



TUGS & TOWING NEWS

KIEL CANAL PASSAGE



On Monday the 4th January 2013 was seen in the Kiel Canal at the bridge Grünental the 2008 built Dutch registered with call sign PIHD tug **Viking** (Imo 9431903) from Koerts International Towage – Delfzijl; Netherlands and the 2009 built German registered with call sign DKVD tug **Max** (Imo 9569023) from Schramm Group GmbH - Brunsbüttel towing the new Barge (100,00 x 33,00 x 7,60 max. 15.492tons) “**Paula**” from Sarens bound for Gent; Belgium. *(Photo: Tony Zech)*

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MONTFRED SOLD

Remolcadored de Barcelona has sold its 3,600 bhp. Schottel tractor **Montfred** to Marin & Haveri Konsult, Stockholm. The tug arrived in Stockholm on the 14th of December, 2012 and now has the call sign SBLH. She was built by Astilleros Zamacoma at Bilbao in 2001 with yard number 506. She

has twin Bergen-Normo engines and a bollard pull of 45 tonnes. She measures 269 tons gross and her dimensions are 27.00x(9.70)x5.37m. *(Source: Lawrence Amboldt)*

ZWARTE ZEE (3) IN WATERCOLOR PAINTING

His latest new watercolour painting from Hans Breeman showing the **Zwarte Zee** (3) which became well-known as one of the most important and fastest sea going tug under command of Captain Teun Vet and working together with allied forces in order to assist cargo ships from Murmansk to places where their cargo was absolutely necessary for allied troops all over the world. The **Zwarte Zee** was built in 1933 *(Painting: Hans Breeman-www.hansbreeman.nl)*



OCEAN MAKES A MOVE INTO ATBs



Groupe Océan of Quebec has made a jump into the Articulated Tug and Barge world with the acquisition of the tug **Mega** (ex Aatos-93, ex Teuvo-85) and the bulk dry cargo barge **Motti** (5,195 gross tons 1993). Built in 1975 by OY Wartsila in Finland, the tug is powered by four engines through diesel electric drive driving twin screws. Power is listed as 3,967 kW (about 6,000 BHP). The tug was rebuilt in 1993 and paired with the barge. The conversion consisted of elevating the wheelhouse and fitting the coupler system. Why diesel electric you may ask, but when you think of Wartsila you usually think of icebreakers. The ATB departed on the first of January 2013 from Germany. To pass the locks from the Fishereihafen was not as easy as it looks. Two tugs assist she passed the lock without any damage and enter the river Weser. Then she went to the direction of the German Wadden Islands and the North Sea. The **Redwise** crew, with

Captain Erik Wiehmann in command, reported that they have reached the British Channel, Dover and the Gulf of Biscay. *(Sources: Mac Mackay-Tugfax and Redwise)*

EIDE FIGHTER TOWING "PRIDE"

On the picture is seen the anchor handling tug supply vessel **Eide Fighter** (Imo 7412020) towing the ex P&O Maritime ferry **"Pride"**. The **"Pride"** was delivered to new Owners in Tilbury (UK) and the picture was taken during passage of Italy, on route to her final destination in Aliaga, Turkey. The tow was fixed at competitive price by Force3 Offshore, as they were able to combine this with a north going newbuilding tow from Black Sea to Norway *(see below Offshore News)*. The AHTS **Eide Fighter** is the former **Smit-Lloyd 115**. Built in 1975 by Arnhemse Scheepsbouw Maatschappij -

Arnhem under number 472 for Smit-Lloyd BV – Rotterdam. In 1996 sold to Seacor Marine Inc. – Morgan City. In 1998 sold to R&B Falcon drilling and renamed **Deepwater Archiever**. In 1998 renamed **Archiever**. In 2001 sold to Specialist Marine Services – Hull and renamed **Merchantman**. In 2003 sold to Marigul Shipping. In 2005 sold to Eide Marine Services AS and renamed **Eide Fighter**. The *Pride* was built in 1986 by Shichau Unterweser – Bremerhaven under number 93. She has a length o.a. of 169.63 mtrs a beam of 28.30 mtrs and a design draught of 6.12 mtrs. *(Source & Photo: Force3 Offshore)*



FAREWELL MULOOBINBA



On December 21st 2012 the tug **Bluster** departed with the drydock **Muloobinda** from New Castle to Singapore for repairs and later towed to Namibia, Walvis Bay. *(Source & Photo TOT/Newcastle on Hunter)*

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tugs & Offshore






PACIFIC TOWING CONTRACTED FOR SALVAGE



The owners of the "Asian Lily" engaged the services of Pacific Towing (PNG) Ltd to refloat the vessel. The company is a member of the SVITZER Salvage Group. The PNG tug "Wombi" has been at the site of the grounding since Dec 27, 2012. It will shortly be joined by the PNG tug "Vulcan" which has been loading salvage equipment in Port Moresby. A team of international salvage experts is already on board the casualty. There has been some

escape of fuel oil from one of the ship's tanks. The ship owners and their insurers have engaged Dr Michael O'Brien, a world expert from The International Tanker Owners Pollution Federation Ltd (ITOPF) in London to provide advice to the National and Provincial Governments on dealing with the oil spill. He is now in the Milne Bay Province with the NMSA's manager (Marine Environment Protection Department) assessing the situation at Kwaiawata Island. (Source: Vesseltracker: Photo: Wombi-PNG)

TUG/BARGE RESCUED ON LAKE SUPERIOR

The U.S. Coast Guard was called out to Stannard Rock Northeast of Marquette on Friday night, January 5th, 2013, on an unknown search and rescue situation. Upon arrival they found the integrated tug/barge, **Victory** had mechanical problems with the tug barge connection. USCG crews battled the 15 to 20 knot winds and 12 foot waves to get to the **Victory**. The tug barge **Saginaw** was called to help along with tug **Anlian Lady**. The **Victory** is now enroute to Sault Ste Marie, Ontario being guided by the tug/barge **Saginaw**.



The barge was carrying 21,000 tons of iron ore and the **Victory** contained 8,500 gallons of diesel fuel. There was no damage to the **Victory** and no pollution was reported from the scene according to USCG Petty Officer, Keith Showalter, from Sector Soo Coast Guard. The Coast Guard Cutter Thunder Bay was dispatched but later turned around. Also a USCG helicopter was dispatched and assisted on the scene. (Source: Upper Michigans Source)

MARKEY FILLS OUT ELECTRIC TOWING WINCH LINE

As the new year begins, Markey Machinery is preparing a new TES-40-75HP electric towing winch for shipment that will be installed on Harley Marine Services new Z-drive ship assist tractor tug "M/V **Robert Franco**". The first item of two suites of deck machinery specified by Harley for both the "M/V **Robert Franco**" and its' sister, the "M/V **Ahbra Franco**", the TES-40-75HP towing winch also fills out Markey's electric towing winch line which now covers wire sizes between 1-1/4" through 2-1/2". The TES-40-75HP is a rugged single-drum electric towing winch with fairlead and warping head, designed specifically for use on ASD-tugs where aft deck space is at a premium. Its AC Variable Frequency electric drive satisfies a wide range of performance requirements. All electrical components comply with ABS, USCG, and IEEE-45 standards. The tow winch is part of a two-winch



suite of equipment that also includes a Markey Model DEPCF-52- 75HP Class II Hawser Winch. Together, the two winches will share a single VFD drive panel and dynamic braking resistors, while having discrete wheelhouse controls for each winch. This reduces the impact of “below-deck” equipment on available space, as well as system cost while supporting full functionality of either winch. The balance of the two shipsets is scheduled to ship in the near future. Both tugs are being built by Nichols Brothers Boat Builders of Freeland, Washington, with expected launch dates in the spring and

summer of 2013. The tugs will enter service on the U.S. West Coast and will enhance Harley Marine’s current fleet of tractor tugs operating in the Tanker Escort and Ship Assist markets. *(Source: Markey Machinery)*

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DAMEN



SURPRISE NEW CANADIAN TUG

A surprise addition to the Canadian flag is the tug **Itinerante I**, registered in Thunder Bay, ON on December 10, 2012. Built in 1963 by Gebr. Paans NV, in Moerdijk, Netherlands, it is small tug of 117 gross tons, powered by a pair of MWM Deutz engines giving 1600 bhp through twin screws. A lovely looking tug, it was built originally as **Havendienst 1** (Havendienst = Port Service) for the Port of Rotterdam. After that I am still a little cloudy on its history. I believe it

was renamed **RPA 4** in about 2002, and may have carried the unofficial name of **Vulcanus** at one time. It may also have carried the name **Auke Sr** before acquiring its present name. Registered owners are listed as Coastal Cayman Ltd of Toronto, but there is a website for Itinerante Marine which shows an excellent photo (see above) of the trim little tug. <http://www.itinerantemarine.com/> It seems unlikely that it will put in an appearance in Canada, but it is odd that the Cayman Islands, usually a flag of convenience, would have a tug registered in Canada! *(Source: Mac Mackay-Tugfax; Photo: Itinerante) (note from compiler)* The tug built was for the Port of Amsterdam and managed



by the Amsterdam Fire-department. In 1989 re-engined. In 2001 sold to Tamalone – Ijmuiden and later to Chinese buyers however fell through and vessel was laid up at Seaport Marine – Ijmuiden; Netherlands. In 2002 to Duw- en Sleepdienst A.J. Kapitein Jzn & Zn vof – Urk; Netherlands and renamed **Auke**. In 2010 renamed **Fire Fighting Tug**. In 2011 sold to Canada and renamed **Itinerante**

FERRY WRECK TO BE TOWED ON JAN 9

The pumping operations aboard the "*Napoleon Bonaparte*" have finally been finished. More than 50,000 tons of water have been drained after the ferry suffered a major damage in the night of Oct 28, 2012, in the port of Marseille during a severe storm. On Jan 9 the ship will be towed from the berth 40 where it was moored since, to the berth 8 of the Chantier Naval de Marseille which is located about 5 km away. **Two tugs** will be involved in the operation. (*Source: Vesseltracker*)

CROWLEY HONORED WITH ENVIRONMENTAL ACHIEVEMENT AWARDS



Crowley Maritime Corporation was recently honored by the Chamber of Shipping of America (CSA) with 96 environmental achievement awards for safe vessel operations during 2012 – more than any of the other 76 maritime companies recognized by CSA. The vessels owned and/or operated by Crowley businesses qualified for the awards by operating for at least two consecutive years without any recordable environmental incidents – a testament to

Crowley's continued commitment to operational excellence with a focus on environmental protection. One of the 96 Crowley vessels honored with a CSA Environmental Achievement Award in 2012 was the tugboat **Alert**. (*Source: Crowley*)

A READER REPORTS

I am a regular reader of your newsletter and since short subscriber too. My compliments for your job and useful information. My main interest concerns the articles about the Dutch tug and offshore business as well the Arctic exploration and Northern sea routes. I hope i do you a pleasure with sending attached photo. I took them on a cruise with the *Costa Atlantica* from Dubai to Dubai in december 2012. Seen is the **Al Mukhaibe** (Imo 9189457) at Port Mina Qaboos



escorting Costa Atlantica. The Al Mukhaibe is owned by Sjarjah Port Authority – United Arab Emirates. She has a length of 29.16 mtrs a beam of 8.84 mtrs and a depth of 4.40 mtrs and is a Damen built Stantug 2909 with yard number 6613. The two Caterpillar diesel engines developed a

total output of 2,550 kW. The tug is classed Bureau Veritas I Hull Mach Coastal area (BV10658M) *(Photo: Hennie Petersen)*

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



Publicly listed Indonesian shipping firm Trada Maritime (TRAM) says it will spend USD200 million to expand its tug and barge 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. 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 USD750 million, ten 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," Mr Sihanouk de Mita said. Trada is also looking to acquire a coal mine from 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 tonnes of coal reserves. Trada would require more than USD400 million to buy the mine from Awesome Coal, according to Mr Sihanouk de Mita. The firm might look for bank loans or hold a rights issue to fund the acquisition, he continued. 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," said Mr Sihanouk de Mita. 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 per cent to Rp431.36 billion (USD44.53 million) between January and September. The growth was attributed to income from its LNG business, which was launched in March. However, Trada's net profits plunged 57.9 per cent to Rp33.09 billion (USD3.2 million) as the firm suffered recorded foreign exchange losses and higher interest costs. *(Source: The Jakarta Post)*

MDPL 8 & MDPL 9 DRY TOWED BY DUTCH-BASED HEAVY LIFT TRANSPORTER JUMBO SHIPPING

The 25.8m harbour tug sisters of 425 tons each, **MDPL 8** and **MDPL 9**, have been lifted by Jumbo Shipping's Heavylift carrier '*MV Daniella*' with crane capacities of 2 x 250 tonnes. The heavylift loading operations was planned under optimum engineering expertise and was successfully performed in China with great teamwork and cooperation between Marine Delivery Pte Ltd (MDPL) and the Dutch-based heavy lift transporter Jumbo Shipping. **MDPL 8** and **MDPL 9** have been built according to ABS Class, with Rolls Royce propulsions & complement of 10 crew. Fitted with fire monitors for fire-fighting purposes, **MDPL 8** and **MDPL 9** each has been classed as FiFi 1 by ABS. Managing Director, Amandeep Singh stated, "it has been an enriching experience for the MDPL team since this is the first time MDPL has been a part of such a critical heavy lift operation & also commended the team involved for a swift coordination with various experts involved. The lift was planned and executed with utmost safety by Jumbo shipping." The dry towage of **MDPL 8** and **MDPL 9** will bring them towards their next Port of Call in West Africa for further deployment with undisclosed clients. *(Source & Photo's: Marine Delivery Pte Ltd (MDPL))*



MANAGEMENT BUY-OUT ATLAS SERVICES GROUP



On the 21st of December Atlas Services Group BV and Atlas Ship Delivery BV (ASD) went separate ways. The stocks are sold to captain Jan van Driel, director of ASD since the establishment. As from now the company name is changed from Atlas Ship Delivery BV to ASD Marine Consultancy B.V. Jan van Driel, director of ASD since the establishment, says:

'Although the collaboration was highly successful, I felt the need to operate more freely and independent. This solution allows me to work with Atlas Services Group exactly when and where necessary.' *ASD Marine Consultancy B.V. focuses on:* • Ship delivery, ship management and chartering; • project management; • maritime support; • crewing activities (in close cooperation with Atlas Services Group). Marcel Burghouwt, director of Atlas Services Group: 'Selling ASD enables Atlas Services Group to focus on the core business; providing personnel for the energy and the maritime industry. We wish Jan van Driel all the best with ASD Marine Consultancy – and naturally we will maintain close contact'. *(Press Release: ASD Marine Consultancy jvandriel@asdmarineconsultancy.com; www.asdmarineconsultancy.com)*

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LEG SEVERED BY TOWLINE

A tug and tow arrived at the outer roads of a port and was preparing to embark a pilot. Due to restricted sea room, the tow wire had to be shortened in order to enter the port. As the tug began to heave in the tow wire, the towing winch suffered a burst hydraulic oil line which could not be immediately repaired. In order not to abort the port entry, the crew quickly stoppered off the wire, and after turning the slack around the capstan on the port quarter, resumed the shortening operation. As the capstan heaved in the wire, the crew manually flaked about 75 metres of it on the deck to achieve the desired length of tow. Intending to belay the wire around a pair of bitts, the crew re-applied the chain stopper. However, due to the relative movement of the vessels, the towline came under sudden tension. The chain stopper was unable to hold the wire, which began running uncontrollably off the deck and over the stern roller. Unfortunately, the C/O was standing to seaward of the rapidly escaping wire and his right leg was caught in a bight and severed. The casualty was quickly airlifted to a hospital along with the severed limb packed in ice. Although his leg could not be saved, he was extremely lucky that he was not killed. *Lesson learnt:* A hasty change to a planned task or operation in progress is very likely to lead to an accident, especially if a new risk assessment is not conducted. (Source: *The Nautical Institute*)

TOWBOAT DELIVERED BY HORIZON SHIPBUILDING

Horizon Shipbuilding, Inc., Bayou La Batre, AL, has delivered the second in a series of 74' Towboats to Canal Barge Company, Inc. of New Orleans, LA. The **Susan J Gundlach** is 74' long with a 32'6" beam and an 8'6" draft. Designed by Marine Design, Inc. of Gulf Breeze, Florida, the vessel is capable of pushing fully loaded fuel barges at 10 knots. Its 2,000 horsepower is provided by Cummins K38M, tier II 12 cylinder marine propulsion engines and drives 74" Kahlenberg propellers through Reintjes WAF 562 reverse reduction gears. Ship's power is generated by two 85 KW Cummins generators. There are comfortable accommodations for six personnel plus the Captain. One unique feature is the fuel and fresh water stores for a vessel of this size, 30,000 and 11,400 gallons, respectively. Shortly after delivery of the **Susan J Gundlach**, and its predecessor the **Eugenie J Huger**, Canal Barge Company exercised their option for two more identical vessels to be delivered in the first and second quarter of 2014. Horizon Shipbuilding, Inc. (Horizon) specializes in the design and construction of ships, boats, and barges up to 300' in length and 1500 tons launch weight for domestic and international



clients. *(Source: MarineLink)*

SALVAGE TUG USES PORTLAND AS BASE



An agreement has been reached which is allowing the tug Brent to use Portland Port as a base for salvage services this winter. At the end of November 2012, Portland Port were approached by shipping agent Clarksons following an enquiry from Brent. The 83-ton bollard pull salvage tug, owned by the Iskes Towage & Salvage Company, was looking for a south coast port to use as a base this winter for salvage services in the English Channel. In conjunction with Mammoet Salvage, the two

companies decided they needed a base port so that the Brent could react quickly to any vessels in distress out in the English Channel and they felt Portland Port was the ideal choice. Brent is now berthed alongside the port's Dock Jetty where she will remain throughout this winter. Portland Port commercial general manager Ian McQuade said: "Portland Port is more than happy to accommodate the Brent. We are in an excellent position for salvage services in the English Channel and have proven our salvage capabilities in the past with the MSC Napoli." Portland Port was the base port for the salvage operations of the MSC Napoli when she ran aground off the Devon coast following a serious structural failure in January 2007. The majority of the 2,318 containers originally aboard the vessel were brought to Portland Port, unloaded on to dry land and stored around the port's dock estate. The Brent will initially be at Portland until the spring, but Portland Port is hoping that she will stay longer pending the success of her operations. *(Source: Tindle Newspapers; Photo: R.Maait)*

ACCIDENTS – SALVAGE NEWS

KULLUK ANCHORED IN SAFE HARBOR AFTER TOW



Unified Command confirmed yesterday that the *Kulluk* has arrived in its final safe harbor location in Kiliuda Bay where it will undergo assessment. At approximately 12:15 p.m. Alaska Time yesterday the *Kulluk's* anchor was lowered to the bottom of the Bay. Unified Command also confirmed: Support vessels *Alert*, *Lauren Foss* and *Corbin Foss* remain connected to the *Kulluk*. The *Aiviq* has disconnected from the *Kulluk* but is standing by. A Coast Guard overflight yesterday did not observe any sheen in the vicinity. The

Warrior, *Ocean Wave*, *Perseverance*, *Nanuq* and *Alex Haley* are standing by. *(Source: MarineLog)*

HIGH-SPEED FERRY SEASTREAK WALL STREET HIT THE PIER NEAR WALL STREET, NEW YORK

High-speed ferry **Seastreak Wall Street** hit the pier near Wall Street, New York, at 08:43 LT Jan 9 13 with 326 passengers and 5 crew on board. The impact was resembling car crash, ferry hit pier at a speed of 10-12 knots. Reports of the number of injured people are still confused, latest say 75 or 85 people were injured, one in critical condition, nine treated with serious injuries.



USCG is already launched investigation, suspecting mechanical failure. Ferry's captain wasn't found to be under drug or alcohol influence. Ferry suffered a hole and dents in bow part. High-speed ferry Seastreak Wallstreet IMO 8982010, 417 gt, built 2003. The ferry is run by Seastreak, a company owned by the Barker and Tregurtha families, who also own the Interlake Steamship Company, Mormac Marine Group, Inc, and Moran Towing Co, the largest tug and barge operator on the East and Gulf Coasts, according to the company's website. *(Source: Maritime Bulletin)*

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EMBEDDED ROCK TO BE USED IN MEMORIAL - DISPUTE ABOUT ANNIVERSARY OF SINKING



Today 13 January 2013 “One Year after the disaster of the **Costa Concordia**”. The last remaining giant chunk of on the whole 80 tons rocks was removed from the “**Costa Concordia**”'s hull on Jan 9 where it has been embedded since the ship ran aground and sank. It and will now be used as a memorial to commemorate the tragedy. The boulder was placed on the deck of a **Scottish tug** and was to be returned to the spot where it was first struck by the ship, with a plaque commemorating the tragedy. Meanwhile local Italian officials have

planned a weekend of events to commemorate the first anniversary of the sinking of the giant ship. Hundreds are expected on Giglio including relatives of the dead who Costa's owners have flown in from around the world. But many of the survivors from the 4000 passengers have been discouraged from attending, infuriating many who are still in legal dispute for damages with the ship's owner's Costa Cruises. The letter sent to all survivors in part reads: "The occasion will be dedicated to the families of those who are no longer with us we are sure you will understand the logistical impossibility of accommodating all of you on the island as well as the desire for privacy expressed by the families at this sorrowful time." A number of families have expressed disgust with the letter and say they may have wanted to attend and could have easily stayed overnight on the mainland and simply travelled over to the island for the ceremony. *(Source: Vesseltracker)*

OFFSHORE NEWS

EIDE FIGHTER TOWING STX NEWBUILDING HULL 776



On the picture is seen the Anchor Handling Tug Supply vessel "Eide Fighter" towing STXs large offshore supply vessel hull number 776 from Romania to Norway. The picture was taken Saturday 5th of January when the tug with tow was passing Canakkale – Istanbul: Turkey. "Eide Fighter" was fixed for this towage by Force3 Offshore, at direct continuation with the tow she delivered in Turkey in December. Hull 776 is under construction for DOF Subsea Rederi AS and will be

named **Skandi Bergen**. She is a STX OSCV 11L design. The planning is that she will be delivered by STX OSV Søviknes in May 2013 *(Source & Photo: Force3 Offshore)*

PPB COMPANY SECURES AHTS LOA FROM PETRONAS

Perdana Petroleum Berhad (PPB), provider of Offshore Marine Services for the upstream oil & gas industry, has announced that Perdana Nautika Sdn Bhd (PNSB), a subsidiary company of PPB, has secured a letter of award (LOA) for the supply of four (4) units of Anchor Handling Tug Supply (AHTS) vessels from PETRONAS Carigali Sdn Bhd (PCSB). The charters will run effective from 1st January 2013 for a period of five (5) years



each with extension options of an additional year. The LOA is valued at approximately RM430 million and is expected to contribute positively to the revenue and earnings of PPB Group for the financial year ending 31 December 2013 and the financial periods thereafter for the duration of the Contract. There will be no effect on the gearing of the PPB Group and the Contract will not have material effect on the net asset per share for the financial year ending 31 December 2013. None of the Directors and/or major shareholders of the Company or persons connected with them have any

interest, directly or indirectly in the Contract. *(Press Release)*

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FOUR CREW SEIZED OFF NIGERIA ARE RELEASED



Four crew members kidnapped from an Italian platform supply vessel off Nigeria late last month have been released. Italian Foreign Minister Giulio Terzi confirmed the releases of the men, three of whom are Italian and the fourth Ukrainian, in a statement on Twitter. “Three Italian sailors kidnapped in Nigeria are free,” the minister wrote. “They will return home soon. Thank you to Italian state staff for their perseverance and professionalism.” It had previously been thought that all four

hostages were Italian. The seafarers were snatched on 22 December (see TT&O issue 2012/52 also), 74 kilometres off the coast of Bayelsa State. The attack occurred on a vessel identified by the Nigerian navy as the PSV Asso Ventuno, which is managed by Naples-based Augusta Offshore. The pirates seized the quartet and made their escape, leaving remaining crewmembers on board unharmed who were able to tow the ship to port. *(Source: Upstream)*

TWO SISTERS FITTED OUT AT MAASKANT

On the Damen Maaskant Shipyard – Stellendam; Netherlands was seen two sisters seen fitted out for Rederij Groen. The vessels named **Astra G** en **Aquarius G** are Offshore Guard Support vessels. Both vessels are built on the Damen yard Gdansk; Poland. They have a length of 40.00 mtrs a beam of 9.30 mtrs and a depth of 4.60 mtrs. The grt is 499 tons. The two Caterpillar C32 Acert main engines developed a total output of 1,940 kW. They have a speed of 14 knots and are classed Lloyd Register of Shipping. *(Photo: Willem Koper)*



PETRONAS CARIGALI HIRES TWO AHTS VESSELS FROM JASA MERIN



SILK Holdings Bhd (“SILK”) announced that its subsidiary, Jasa Merin (Malaysia) Sdn Bhd, has been awarded two contracts by PETRONAS Carigali Sdn Bhd, for the provision of two Anchor Handling Tug Supply Vessels. The contracts are effective from 1 January 2013 up to 31 December 2017, for a firm period of five years. Both contracts can be extended for a further one year period at the discretion of PCSB. Risk factors

affecting the Contract are mainly operational risks such as accidents and unexpected breakdown of vessels. Notwithstanding this, the Company shall always ensure strict compliance to the safety and operational procedures in the execution of contract requirements and has developed a programmed maintenance schedule which stringently adheres to the International Safety Management (ISM) Standards in maintaining performance and seaworthiness of all vessels. The contracts in total, valued at approximately RM251.85 million (approx. 82.7 USD million) for their primary term, are expected to contribute positively to SILK Group earnings and assets for the financial year ending 31 July 2013, and beyond. The contracts are not expected to have any effect on the share capital and shareholding structure of SILK. There are no significant risks involved in JMSB fulfilling the obligations under the contracts. *(Source: Silk)*

DOF SUBSEA WINS USD 130 MLN WORTH CONTRACT IN NORTH SEA

DOF Subsea Group has secured multiple contract awards in the North Sea and the Asia Pacific region, with a total contract value of about USD 130 million. The contracts have been agreed with key clients in UK and Norway. The scopes comprise installation of mooring system and flexible flowline systems, construction support, survey and inspection work and will be executed with the vessels Skandi Skolten, Geosund, Geoholm and the new built



Skandi Bergen. The engineering will be done at DOF Subsea’s offices in Aberdeen and Bergen. In the Asia Pacific region DOF Subsea has secured several contracts with four key clients. The contract awards span a wide range of subsea project activities and include subsea structure installation, pipe lay and field maintenance in Australia, Indonesia and the Philippines. The contracts will increase the utilization of the vessels Skandi Hercules and Skandi Hawk. Mons S. Aase said that he is pleased

with the new contract awards, improving the contract coverage for the project fleet. (*Source DOF Subse*)

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Two OSVs SOLD TO MEXICO



The two U.S. flag platform supply vessels "**Jamie G**" and "**Dakotah Bill**" were sold by Aries Marine Corporation's subsidiary WFC Inc, to Mexican buyers on private terms. The 1,200dwt "**Jamie G**" was built in 1981 by Halter Marine in Calumet, Louisiana. The 166.0' x 38.0' x 13.0' depth vessel is powered by twin GM 16V149NAs developing total 1,800BHP and fitted with a 230HP

bow thruster. "**Jamie G**" is capable of carrying 575 tons on her 106' x 30' clear deck, whilst below deck capacities include 38,868g fuel, 88,425g drill water, 1,917bbl liquid mud and 3,000ft³ dry bulk. "**Jamie G**" is classed ABS + A1 + AMS, with next Special Survey due in 2016. Accommodations are provided for 17 persons. The 950dwt "**Dakotah Bill**" (ex-Seabulk Georgia, Golden Wolf, PBR 305) was built by Mangone / Champion Swiftships of Houston, Texas originally for PBR Offshore in 1983. The 185.0' x 40.0' x 14.0' depth vessel operated for a couple of years for Golden Gulf Offshore. She was purchased, along with a sister vessel, from creditors in 1989 by Seabulk Offshore who completely refurbished and reclassified both vessels. In 2000, she suffered serious damage after colliding with an offshore platform in the Gulf of Mexico completely destroying the pilothouse. Aries acquired her in 2006. "**Dakotah Bill**" is powered by twin EMD 12-645CE2s totalling 3,000BHP. Free running speed is about 12knots. Auxiliary power is provided by twin 99kW generators and maneuverability assisted by a 300HP bow thruster. Cargo capacities include 650LT on a 114' x 31' clear deck, whilst below, tankage includes 81,000g fuel, 166,000g



drill water, 1,780bbls liquid mud and 4,000ft³ dry bulk. The vessel was until recently fully classed with ABS and is U.S. Coast Guard inspected. Quarters are provided for 20 persons in 8 air conditioned cabins. Buyers will reflag both supply boats to Mexican registry and operate the pair on the East Coast of Mexico. Marcon represented buyers and Lee Felterman and Associates represented sellers in this transaction. These are the fifth and sixth vessels which Marcon has sold either to or from Aries Marine over the years. *(Source: Marcon Int.)*

MARCO POLO INDONESIA UNIT BUYING TWO MORE ANCHOR HANDLERS



Marco Polo's Indonesian unit Pelayaran Nasional Bina Buana Raya (BBR), is reportedly investing as much as \$46 million in new vessels to expand its business. Fresh after its trading debut on Wednesday, BBR president director Loa Siong Bun was quoted as saying that the company is buying **two 8,000 bhp anchor handling tug supply (AHTS)** vessels this year at a cost of \$20m to \$23m each, which will be delivered by 2014. The purchases will be partly financed by the proceeds of its initial public

offering, in which the company raised \$14.3m by selling a 24% stake, as well as bank loans and internal funds. The additional anchor handlers will boost BBR's current fleet of three AHTS vessels and help the company's expansion into Indonesia's oil and gas industry and leverage on cabotage opportunities. "The offshore oil and gas sector in Indonesia is big. Plenty of opportunities there, and we want to tap into that," said business development director Sean Latip. *(Source: SeaTrade Asia online)*

MMA TO PROVIDE SUPPORT TO BHP BILLITON FPSO OPERATIONS IN AUSTRALIA

The Directors of Mermaid Marine Australia Limited (MMA) announced that MMA has been awarded a contract in excess of A\$50 million by BHP Billiton Petroleum for provision of offshore marine support to the Company's Floating Production Storage and Offloading (FPSO) operations off the North West Coast of Western Australia. The **Mermaid Cove** is currently under construction in Singapore, and will commence operations in 2013. The **Mermaid Supporter** will act as lead in vessel until the Mermaid Cove is delivered.



The contract is for an initial period of five years, with contract upside should the two additional one year options be exercised by the Company. The **Mermaid Cove** is a 53m DP2 Offshore Support Vessel (OSV) and a sister ship to the 53m **Mermaid Strait** and 50m **Mermaid Sound**. These two sister vessels are on long term contract with Woodside. The **Mermaid Cove** shares design features with her sister vessels that enable her to work in close quarters operations to tankers

during FPSO offtake operations. She is a technically sophisticated vessel and is powered by an environmentally friendly diesel electric drive system providing fuel and cost efficiency. The **Mermaid Cove** will be the first OSV operating off the NW Shelf that will be fitted with a 10m daughter craft as well as a 7m fast rescue craft, which will significantly increase the vessels capability as a search and rescue and emergency response vessel. The Cove will also be equipped to undertake oil dispersant and recovery operations. MMA Managing Director Mr Jeff Weber said: “The **Mermaid Cove** is a class leading, innovative vessel that further adds to MMA’s production support capability. We are very pleased to continue to support BHP Billiton’s offshore operations”.
(Source: MMA)

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REM OFFSHORE CHARTERS NEWBUILD OSCV REM INSTALLER



Rem Offshore ASA has entered into a long term contract agreement with an international company for the subsea support and construction vessel “**Rem Installer**”. The vessel, MT 6022 design from Marin Teknisk, will be delivered from Kleven Verft AS in June 2013. Among its features will be a powerful offshore crane able to lift 250 tonnes at 650 metres or 135 tonnes at 3000 metres water depth. The firm contract period is 3 years, with an option for charterer to change the fixed period to 5

years before commencement of the contract. The contract commencement is scheduled after the vessel’s delivery from the yard. Kleven has previously delivered 14 vessels to the Herøy-based shipowner and, among others, has an LNG-powered vessel under construction for delivery to Rem in January 2013. (Source: Shipbuilding Tribune)

TIDEWATER ACQUIRES VESSELS UNDER CONSTRUCTION AT STX OSV

STX OSV Holdings Limited one of the major global designers and shipbuilders of offshore and specialized vessels, is pleased to announce that Tidewater Inc. (“Tidewater”) has acquired contracts for three Platform Supply Vessels (PSVs) under construction at STX OSV in Norway. STX OSV had originally secured the contracts for the design and construction of three vessels for STX Pan Ocean Co. Ltd. in 2010, and Tidewater has now entered into an assignment agreement with STX Pan Ocean to take over these contracts. The first vessel in the series will be delivered to Tidewater

during 1Q 2013. Deliveries of the next two vessels are scheduled for Q2 and Q3 2013. Mr. Roy Reite, Chief Executive Officer and Executive Director of STX OSV, said, “STX OSV has in the past delivered ten offshore vessels to Tidewater. We are delighted to welcome Tidewater back to us as a client, and we look forward to cooperating with their team again.” The vessels are of [STX OSV PSV 09 design](#), developed by STX OSV Design in Ålesund, Norway. The overall length of the vessels is 87.9 meters, with a beam of 19 meters. The hulls are built at STX OSV Tulcea in Romania. Two vessels will be delivered from STX OSV Søviknes, the third from STX OSV Aukra in Norway. Tidewater is a leading provider of larger Offshore Service Vessels to the global oil and gas industry. With a fleet of more than 300 vessels, Tidewater is the oldest, largest and most experienced provider of the marine support services for this vital industry. Tidewater has a global footprint, with over 90% of its fleet working internationally in more than 60 countries. With its large, new vessel fleet, global footprint, leading safety performance, and over 50 years of experience providing marine support services, the company is serving customers who are operating in more remote, deeper and increasingly hostile environments in order to meet the world’s energy demands. *(Source: STX OSV)*

FARSTAD SHIPPING BAGS SEVERAL CONTRACTS

Farstad Shipping ASA announced today that the company has been awarded with new charter contracts. Statoil has awarded contracts to PSV [Far Spica](#) (2013, PSV 08 CD, 4,000 DWT) and PSV [Far Scotsman](#) (2012, PSV 08 CD, 4,000 DWT) to support the Statoil drilling campaign on the coast of East Africa. Commencement is expected to take place in April 2013. The duration of the contracts will be approx. 9 months, with a further 9 month option. Both vessels will leave the North Sea during the month of March. Technip UK has awarded PSV [Far Star](#) (1999, UT 745, 4,403 DWT) a 60 day contract with a 30 day option, to support the Technip activities in Brazil. [Far Star](#) has already left the North Sea. Perenco Petroleo e Gas do Brasil has awarded a 12 month contract with a 6 month option to AHTS [Far Sagaris](#) (2009, UT 731 CD, 24,000 BHP) to support the Ocean Star drilling campaign in Brazil. Commencement of the contract is expected to take place during 1st quarter 2013. Fugro RUE AS in Norway has awarded the IMS vessel [Far Saga](#) (2001, UT 745 L) a 6 month contract with options thereafter. Commencement is set to mid-February. The contract includes ROV support operations and other subsea related activities in the North Sea. Petrobras has declared their 292 day option to extend the contract for the AHTS [Far Sea](#) (1991, ME 303 II, 13,200 BHP). Total value of the contracts, excluding options, is approx. NOK 320 mill. after deduction of local taxes. The above contracts give us the opportunity to mobilise three PSV out of the North Sea. This will have a positive impact on the market balance in the region. Farstad Shipping has recently also mobilised AHTS [Far Sabre](#) from the North Sea to Australia. *(Source: Farstad)*



WINDFARM NEWS

CWIND GENERATES SUCCESS STORY AT LONDON ARRAY!

With the recent success story about the final Siemens wind turbine being installed as part of Phase I of the London Array Offshore Wind Farm, CWind also has cause for celebration... As the largest consented offshore windfarm to date, London Array is also the largest generator management



project to date, and CWind has been working closely with Siemens and EP Tools since January 2012, offering a complete generator management service - installation, commissioning, servicing, maintain/repair and refuelling for all the EP Tools supplied generators on site, currently standing at 154 units. To date, there has been a zero failure rate on the generators and NO extended down time due to parts replacement or lack of fuel. Generator deployment during the construction phase is vital to provide power for services such as light, de-humidifying, elevator and general commissioning tasks. These need to be managed with generators transported and lifted onto each turbine which then require maintenance, servicing and refuelling as well as lifting off and transporting back. This all needs to be done safely and effectively, with minimal downtime. The size of this generator management project has required CWind to deliver in

a number of areas: Close working with teams at Siemens and at the generator company EP Tools. CWind makes sure that every generator has a detailed history and service log, right down to current fuel and expected running time. The detailed log for each generator ensures services schedules are always met, and so far 965 services have been carried out since January (an average of six a day!). Re-fuelling is also critical to keep the units operating and not one has run dry of fuel. An effective refuelling system is also in place to secure against spillages. The management process is made possible, not just by the management, systems and trained technicians but by the CWind fleet of CTruk 20T workboats that are used as re-fuelling (and support) vessels. With a 15,000 litre diesel storage tank and 20 tonne payload these robust workboats can carry more and do more than conventional workboats, yet due to the lightweight composite construction have a fuel consumption around half that of a comparative alloy vessel. Up to 6 generators can be transported at one time on these flexible workboats. CWind service teams always travel with spares for the generators so that servicing / maintenance opportunities are maximised. When a problem does surface on a generator CWind employs a 'fast-response' attitude to rectifying faults. Even major engine failure scenarios can be dealt with in under 24 hours – And always with qualified and conscientious technicians trained by CWind's training arm – the NWFTC (National Wind Farm Training Centre). CWind has developed systems that have worked exceptionally well at London Array but are totally scaleable for even larger projects. Also working at Lincs windfarm on a generator management project the company has two other generator projects it is assessing for clients. CWind constantly seeks to deliver effective, streamlined one-stop solutions for all its clients to ensure every project is as successful as London Array.. *(Press Release: CWind)*

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Njord Avocet & **Njord Kittiwake** loaded for Europe. **Njord Avocet** & **Njord Kittiwake** have been loaded on-board a 9000dwt heavy lift vessel, MV *Wiebke*, and are now bound for European shores. Their ETA in Rotterdam is 25th January 2013 – weather permitting. (*Source: Njord Offshore*)



DNV: NEED FOR WINDFARM CONSTRUCTION VESSELS GROWS RAPIDLY



2013 marks the start of a period of rapid growth in the windfarm construction vessel market and it coincides with new operational demands that require careful consideration, particularly in the design of jack-up systems. DNV highlights the need for owners and yards to consider both class and flag state requirements when evaluating limited operation designs. At least 20 new windfarm installation vessels will be required by 2020 only to meet Europe's anticipated growth in offshore wind capacity

which the European Wind Energy Association expects to reach 40GW. "Growth in vessel orders is now doubling every two years," says DNV's regional manager India and Middle East Jørgen Traun. "It is therefore critical that the already established practice of allowing for limited design conditions are treated consistently across flag states and that emerging trends in operational requirements are catered for." Flag states have flexibility in deciding the level of compliance required with SOLAS (Safety of Life at Sea) and MODU (Mobile Offshore Drilling Units) codes depending on the intended operational envelope of the vessel. DNV warns that communication is important to ensuring robust designs are produced that will meet future international market needs. SOLAS certificates are required because of the operation of these vessels as cargo ships and MODU code compliance is required for the elevated phase of operations. The need for a large non-maritime crew also means additional SPS requirements for stability and life-saving. "These vessels are a mix of offshore jack-up and cargo ship that is relatively new to the maritime world. They carry out repeated operations in restricted waters, but unlike other offshore units, they are constantly on the move, requiring jack-up operations on average every second day. They also need to be able to escape bad weather at very short notice. They enter port to pick up windfarm components on a regular basis and this equipment is increasing in size as the industry moves more and more towards pre-fabrication of wind turbine units," says Derek Hoare, business development manager region India and Middle East. DNV released class notations for offshore windfarm construction vessels in 2009, and DNV's GeniE design and analysis software is extensively used to develop the hull structure for these vessels. Experience

with the classification of the latest and largest windfarm construction vessels has highlighted the importance of the structural interactions between hull, crane and jack-up technology. DNV therefore assists owners with the communication required between yard and flag state to ensure that the design and construction of the jack-up system meets international safety, operational and market demands including extended fatigue requirements. “2013 sees us strengthening our position in the market yet again as we bring our regulatory knowledge and technical experience to focus on the safety of jack-up systems. Nothing can be taken for granted, and owners need specialist technical support,” says Jørgen Traun. *(Source & Photo: DNV)*

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BUILDING FOR THE FUTURE

SUBSEA7 TO FOLD WIND UNIT INTO SHL

Subsea 7 will consolidate its renewables division into offshore operator Seaway Heavy Lifting (SHL), in which it holds a 50% stake. At the same time, SHL chief executive Martin Spaans has announced his intention to depart after more than two decades with the company. Jan Willem van der Graaf, formerly Subsea7's senior vice president for renewable energy, will become new chief executive. The consolidation will allow SHL to “broaden its range of services and target larger [offshore renewables] projects”, the companies say. SHL's vessels Stanislav Yudin and Oleg Strashnov have performed work at a variety of high-profile offshore wind projects in recent years, including Sheringham Shoal, Gwynt y Mor, Riffgat and Borkum West II. Meanwhile, Subsea7, which launched its dedicated renewables division in 2011, is the offshore construction and marine operations partner within Scottish utility SSE's “offshore wind alliance”. As part of the alliance, it is currently performing preliminary engineering for its Beatrice project, which is partially owned by Spain's Repsol. Recently Subsea7 signed a development deal with US-based contractor Bechtel to build large offshore projects in the EU market. *(Source: Recharge News; Photo: Statoil)*



YARD NEWS

AFAI SOUTHERN AWARDED COASTAL RESCUE VESSELS CONSTRUCTION CONTRACT

Afai Southern received, January 6th 2013, the bid-winning notice about construction project of



coastal fast rescue vessels (7-10#) for **Rescue & Salvage Bureau of Ministry of Transport of the People's Republic of China**, and was confirmed as bid winner. In 2005-2006, Afai Southern accomplished the construction project of the first batch of coastal fast rescue vessels (1-3#), which were highly affirmed by the ship-owner, and in 2011, Afai Southern won the bidding of a construction project of the second batch of coastal fast rescue vessels (4-6#), both making a solid foundation

for this project (7-10#). After the first batch of 3 vessels operated, they developed their quick response and night searching and salvaging capacity, fully participated in the rescue at coastal sea, provided important support and security for marine economy and marine transportation. These vessels are full aluminum alloy structure, lightweight, flexible and fast, meet the relevant requirements of China Classification Society (CCS)'s rules about rescue vessels and aluminum alloy high speed vessels and obtain the classification additional notation of Rescue. The second batch of rescue vessels is of better performance and more advanced equipment after being partially optimized is one of top-rate types of rescue vessels in the world. *(Source: Shipbuilding Tribune)*

PSV GREATSHIP RAGINI DEPARTS COLOMBO DOCKYARD

Greatship Global Offshore Services Pte. Ltd. (GGOS), a Singapore incorporated subsidiary of Greatship (India) Limited (GIL), which is a wholly owned subsidiary of The Great Eastern Shipping Company Limited has taken delivery of a Platform/ROV Support Vessel, **Greatship Ragini**, from Colombo Dockyard Plc, Sri Lanka. Greatship Ragini is a DP2 vessel, capable of supporting offshore exploration and production and has been built complying with the SPS Code 2008.



With the delivery of **Greatship Ragini**, GIL and its subsidiaries currently own and operate four PSVs, nine AHTSVs, two MPSSVs, six ROVSVs, two jack up rigs and have one 350 feet jack up rig under construction in UAE. *(Press Release)*

MACGREGOR TO SUPPLY SIX PSVs

In October 2012, Cargotec secured a comprehensive MacGregor offshore equipment contract for six platform supply vessels (PSVs) from Fujian Southeast Shipyard in China. The vessels are being built for leading US offshore support vessel owner, Tidewater Marine and the equipment is scheduled for delivery between the first and fourth quarters of 2013. Each 75 metre vessel will feature a MacGregor equipment package comprising a number of auxiliary winches such as anchor windlass, capstans and tugger winches, a single deck crane and a bulk handling system. "This type of cargo



system has been well-proved in service on over 60 ships and demonstrates Cargotec's ability to provide integrated ship-type solutions," says Francis Wong, Director of Sales and Marketing for Cargotec Marine's

Offshore Segment. "An integrated approach to key equipment leads to optimised operations, allowing the vessel to function efficiently and safely, exactly as intended." The PSVs will each have a total dry bulk capacity of 226 cubic metres, provided by four 56.5 cubic metre-capacity holds designed for cargo with a maximum specific gravity of 2.5. "Our system is equipped with a programmable logic controller and a graphic operator interface for controlling and supervising the loading/ unloading process. This offers a high degree of automation and operational reliability; requiring minimal input from the operator. Instead of individual cabling, a Field BUS communication system is used between the controller and the control valves on the tanks and compressors. This makes the installation process easier and substantially quicker. A closed circuit dust handling system ensures pollution free operations, significantly reducing the environmental impact." Mr Wong concluded. *(Source: Baird)*

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UNITED SHIPBUILDING CORPORATION AND SOVCOMFLOT TO BUILD SUPPLY VESSELS FOR SAKHALIN PROJECTS

The heads of United Shipbuilding Corporation and Sovcomflot Group in the presence of Russia's President Vladimir Putin signed an agreement to build a series of multipurpose ice-class supply vessels to support Sakhalin projects, the Corporation's press center reports. The agreement was signed in the course of the naming ceremony for the **Vitus Bering** icebreaking platform supply vessel held in St. Petersburg. No other details of the agreement are revealed. United Shipbuilding Corporation (OSK OJSC) is the largest shipbuilding company in Russia. It was set up in 2007 with 100% federal ownership. The holding comprises 60 companies and organizations (major shipbuilding and shiprepairing companies as well as leading design bureaus). Currently, OSK consolidates about 80% of the domestic shipbuilding complex. The Russian market is the main focus of the state corporation though it also exports its products to 20 countries worldwide. Sovcomflot Group is Russia's largest shipping company and one of the world's leading shipping companies specializing in the maritime hydrocarbons transportation and supporting continental shelf

exploration and oil & gas production. The SCF fleet includes 156 vessels with a combined deadweight of around 12 million tonnes. It specialises in hydrocarbon transportation from regions with challenging ice conditions. Sovcomflot supports large-scale offshore energy projects in Russia and the rest of the world, including: Sakhalin-I, Sakhalin-II, Varandey, Prirazlomnoye, Tangguh, Escobar, and Peregrino. The company is registered in Saint-Petersburg and has representative offices in Moscow, Novorossiysk, Murmansk, Vladivostok, London, Limassol, Madrid, Singapore and Dubai.

(Source: Portnews)

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

- [Esvagt receives business award](#)
- [Management buy-out Atlas Services Group](#)
- [Boskalis shareholders approve share issue](#)
- [New recruitment company for oil offshore personnel.](#)
- [Financing for Dockwise offer in place](#)
- [Grounded Alaska drilling unit refloated and under tow](#)
- [Signet Shipbuilding Delivers New 140' x 40' Heavy Deck Barge](#)
- [Goodbye London and Rotterdam](#)

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