TWO OSVs

Colombo Dockyard was the ideal option for Nautilus Marine Acquisition Corp / Vega Offshore the joint owners of Offshore Support vessels [SK Line 71&72](#), who were looking out to carry out charter requested modifications to the brand new deliveries. The two 1678 GRT OSV's built in Fujian Funing Shipbuilding Heavy Industry – Fu'an, China, were placed in Colombo Dockyard soon after taking delivery. The main project scope was to Install a new stern thruster on the fabricated skeg and carry out all electrical and mechanical installations on these two OSVs. This modification was coupled with other repair requirements such as blasting and painting of 12 Nos of tanks to S.A 2.0 standard, conversion of the existing piping systems related to the above tanks, Removal of the anchor handling winch, Removal of the wire reel, Shifting the existing tugger winches by 1 meter, removal of the shark jaw and towing pins, removal of Stern Roller, Convert the space of the stern roller to a fresh water tank. Once the decision was taken to place the vessel in Colombo, prefabrication of the skeg commenced prior to arrival of the first vessel in Colombo. Planning and coordination of the project was handled by Mr. Priyanka Cooray – Ship Manager with full support from production departments. Colombo's flexibility was evident when the vessel's arrival date was shifted due to changes in the delivery dates from the Chinese yard, Colombo Dockyard keeping to its customer-centric decision making was able to re-schedule the program in order to facilitate suitable drydocking with minimal effect on the schedule. The [SK Line 71](#) was accommodated in Drydock No. 04 (125,000 DWT) drydock while [SK Line 72](#) was taken into Drydock No. 03 (9,000 DWT). Colombo's strategic geographic position also plays a part, as the vessel delivery was taken from China and two OSV's were placed one after other in Colombo for the conversion, soon after the sea trials the two vessels proceeded to Brazil, where they will be on-hired



to the Petrobras charter, Given the successful completion of the projects on SK Line and previously on OSV. Kailash and OSV. Shegar, Colombo Dockyard has managed to create a niche as a specialist shipyard with the necessary capability to cater to repair requirements / conversions for vessels moving into the Petrobras charter in the Brazilian waters. The project management was assigned to Thome Offshore Management Pte Ltd. Singapore. Mr. Toni Ang – Senior Technical Superintendent was based in Colombo to during the total project. Mr. Georgios Aivaliotis – Senior Technical Manager represented the owners from Nautilus Marine Acquisition Corp. Greece. The project was carried out meeting the classification society requirements of American Bureau of Shipping. The Local agents for the vessel during this call were M/s. McLaren's Shipping Limited. (*Source: Colombo Dockyard*)

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:

- [Signet Shipbuilding Delivers New 140' x 40' Heavy Deck Barge](#)
- [Goodbye London and Rotterdam](#)

**mailto:**Please note that my e-mail address has changed into [jvds@towingline.com](mailto:jvds@towingline.com)

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