

ugs owing & Offshore Newsletter

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BUYING, SALES, NEW BUILDING, RENAMING AND OTHER TUGS TOWING & OFFSHORE INDUSTRY NEWS

TUGS & TOWING NEWS

ROODE ZEE (2)



A new fine oil painting from Hans Breeman is the Tug **Roode Zee** (2). She was built in 1908 at J&K Smit Kinderdijk. Her powersource was a Triple Expansion 3 cilinder steamengine of 1250 i.p.k. In 1933 her career was ended in Hendrik-Ido-Ambacht at the demolition company NV Holland. She also can be seen at www.hansbreeman.nl

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BUILDING FOR THE FUTURE

SANMAR

ULUPINAR 14 HANDED OVER TO SMS TOWAGE

One of Sanmar's most popular tugs is the neat, compact and yet surprisingly roomy Ulupinar Series. Some 15 of this exclusive and versatile ASD model designed by the Robert Allan Limited team with considerable input from Ali Gurun, project director at Sanmar, have now been built. However, **Ulupinar 14**, although having been completed back in July 2012, has only just been handed over to its new owners, the UK's SMS Towage with the new name of **Statesman**. The vessel had spent the intervening six months on a successful charter with Egyptian interests. Measuring 24.40m x 9.15m with a maximum draft of 4.40m, there are various power options available on the Ulupinar Series but this version, utilising a propulsion arrangement comprising a pair of Caterpillar 3512 diesels, each developing 1230kW at 1,800 rev/min and driving Rolls-Royce US 155 FP azimuthing thrusters gives bollard pulls, both ahead and astern, of approximately 45 tonnes and a free-running speed of 13 knots. Winches on both fore and aft decks with brake holding loads of 125 tons supplied by

DMT, a Palfinger deck crane and Data Hidrolic tow pins provide a comprehensive deck machinery fit-out. The main tow winch has capacity for 600m of 40mm wire. The clever use of available space and a very high degree of quality ensures that both officers and crew enjoy a level of comfort and convenience rarely found in a vessel of just 24m in length. Remarkably low noise levels have been recorded in all areas of the living quarters and at approx. 80 per cent engine load are below 60 dBA in the two single and two twin berth cabins.



Like [Statesman](#), the majority of the Ulupinar series so far completed have been exported. The first boat went to Schramm in Germany and this was followed by a repeat order. Several minor modifications were made to the initial design to meet strict German standards and these have been incorporated as standard in all subsequent deliveries including three which made their way to the Dominican Republic, another to Russia and three to the Middle East. Sanmar has also retained several to augment its own fleet at the Port of Mersin the leading port of southern Turkey. (*Press Release Sanmar*)

DOLDERMAN BOUWT ZEEWAARDIGE DUWBOOT



Het in binnentankvaart, bunkering en zware-ladingtransport gespecialiseerde Victrol uit Antwerpen breidt haar zware-ladingactiviteiten uit richting zeevaart. Voor dat doel heeft het bedrijf bij Dolderman in Dordrecht de voor de binnen- en kustvaart gecertificeerde duw/sleepboot [Riga](#) (16 x 9 meter) laten bouwen. De voor duw- en sleepwerk op de binnenwateren en sleepwerk op zee gebouwde Riga zal door de RoRo & Heavy Lift tak van Victrol worden

ingezet voor het vervoer van zware-ladingstukken op pontons van het bedrijf, waarvan er twee speciaal voor dit doel zijn gebouwd. Over zee zullen de pontons worden gesleept en op de binnenwateren kunnen ze worden geduwd door de nieuwe Riga, die is uitgerust met twee roerpropellers van Veth Propulsion, die worden aangedreven door twee 725 pk C18 motoren van Caterpillar. De duwboot is uitgerust met een voor de zeevaart geschikt hefbaar stuurhuis. De accommodatie kan met zware zeevaste deuren hermetisch worden afgesloten. 'Met de [Riga](#) kunnen we zware constructies in een binnenhaven op een van de pontons zetten en naar zee duwen, bijvoorbeeld naar Rotterdam', aldus Peter Maes van Victrol. 'Daar kan het ponton op sleeptouw worden genomen om over zee naar plaatsen als Hamburg, Bremen of Le Havre te worden gevaren. Vervolgens kan de [Riga](#) de ponton als duwboot weer verder over de binnenwateren vervoeren.' *'Drive in'-bak* Voor het transport over binnenwater en zee van staalconstructies, ketels en andere

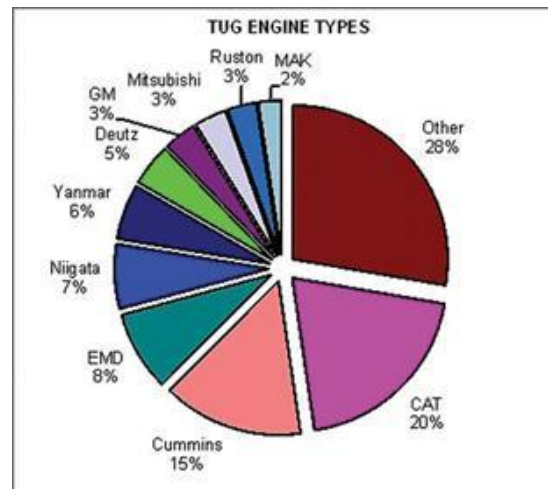
zware-ladingstukken beschikt Victrol over de RoRoponton 5 (69 x 15,6 meter, 2800 ton) en de RoRoponton 4 (90 x 22,12 meter, 5500 ton). De brede RoRoponton 4 is een 'drive in'-bak of ponton. Een smallere ponton kan via de achterkant in het dan diep liggende geballaste brede ponton schuiven. Wanneer de smallere ponton in de bak is gevaren, ontstaat een ponton met één groot vlak dek. De Riga kan met de RoRoponton 5 over zee- en binnenwateren varen. De RoRoponton 4 lijkt een maatje te groot voor de **Riga** om over zee te slepen, maar kan wel op binnenwateren worden geduwd. Voor vervoer over zee van RoRoponton 4 wil Victrol sleepers charteren, zoals men tot nu toe altijd deed. De 4 is geschikt voor wereldwijde inzet. De **Riga** is de eerste duwboot van Victrol. (Source: Schuttevaer-Hans Heynen; Photo: Arie Jonkman)

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BY THE NUMBERS: TUG BOAT MARKET REPORT

Easily one of the more interesting statistical comparisons and compilations that reach our desk every year is the periodic Marcon International Tug Boat Market Report. We've examined this type of report before and it is worth doing so again. Chock full of data on the availability and make-up of tugs for sale here and abroad, the report also drills much deeper than that. We've highlighted some of the more interesting aspects of their latest effort (November 2012). Table 1 lists the breakdown of available anchor handling coastal, ocean and harbor tugs, according to Marcon's records. **Market Overview:** Of the 12,077 vessels and 3,750 barges that



Marcon tracks, 4,600 are tugs with 758 currently on the market for sale worldwide, up 6.61% since August. 253 or 33.38% of the tugs worldwide, primarily foreign flagged, were built within the last 10 years, are newbuilding re-sales or currently under construction – compared to 32.63% at the last report. 63 (8.31%) are over 50 years of age and three tugs are 75 years of age or older. The two oldest tugs are both 82 years old - a 1930 built triple screw tug (later rebuilt) in the Netherlands and a 1930 built single screw tug (also rebuilt) in Sweden. These "old ladies" are balanced by 55 newbuildings up to 7,000HP range scheduled for delivery through 2013. **Five Years of Telling Data:** Drilling deeper, it is interesting to note the evolution of the makeup of these offered vessels in terms of engine make, propulsion type, and numbers of boats actually on the market. And, while it is difficult to draw definitive conclusions from this five year running average, it is clear that operators everywhere are looking to replace older tonnage in increasing numbers. The majority of tugs Marcon tracks for sale are in the U.S. with 145 tugs officially on the market (up from 144 last

report), followed by Southeast Asia with 141, 121 each in Europe and the Far East, 75 in the Mediterranean, 47 Mid East, 31 Caribbean, 17 each in Canada and where location unstated, 12 each in Africa and Latin America, Southwest Asia 11 and 8 in the South Pacific. Marcon reports a record total of 758 tugs for sale worldwide, up a whopping 19.7% since November 2011, with virtually all of the increase in the overseas market with 47 additional tugs coming available for sale and 15 for charter within the last three months. While there have been a few U.S. flag tugs sold, a few more came on the market leaving the number of domestic tugs for sale flat. Slightly more activity in tug sales has been observed, especially with U.S. boats going foreign and Marcon expects this to continue over the next six months. As of this report, the actual sales price compared to BHP (brake horsepower – a measure of an engine’s horsepower before loss in power due to other systems on board), is US\$ 344/BHP for a “generic” 1979 built tug. The accompanying graph does not take into account the vessel’s condition and whether azimuthing, twin screw, single screw or tractor; but is just a simple comparison of tugs sold built 33 years ago. 2012’s Price/BHP of US\$ 344/BHP to date is fairly close to 2005’s US\$ 339.5 for a generic tug two years older. It is unlikely that we will see any major improvement in second-hand tug prices, especially older units, within the near future. Condition, as always, and, more than ever, location are the key factors affecting the final sale price for second-hand tugs. It does not take much of a mobilization cost to make or break a sale in these times. According to Marcon, and taking into consideration today’s sale & purchase market, anything spent on certain second-hand tugs should be dependent only on the earning capability of the tug in existing trades and not on any expected improvement in resale value. For a tug regularly working and very likely to remain in that trade for a number of years, the only return on additional investment that can be counted on will come from continued employment and not from any increase in resale value. *(As published in the January 2013 edition of Marine News - www.marinelink.com)*

CHRISTOS XXIII AND THE FORMER RFA FORT GEORGE



The 1975 built Panama registered with call sign HOKI Anchor Handling Tug **Christos XXIII** (Imo 7382433) was seen towing the former RFA *Fort*

George from Liverpool on the 16th January, they are heading for Aliaga; Turkey and the journey is supposed to take around three weeks to complete. The AHT is the former **Aquitaine Explorer** and built on by Aukra Industrial under number 054 for ABC Maritime: Switzerland. On the 1st June 2010 sold and renamed **Greek Explorer**. In December renamed **Christos XXIII** for IMS Christos XXIII SA – Marshall Islands and managed by Spanopoulos Group SA – Attiki; Greece. She has a length of 63,40 mtrs a beam of 13.00 mtrs and a draught 5,31 mtrs. The two 12M 453AK M.A.K. mainengines develops a total output of 8,000 hp. *(Photo: Jon Godsell)*

UPDATE SALES OF TUGS ROTTERDAM, LONDON AND SINGAPORE

Latest news is that sale of the tug **Rotterdam** and tug **London** is concluded this week. The tugs are respectively renamed **Global Destiny** and **Global Change**. The **Global Destiny** (Rotterdam) is first to be dry docked and re-certified at Santo Domingo early next month. The **Global Change** (London) is



to depart with a tow from Santo Domingo to West Africa and from there with a tow to India. The new owners are GMS (<http://www.gmsinc.net/gms/>). The 2 above vessels are being managed by Diavlos (<http://www.diavlos-tugs.gr/>). The new manager for the **Singapore** is still unknown. Sale of **Singapore** is still on-going and after the sale is concluded the new managers will take over and give the vessel a new name, new flag, manager and crew. The **Singapore** is at this moment is moored at pier 37 in Galveston. *(Photo: Marc Biemans)*

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TARPON MAKES A SIDE TRIP

The tug **Tarpon** arrived on January 17th at Imperial Oil with its barge **Potomac** and berthed at Number 4 dock. This morning the tug exited the barge notch and made its way across the harbour to the Svitzer Canada (ECTUG) dock. The tug was built in 1974 by the prolific McDermott yard in Morgan City, LA as **Miriam M. Defelice** for Defelice Marine Towing of New Orleans. That company was taken over by Gulf, then Zapata, then Tidewater, and the tug was sold in 1986 to Morania Oil Tanker Corp and renamed **Morania No.1**. When Morania was merged into Penn Maritime (they had common



owners) it is reported that the tug was renamed **Penn No.1** for a time. However this change must have been short lived, for all documentation that I can find, such as the USCG and Lloyds says that it became **Tarpon** in 1993. A sister tug, **Morania No.2** did become **Penn No.2**, and kept the name. In 2005 the tug was fitted with a JAK coupler system, and the barge **Potomac** was rebuilt to double

hull, and its shallow notch was modified to a deep notch, with JAK fittings. The barge has a capacity of 79,000 bbls of cargo - usually asphalt or heavy black oil. The tug is rated at 4300 bhp, from two V-12 GM EMD engines (12-645-E) driving two open fixed pitch props. The tug still carries its large towing winch and can tow the barge if needed, but normally operates in the notch. The purpose of the visit to the ECTUG dock is the same as that of several fleetmates, and that is to take on water and some stores. This is not possible at Imperial Oil due to the configuration of the jetty. Also if some minor repairs require hot work, that is also forbidden at the oil dock. Penn Maritime Inc was taken over by the Kirby Corp in December of 2012, but so far the tugs have not been renamed or changed colours. *(Source: Mac Mackay-Tugfax)*

CHARLENE HUNT - WELCOME TO BOLIVIA - OR HERE WE GO AGAIN



I have been informed that the US flag tug **Charlene Hunt**, which called in Halifax, in distress in November, has now been re-flagged to Bolivia. This welcoming flag state is "home" to the tug **Craig Trans** also in Halifax in distress. **Charlene Hunt** managed to get itself back into condition to sail to Newfoundland, complete with plywood over its windows and had other harrowing adventures on the way. It took more than a week to reach St. John's. The tug has been lying there ever since, but is set to sail today, January 19th, towing the miniature cruise ship **Lyubov Orlova**. The Yugoslavia built ship dates back to 1976, and was arrested in St. John's in September 2010 for debts to Canadian charterers. The owners walked away, leaving 49 Russian and 2 Ukrainian crew unpaid. The crew had been depending on local charities for food, and were

eventually repatriated with public assistance. In January 2012 the ship was sold in Federal Court to an owner based in the British Virgin Islands. The intention is to tow the ship to the Dominican Republic for scrap. *(Source: Mac Mackay-Tugfax)*

TUG SANK ON MISSISSIPPI

The "**St. Paul**" carrying 4,000 gallons of diesel and 100 gallons of lube oil sunk in the Mississippi River around 5:30 p.m. on Jan 18, 2013. No one was on the vessel at the time and no injuries were reported. The chemicals were contained and had not released into the water as of 9:50 p.m., Washington said. The Coast Guard was on the scene at mile marker 135 near LaPlace, about 200 feet from the West Bank, to monitor the potential pollution. The crew in charge of the tug was in the process of changing shifts while dewatering the vessel's stern. It was unclear why there was water in the stern in the first place. However, the pumps failed to remove the water from the stern fast enough and the vessel began to sink. The Coast Guard has a response team assessing the situation; if a visible sheen appears, a boom will be deployed to contain the spill. Once the chemicals are taken care of, the next step will be to lift the boat out of the water, which is the responsibility of the owner GE Capital Commercial Inc. which will submit their salvage plan to the Coast Guard for approval. The Coast Guard will likely observe the operation but not assist with it. *(Source: Vesseltracker)*

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tugs & Offshore



WHERE HAVE THEY ALL GONE?

Starting on 26th January the National Towage Museum at Maassluis -The Netherlands will present a new exhibition with the title “**Where have they all gone?**”

This title needs an answer and the answer is to be seen in the exhibition. The word “they” in the title refers to tugs, Dutch tugs of course. Crewmembers of tugs always have a special place in their hearts for the ships they sailed on. The vessels become more or less relatives they will never forget and keep an eye on even



when they sail on other vessels or decided to leave the towage business. This sentiment is rather logical, because a crew depends completely on its ship. One has to rely under all circumstances on a vessel which is temporarily one’s home. Dutch towing companies always sail with reliable ships and foreign shipping companies realize that too. That’s why, when a company of Dutch origin decides that the time has come to replace one of its vessels, there are plenty of foreign companies willing to purchase the ship in question, because the maintenance has always been carried out properly. The same goes for tugs built in the Netherlands or abroad under Dutch supervision. It has been proved that they last long and are technically in excellent condition. In the past, and also nowadays, Dutch tugs were and still are sold abroad. Most of the time they seldom visit West European ports, which means that local photographers are no longer able to make pictures of those ships. When the internet was not yet available and all photos were made analogously, the lack of good means of



communication was a handicap to recover the facts about what had happened to ships once sold. Sometimes sailors recognized former Dutch tugs a foreign ports and with their cameras of a limited quality they tried to make pictures of such a ship. Those prints luckily are preserved in the National Towage Museum at Maassluis. I.e. in the new exhibition we show a picture of **Rozenburg**, commissioned in 1906, which sailed under the name of Taureau shortly before World War II. After the war making photographs became more common coin

and the quality of the pictures improved. Also foreign shipping companies gradually were more willing to send photographs to people that were interested in their fleets. The museum holds i.e. pictures of former Dutch tugs like **Maas, Loire** and **Oostzee**, that were built during the fifties and sold to a Philippine company almost twenty years later. Also of other Dutch towage companies pictures from the past have been retrieved.

Wijsmuller-steamtug **Vlaanderen**, commissioned in 1921, was owned by an English company shortly before the war, however was towed to the Dutch East Indies after the war. The NISHM, a Dutch colonial towage company, was in desperate need of tugs because many units of their fleet were lost during the war. The former **Vlaanderen** became **Goos** under the Dutch flag in what was to become Indonesia. Another example is the classical postwar motortug **Philip R. Goedkoop** of Goedkoop



Harbour Services at Amsterdam that became **Waterstraat** of Wagenborg at Delfzijl. Some ten years later she was sold to Greece to become **Nestor**. As far as we know she is still in existence. The digital era is quite an advantage for retrieving particulars of former Dutch tugs. On the world wide web lots of references can be found and when you have luck the information is accompanied by pictures. In the exhibition “**Where have they all gone?**” the compilers compare the original outfit of a Dutch tug with the appearance of the very same vessel once it was sold. Much help has been acquired by foreign tug enthusiasts. Also ship models are shown of tugs that have been sold in the past. In the show-cases pictures can be seen of the same tug in a different outfit. The eldest photos are of tugs commissioned just before 1900 and half a year later sold to the French navy. This particular ship even served until two years after World War II, which proves that products of the Dutch shipbuilding industry surely can be characterized as solid. By the way recent developments and events are not forgotten. In the past month of December the Greek tug **Christos XXII**, with a tow of half a supplier on her way to Norway, visited Rotterdam. This tug once was the Dutch **Smit Enterprise**, later on **Smit Colombo** and **Banckert**. On her way back to the Mediterranean, off the south coast of England, she came into collision with her own tow, a German ship that had to be scrapped. The tug almost sank, however, tug **Brent** of the Dutch Towage Company Iskes at IJmuiden succeeded in bringing sufficient pumps and salvage material on board. **Christos XXII** was safely towed into a British port. Of this unfortunate former Dutch tug a magnificent picture is to be seen in the center of the exhibition. Of more than 50 former Dutch tugs pictures and shipmodels in various appearances after sale are shown in the main hall of the National Towage Museum. Of course there are surprises like the ones of **Thames** (1961) and **Clyde** (1957) which both became beautiful and costly sea-going yachts, still sailing all over the world. During the past weekend the former **Smit Rotterdam** and **Smit London**, moored in a Dominican Republic port, were sold to interests with offices a.o. in China and the US, active in the field of scrapping ships. They were renamed resp. **Global Destiny** and **Global Change**. Of those ships curiosities can be found in the exhibition too. From 26th January till 2 June the exhibition “**Where have they all gone?**” is shown in the National Towage Museum at Maassluis – the Netherlands. Don't forget to drop in when you are in the country. The museum is open every day of the week from 13.30 until 16.30 hrs, except on Mondays. Please also visit our website on www.nationaalsleepvaartmuseum.nl (Source by Nico Ouweland; Photo's collection NSM)

TOWAGE OF SIMEK NB 129



FFS ATLAS (Imo 8500953) ex Flying Spindrift owned by FFS A/S Farsund, Norway returned to Norway 16.01.2013 with The hull of Simek' s NB 129 who will be named **North Pomor** at delivery. The voyage from Gdansk Poland to Flekkefjord Norway went nice with an average speed of about 7,5 knots. The vessels is built for Gulf offshore Norway and main dimensions is Loa 92,6 and beam 19,2. Type ST-216 L CD. The FFS Atlas is built by Richard Dunston Ltd. –

Hessle: Great Britain under number 951 for Clyde Shipping Co. Ltd. – Glasgow as Flying Spindrift. In 1994 operated by Lawson-Batey Tugs Ltd. – New Castle; UK, In May 1995 to Cory Towage Ltd. – London and later to Svitzer Marine Ltd. – Middlesbrough; UK. In June 2012 to FFS and renamed FFS Atlas. *(Source & Photo: John Nilsen)*

DAMEN RECENTLY DELIVERED MEYERS EVO

The Damen ASD 3212 tug **Meyers Evo** (Imo 9631022) was recently delivered to her owners MMG Shiping Group SA - Panama. The Panama flag tug with call sign HP3284 with yard number 512505 was built on the Damen Shipyard Song Cam, Vietnam. She has a length 32.70 mtrs a beam of 12.82 mtrs and a depth at sides of 5.35 mtrs. Her basic



functions are Push-pull, escorting, towing and fire fighting operations. The two Caterpillar 3516C HD+TA/D develops a total output of 5,050 bkW (6,772 bhp). She achieved 76.5 ton bollard pull ahead and 72.9 ton astern and a speed of 14.6 knots ahead and 14.4 to astern. The tug is classed Lloyds Register of Shipping. *(Source: Damen)*

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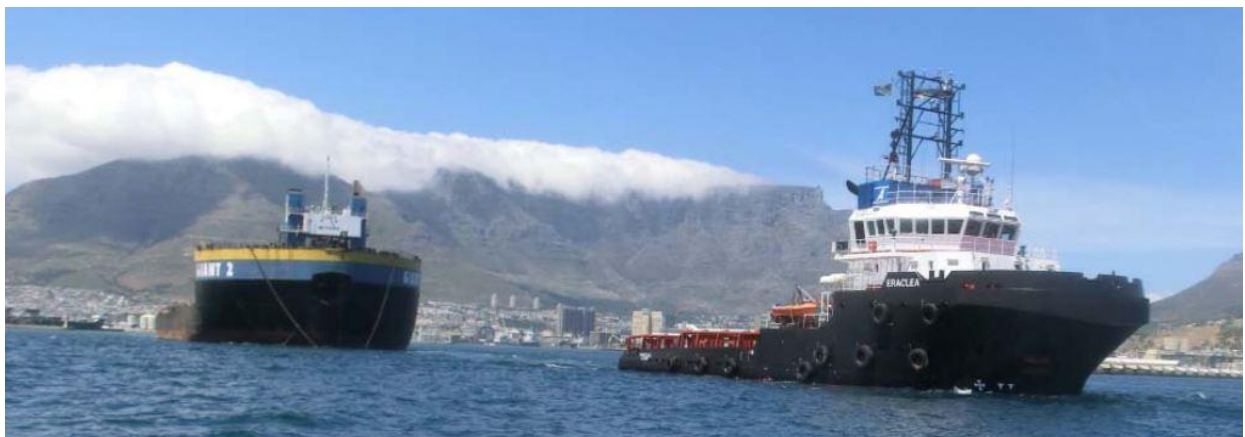
DAMEN RECENTLY DELIVERED SIRIUS



The Multicat 1506 **Sirius** was recently delivered to her owners Tuapse Commercial Sea Port (TCSP) - Russia. The Multicat with yard number 517511 was built on the Damen Shipyard Gorinchem; China. She has a length 15.50 mtrs a beam of 6.06 mtrs and a depth at sides of 2.25 mtrs. Her basic functions are Debris collecting, pollution control and bilgewater collecting. The two Volvo 5DA TA/2 develops a total output of 236 kW (320 bhp). She achieved a bollard pull of 2.7 tons

and a speed of 7.7 knots. The tug is classed Bureau Veritas. *(Source: Damen)*

ERACLEA WITH GIANT 2 IN TOW



The 2010 built Italian registered with call sign IITX2 AHT "**Eraclea** (Imo 9499656) towing the semisubmersible barge "**Giant 2**" leaving Cape Town, after a bunkerstop, bound for Cadiz, Spain. The **Eraclea** is owned and managed by Augustea Imprese Marittime – Augusta; Italy. She has a grt of 1,397 tons and a dwt of 1,100 tons and is classed Registro Italiano Navale. The **Giant 2** is the only one left in a series of three for Smit Transport Europe. *(Photo :Leo Leusink - ALP Maritime Services ©)*

STRANDED TUGBOAT CREW FLY HOME FROM HALIFAX

Community rallied after ship owners abandoned sailors. Eight Central American sailors stranded in Halifax for three weeks have flown home. The men boarded an early flight Monday. Helen Glenn, manager of the not-for-profit Mission to Seafarers, led efforts to assist the men after their vessel was impounded in Nova Scotia. At 5 a.m. Monday she had an emotional send off. "I'm trying to keep the tears back. It's been very emotional for us. The whole community has embraced this cause. We're delighted to be sending these guys home." She called them humble and resilient. Excited, but sad to leave Halifax. As they prepared to board their plane, the men expressed their gratitude and relief. First mate Pedro Andrade thanked the Mission to Seafarers for treating them like family and supporting them for the last few weeks. "I'm very excited because I'm going back home. We're very glad to be going back home, but we're sad because we met some really great people here," he said. He plans to return to sailing, but not with the same company. The crewmembers of the **Craig Trans**,

a Bolivian-flagged tugboat, said they were on their way to Montreal when a winter storm forced them to find shelter in Halifax on Dec. 18. After a routine check by Transport Canada, the tug was impounded in Halifax Harbour for numerous safety violations including issues with navigation equipment and faulty escape hatches. The men lacked the money to get home on their own and the tug owners did not help. People from across Canada chipped in with money and Aeroplan miles to get the men home. The crew members — seven men from Honduras and one man from El Salvador — had lived in squalor on the boat since being stranded. There were dead cockroaches on the floor, in the drawers and in the cooking area, and live cockroaches could be seen darting around the ship. (*Source: CBC News*)



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DAMEN SHIPYARDS NORWAY DELIVERS STAN TUG 1004







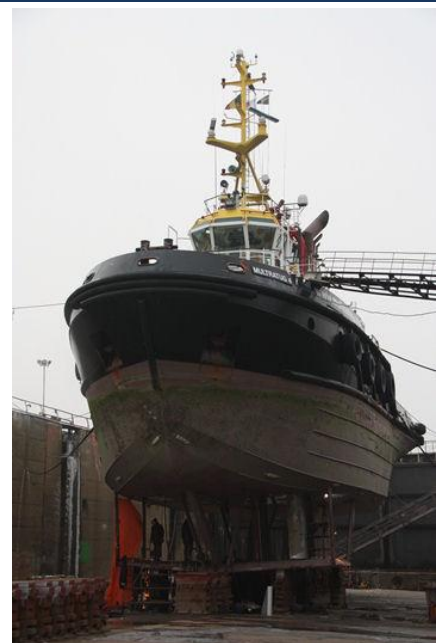
Positive outlook on Northern European and Arctic market. Less than two months after opening their office in Stavanger, Norway, Damen Shipyards delivers a Stan Tug 1004 to the Norwegian Shipbuilding company SIMEK AS in Flekkefjord. The Stan Tug **Simek** was shipped to Norway last Monday on the Wagenborg carrier *MV Samira* from Rotterdam Waalhaven. Damens first strides in the Northern Parts of Europe seem to reveal prospects.

Sales Manager Remko Hottentot of Damen Shipyards Stavanger: “We have some pretty busy weeks behind us and more of those of come. The tug’s delivery positively kicks of the new year”. Mr Øyvind Iversen, director of SIMEK AS: “Damen’s Stan Tug is just the tug we need, a proven design with a touch more towing power than the small boats we currently use. It will be deployed on our

own shipyard to tow around large hulls. Should operational assistance be required in the nearby fjords, we may put it to use there as well.” *Green light? Or reservations?* SIMEK is family hold company with a strong tradition, a feature it shares with Damen. Is this first purchase by SIMEK AS a green light for further dealings? Or does the competitive market holds cause for reservations? Mr Iversen: “One shouldn’t be so harsh about competition. Success is not only based on good products, but also on the dealings of financial markets. The strong Norwegian currency makes it attractive for us to buy in foreign countries, but national and export markets suffer. This situation will turn around again, and will prove flexibility and collaboration as valuable as competition”. *Winterisation* Mr Iversen foresees a lot happening on the gas- and oil markets in the North Sea and Arctic area, a point of view that Mr Hottentot subscribes, He confirms that the current movements in the Northern European markets holds Damens interest. The company itself is already in the picture. Six supply vessels were sold recently to a party in Norway and new tenders are up-coming. Offshore and Windfarming remain important markets, moving in more remote areas, with sterner physical conditions to cope with. Winterisation of the vessels is one of the points of development and refinement, working in deeper and rougher water another. The extremely low temperatures request for high-tech solutions. Mr Hottentot: “Parties from Iceland and the Faroe Islands start showing interest in our well-studied and tried vessels. The Faroe Islands swiftly develop from a fishing nation into an oil and offshore–driven economy. It is exiting to be part of these developments, also from a R&D point of view”. *Product range* Damen offers a wide range of ships, such as: tugs, workboats, patrol vessels, high speed crafts, dredgers, cargo vessels, PSV’s, oil-spill response vessels, patrol vessels, frigates and even mega yachts. Product design and engineering are carried out in-house and a broad range of standard designs is available. Damen’s product development policy is driven by an extensive R&D programme, customer feedback and (field) experience. The Damen Norway office serves all shipbuilding markets. *(Press Release: Damen)*

MULTRATUG 4 IN DOCK FOR REPAIRS

In week three was seen the 2006 built Malta registered with call sign 9HST8 **Multratug 4** (Imo 9360582) under snowy conditions at dock nr. 4 of the Antwerp Ship Repair Yard. The tug is undergoing repairs on the Portside Voith Schneider propeller. She is owned by Ocean Koper D.O.O. (Multraship – Terneuzen). She is classed Bureau Veritas I  Hull  Mach Tug-Fire fighting ship 1 -water spraying-Oil recovery ship, Unrestricted navigation,  AUT-UMS ,  SYS- NEQ-1. (07468U) She has a grt of 497 tons and a nrt of 149 tons. The length is 34.50 mtrs and the beam is 11.60 mtrs and the draught is 4.10 mtrs. The two Caterpillar 8M25 main engines have a total output of 5,280 kW (7,174 hp) and a speed of 13.5 knots. She is built by Astilleros Armon S.A. – Navia-Asturias; Spain under number 626 for Hidraumar Transportes Maritimos Lda. – Madeira and launched as **Turm**. In December 2006 chartered to Unterweser Reederei AG – Bremen; Germany. In 2007 renamed **Lesum**. In December 2009 chartered to Otto Wulf GmbH & Co KG – Cuxhaven; Germany and renamed **Wulf 7**. In 2011 to Fairplay and renamed **Fairplay 28**. In the same year to Multratug BV, managed by Multraship Towage & Salvage BV – Terneuzen; Netherlands and renamed **Multratug 4**. *(Photo: Hans Bisschop)*



FOR THE FIRST TIME SEEN IN CURACAO



Last week was seen the 1992 built United States of America registered with call sign WDD9331 pusher tug **Thunder** with the container barge **Lightning** at the Curacao Dry-Dock Company on Curacao for Starboard side hull damage repairs. Tug and barge will departed at the end of the week. Normally this kind of tug/barge transports are never seen on the Caribbean Island of Curacao. They are originally sail from Puerto Rico / American Virgin Islands and supplied from Florida. The tug is owned and managed by Foss International Inc. – Seattle; USA. She has agrt of 1,213 tons and is classed American Bureau of Shipping. *(Source & Photo: John Smit)*

Rico / American Virgin Islands and supplied from Florida. The tug is owned and managed by Foss International Inc. – Seattle; USA. She has agrt of 1,213 tons and is classed American Bureau of Shipping. *(Source & Photo: John Smit)*

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BOLUDA FOS CORPORACIÓN STARTS SOMES ACTIVITIES IN HAITI

Boluda Fos Corporación has started the running of the port tug service in Port au Prince, the capital of Haiti. The name of this new company is **Caribbean Harbour Services**, S.A., that takes part of the joint venture sets up by Operateurs Portuaires Reunis, S.A. (United Operators Port, S.A.) an important group of factories of the local naval sector and by Remolcadores y Barcazas del Caribe, SA, factory mainly participated by Boluda Fos Corporación. In front of this new Haitian company will be as manager Mr Stephane Flamber. Caribbean Harbour Services, S.A. provide its services in the Port of Port au Prince with two unites of **2.400 BHP and 38 tons** of Bollard Pull and **2.250 BHP and 30 tons** of Bollard Pull respectively. Boluda Fos Corporación operates with a fleet composed by 72 units who provrice services in 9 countries of the american continent. *(Source: Boluda)*



In front of this new Haitian company will be as manager Mr Stephane Flamber. Caribbean Harbour Services, S.A. provide its services in the Port of Port au Prince with two unites of **2.400 BHP and 38 tons** of Bollard Pull and **2.250 BHP and 30 tons** of Bollard Pull respectively. Boluda Fos Corporación operates with a fleet composed by 72 units who provrice services in 9 countries of the american continent. *(Source: Boluda)*

ACCIDENTS – SALVAGE NEWS

IES, SVITZER FORM ALLIANCE TO PROVIDE MARINE FIREFIGHTING SERVICES IN AMERICAS



Industrial Emergency Services, LLC and SVITZER Salvage Americas announced this week that the companies have entered into an alliance to provide marine firefighting services as part of the continued SVITZER Salvage effort to expand its capabilities throughout North and South America. The contract includes efforts by both companies to implement a dedicated plan for the US / OPA 90 Salvage and Marine Fire Fighting requirements, as well as provide marine

firefighting capability throughout the Americas and eastern Pacific. The plan includes the ongoing development of marine firefighting teams stationed across the US coastal regions with caches of marine firefighting equipment to include fire pumps, foam concentrate and related equipment. “With this alliance SVITZER Salvage will be able to offer our customers a comprehensive salvage and marine firefighting solution not only for the US, but for the entire North and South American region. IES was chosen to support this effort due to their high safety standards, current capabilities and specialized marine firefighting experience” said SVITZER Salvage America’s Manager, Maurice Denis. “The addition of marine firefighting services provides IES additional resources and capability that will continue to enhance IES as a premier solution to industrial and marine firefighting for our customers. In addition, the alliance will provide SVITZER with trained personnel and equipment based in the US to support salvage operations anywhere they are needed” said Tom Henning; IES Vice President; West Coast, Marine and International Operations. For more than 175 years, SVITZER has been at the forefront of providing specialized marine services. With a fleet of some 520 vessels across 40 countries SVITZER offers solutions in the fields of harbor, terminal, and offshore marine services as well as emergency response and salvage operations. SVITZER is part of the A.P. Moller – Maersk Group. IES is a leading provider of in-plant safety staffing, emergency preparedness planning and emergency response, plant turnaround safety support services, safety training, and pipeline safety services. The company provides safety services and emergency response capabilities for physical plant in excess of \$10 billion and for thousands of personnel. IES has been providing its services domestically and abroad over a 13 year history for blue chip industrial customers in the refining, chemical processing, pipeline and terminal, automotive and food processing industries. *(Source: Svitzer)*

TITAN SALVAGE OPENS FACILITY IN AUSTRALIA

Crowley-owned global marine salvage and wreck removal company TITAN Salvage, the firm responsible for the salvage of the Italian cruise liner ‘*Costa Concordia*’, has established a new office and equipment depot in Cairns, Queensland. The move comes “to meet the needs of changing market conditions and increased commercial vessel traffic in and around the Great Barrier Reef,” TITAN said in a statement. “The presence in the Pacific south east enhances the company’s marine

salvage, wreck removal and emergency response capabilities in the region.” The depot will be operated by a newly formed subsidiary, TITAN Maritime (Australia). According to TITAN, the new company has “already performed successful salvage and response efforts in the area, with the recent drifting MV ‘Integrity’ and the sunken ‘Tycoon’. Spanning over 1,800 square metres, TITAN Australia’s new depot houses a wide variety of emergency response equipment, including generators and pumps, hydraulic power packs, diving equipment, floating lines, satellite communications equipment and proprietary TITAN hydraulic chain pullers, each with a 300 tonne pulling capacity. In its new location, the TITAN team will work closely with the Australian Maritime Safety Authority (AMSA) and salvage partner Ian Perrott of Perrott Salvage. Over the last two years, Perrott Salvage and TITAN have worked together to provide emergency response and salvage around the Great Barrier Reef and Australia. “This new location has already demonstrated that it is of high complement to the company’s existing footprint within the United States, United Kingdom and Singapore,” said Lindsay Malen, director business development. *(Source: Titan)*



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TURKISH SHIP ALICAN S SINKS WHILE UNLOADING, 1 DEAD



Turkish Flagged with call sign TCBL3, 89 m coaster **Alican S** (Imo 7117072) sinks while unloading cement at the eastern Black Sea town Çayeli. Two were rescued and one found dead, according to Turkish sea news provider www.denizhaber.com. The small port that is being used by Unye Cement Factory which is located in Limankoy and Unye 89 meters long and 11 meters wide ship, suddenly listed on her starboard side while unloading bulk cement, at around 11.00 AM. After the incident, rescue teams and ambulances were arrived to the scene. Two people on the boat were rescued after work started for the rescue of survivors. One of the sailors radio officer Tarik Yilmaz, 33 years old, which reported sleeping while at the time of incident, is found dead later by the divers. *(Source: Sea News; Photo: Denizhabe)*

FREIGHTER SEA BLUE BEACHED OFF SHARJAH AND SAID TO BE DISMANTLED

The 1974 North Korean registered general cargo vessel **Sea Blue** (Imo 7358638) ran aground morning Jan 15 13 off Sharjah, shortly after leaving Dubai, in rough weather, after the engine failed. Vessel was en route from Dubai to a number of East Africa ports. 11 crew reportedly remains on board. Local media say vessel is to be scrapped on the site, because damages are too serious to



refloat her, though judging from photo of site and the vessel, , and the fact, that the crew remains on board, there is nothing extraordinary, and vessel may be refloated. The vessel is managed by Al Sadiq Ship Management LLV – Sharjah; UAE. *(Source: Maritime Bulletin; Photo: The Nation)*

OFFSHORE NEWS

MICLYN EXPRESS OFFSHORE ANNOUNCES FLEET EXPANSION



Miclyn Express Offshore announced that it's Thai Joint Venture, Uniwise Offshore, has placed an order for **two 90tn bollard pull AHTS**. The vessels will be constructed over an 18 month period in an external shipyard on attractive payment terms. The vessels are targeted for long term deployment with customers in Thailand who have extensive and growing offshore drilling programs. In line with its fleet renewal strategy, MEO has also entered into an agreement to acquire two additional new Crew/Utility

Vessels from an external shipyard. The Company now has seven Crew/Utility Vessels on order. The two recently acquired vessels will be delivered in January 2013 and are targeted for South East Asian operations. Three will be injected into Uniwise Offshore, MEO's Thai Joint Venture, in March 2013 as part of the Chevron fleet plan announced on 10 May 2012. A further two will be delivered in the first quarter of Financial Year 2014 as announced on 18 October 2012. These purchases replace the 6 vessels recently sold and come into a strong market where the Company is seeing excellent returns and long contract awards. MIO has also purchased a "**Shoalbuster**" for its Australian operations. The vessel was previously operated and bareboat chartered by Samson Express Offshore ("Samson"), MIO's Australian subsidiary, contributing to the Company's Third Party Vessel segment. It was acquired from a liquidator and is currently servicing a long term contract awarded to Samson for operations in Hay Point on the East Coast of Australia. This vessel compliments Samson's traditional near shore fleet and will achieve an attractive payback period. The Company had previously announced that the **Sovereign 1** and **Sovereign 2**, internally constructed AHTS vessels, would be delivered in second quarter of Financial Year 2013. Unfortunately due to technical reasons the

Company have missed this delivery target. **Sovereign 1** was mobilised to Malaysia in January 2013 for a short term contract and MIO is hopeful of securing a long term follow on contract. Completion of **Sovereign 2** has been delayed until the end of January and a number of long term contract opportunities are currently being pursued. MIO has furthermore recently secured a number of significant contract wins. The **Miclyn Enterprise** was awarded a 2 year extension by a core customer in Thailand. MIO's 70% owned business, Express Offshore Solutions, was recently awarded two contracts to transport large quantities of line pipe for projects in the Middle East and Singapore. The **Miclyn Victory** was awarded a 1-year contract and will be used in a towing capacity for material transportation from South East Asia to North West Australia. Two of MIO's recently acquired Crew/Utility Vessels secured 5-year contracts with a national oil company in Malaysia. The aggregate value of these contract awards is approximately US\$35 million. *(Source: MIO)*

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DEEP SEA SUPPLY SECURES AHTS CONTRACT IN THAILAND

Deep Sea Supply announced that the company has been awarded a 3 year contract for the AHTS vessel “**Sea Badger**” for operations in Thailand. The vessel has commenced operation. Furthermore, the AHTS vessels “**Sea Tiger**” and “**Sea Bear**” have been awarded 120 days firm contracts with 60 days options with an international oil company for operations in Brazil. Both vessels have been operating in North Sea spot market and will mobilize to Brazil in late January. The vessel will commence their contracts in Brazil on 1 March. The total value (net after local taxes) of the firm period of contracts is approx USD 19.3 mill. *(Source: Deep Sea Supply)*



PETRA BUYS ITS FIRST AHTS VESSEL

Malaysia's Petra Energy has bought out KAS Ship Management for RM3m. Four-year-old KAS was owned by four parties, namely Shorefield Offshore Services, Ahmadi Bin Yusoff, Hatitz Bin Khalid and Kamarul Baharin Bin Albakri. KAS is principally engaged in the provision of marine support services for the oil and gas industry. It has a wholly-owned subsidiary, KAS Marine, incorporated in the Federal Territory of Labuan engaged in the provision of offshore support vessel leasing. KAS Marine's principal asset is KAS Marine 1, a vessel built in China in the year 2008. **KAS Marine 1** is an anchor handling tug supply vessel and is Petra Energy's first such ship. It “may in the future be

used to support any upstream oil and gas activities including the small field risk service contract for the development and production of petroleum from the Kapal, Banang and Meranti cluster of small fields in offshore Terengganu, Malaysia,” Petra said in a release. “With the prospects of the oil and gas industry being positive with increases in capital expenditure of oil and gas companies, KAS is expected to benefit positively from its existing time charter contract with InOilCo with two renewal options of two years each as a continuous source of revenue,” Petra maintained. *(Source: MIO)*

DEEP SEA SUPPLY IN JOINT VENTURE WITH BTG



Deep Sea Supply is forming a joint venture (JV) with BTG Pactual Oil & Gas in Brazil. The JV will acquire 15 vessels from Deep Sea Supply: AHTS “[Sea Tiger](#)”, AHTS “[Sea Panther](#)”, AHTS “[Sea Leopard](#)”, AHTS “[Sea Cheetah](#)”, AHTS “[Sea Jaguar](#)”, AHTS “[Sea Fox](#)”, AHTS “[Sea Jackal](#)”, AHTS “[Sea Vixen](#)”, AHTS “[Sea Stoat](#)”, PSV “[Sea Halibut](#)”, PSV “[Sea Pike](#)”, PSV “[Sea Bass](#)”, PSV “[Sea Turbot](#)”, PSV “[Sea Pollock](#)” and PSV “[Sea Brasil](#)”.

The total cost for the vessels is reportedly about USD 578 mill. In addition, the JV will acquire 6 of the 4,700 DWT Ulstein PX 105 PSVs currently under construction at Sinopacific. The cost for the newbuilding is USD 274 mill, corresponding to approx. USD 46 mill per vessel. *(Source: FOSAS newsletter-via Jan Plug; Photo: Jan Plug)*

BOURBON EXPANDS ITS FLEET OF PERSONNEL TRANSPORT VESSELS

Delivered in October 2012, the [Bourbon Sirocco](#) is currently operating in Angola. The [Bourbon Shamal](#), her first sistership, will soon be delivered. Designed by Piriou Ingénierie and Mauric Design, and built by the Piriou SEAS shipyard in Vietnam, this brand new series relies on the solid experience both companies have and on their long-term partnership with BOURBON, which in 2004 resulted in the very first FSIV (Fast Support Intervention Vessels) series in the BOURBON fleet. BOURBON currently has a fleet of 30 FSIVs, rapid



assistance vessels that can simultaneously carry urgent supplies and intervention teams. Built in series and equipped with a class 2 dynamic positioning system (DP2), the [Bourbon Sirocco](#) and the [Bourbon Shamal](#) are entirely in line with BOURBON’s fleet strategy. With their characteristic straight bow, improving personnel comfort, these versatile vessels are designed to meet the needs of both the personnel transport market and offshore installation support. They offer exceptional maneuverability and increased operational safety thanks to their DP2 system. Their crews, meeting the BOURBON high standard of competence, are composed of 10 complementary members

including a second for each crucial position: one captain and his first mate, one DP officer and his Junior DP Officer, one chief engineer and his second engineer, as well as 4 experienced seafarers. Light and versatile, the **Bourbon Sirocco** and the **Bourbon Shamal** also offer: ■A cabin that can accommodate 60 personnel members, equipped with quality seats, air conditioning and soundproofed for optimal comfort; ■A latest-generation design combined with a light, aluminum hull enabling fuel savings and increased speed; ■A waterjet propulsion system, with a maximum speed of 30 knots; ■Over 240m² in deck cargo space. The **Bourbon Sirocco** is already at work in the waters off Angola. Throughout its contract in the region, the vessel can count on: ■local support from Sonasurf, BOURBON's Angolan joint venture; ■the Group's maintenance network, via BOURBON Repair Centers. "The **Bourbon Sirocco**, as well as her sister ships, will take full advantage of the strategy implemented by BOURBON in its quest for operational excellence, that is to say anticipating market needs and offering its clients a fleet of modern, reliable, efficient vessels built in series," concludes Rodolphe Bouchet, BOURBON's Vice President for Business Management-Marine Services. *(Source: Bourbon)*

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ISLAND OFFSHORE SECURES FIVE-YEAR CONTRACT FOR MV ISLAND CHIEFTAIN



The **Island Chieftain** has again proven the UT 776 design by being awarded a five-year contract with BP Norge AS (BPN). The MV **Island Chieftain** has been a part of BPN's pool since February 2010. Commencement of the contract will be in Q3 2013 in direct continuation of present contract. "We thank BPN for their award and we are confident that the vessels and her experienced crew will contribute with a safe and efficient operation," the company said in a press release. *(Source: Island Offshore)*

TALISMAN HIRES ISLAND CHALLENGER PSV

Island Offshore, a Norwegian owner of offshore support vessels, announced that it has secured a

contract for its platform supply vessel, the MV **Island Challenger**. **Island Challenger** will complete her present charter with Statoil Petroleum AS in September 2013, where she has been a part of Statoil's PSV pool since she delivered from the yard in 2007. MV **Island Challenger** has been entrusted with a 5 years firm charter by Talisman Energy Norge AS. The contract will commence in November 2013 after a short upgrade of the vessel in direct continuation of the present charter. "This will be the first term contract between Island Offshore and Talisman, and we look forward the cooperation with Talisman. We are confident that the vessel and her experienced crew will contribute in a safe and efficient operation," said Island Offshore in a statement. *(Source: Island Offshore)*



SUPPLIER RAN ONTO ROCK AND SANK



On Jan 17, 2013, the "**Penrith**" which was being used for an offshore oil and gas project in Burma, sank off Taninthayi Region's Dawei district near Mawgyi Village in Yephyu Township after hitting a rock. It had run into a massive rock while conducting pipelining services for the Zawtika natural gas project. The 42-member crew was rescued by two motorboats. The Hallin Marine Subsea International Ltd. declined to give further details. The vessel just had started a four-month project last month. Concerns were rising about pollution in the area. The Zawtika gas field is located in the Gulf of Martaban, about 300 km south of Yangon and 290km west of Dawei. Its depth ranges between 135 m and 160 m. *(Source: Vesseltracker; Image: Maritime Bulletin)*

TERASEA FALCON ON TRACK FOR MARCH DELIVERY

The **Terasea Falcon** is currently alongside Japan Marine United's East Quay and the outfitting of the vessel is making good progress for delivery in March 2013. The **Terasea Falcon** is the first of a series of 4 units of 200 tonne bollard pull tugs built by Japan Marine United shipyard for TeraSea Pte Ltd. The TeraSea logo has been painted onto the ship's funnel and FRC and workboat installed. The wooden deck of the **Terasea Falcon** is now



in place. One of the next items to be installed will be the VSAT and Fleet Broadband 500 satellite communication system. All four of TeraSea's Raptor class tugs will be outfitted with Fukushima electro-hydraulic double drum waterfall winches with a pull capacity of 350 tonnes and brake holding capacity of 450 tonnes. *(Source: TeraSea ©)*

PETROBRAS TO DOUBLE SHIPS AT RIO BY 2015, OPERATOR SAYS



Triunfo Logistica Ltda, a terminal operator in the Rio de Janeiro port, said it's preparing to double the number of ships the company handles for Petroleo Brasileiro SA (PETR4) over the next two years. Triunfo has two contracts for a total of 350 to 370 vessels a month for Petrobras, as the country's state-run oil producer is known, and is seeking to cut the time each ship is docked as a way to avoid spending on infrastructure to receive more ships, Chief Executive Officer

Rogério Caffaro said in an interview at the company's port offices. The surge in demand will come as Petrobras seeks to ramp up production over the next seven years of so-called pre-salt reserves under the Atlantic Ocean seabed. Support vessels for both Petrobras's pre-production and productive fields will account for Triunfo's higher work flow. Petrobras is working with Triunfo to slash times, which are currently at 15 hours per ship, less than the 17 hours stipulated by contract," Caffaro said. Ships handled by Rio de Janeiro-based Triunfo for Petrobras are mainly Platform Supply Vessels, Anchor Handling Tug Supply Vessels and Research Vessels. The two Petrobras contracts account for 40 to 50 percent of closely-held Triunfo's 200 million reais of annual sales, Caffaro said. The company also operates with containers and steel shipments, and has maintenance contracts for Floating Production, Storage and Offloading vessels with third parties. Tug-boat operator **Wilson Sons Ltd** (WSON11) and vessel suppliers and operators **Tidewater Inc.** (TDW) and **Hornbeck Offshore Services Inc.** (HOS) are among companies that operate in the Brazilian off-shore oil industry. Petrobras accounted for 93.9 percent of Brazilian oil production in November, the latest data published by the oil regulator show. Petrobras's press office didn't immediately answer questions sent by e-mail on the company's port handling plans. *(Source: Bloomberg)*

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'SEVEN VIKING' READY FOR NAMING CEREMONY IN STAVANGER

State-of-the-art IMR (Inspection, Maintenance and Repair) vessel of SX148 design 'Seven Viking' was delivered from Ulstein Verft to Eidesvik Seven today, 23 January 2013. The vessel will now head for Stavanger, where she will be named on Wednesday 30 January, before starting operations for Statoil in the North Sea. 'Seven Viking' is vessel number forty with the well-known X-BOW® hull line design from ULSTEIN. *(Source: Ulstein)*



YARD NEWS

BMT DESIGNS CREWBOATS FOR NIGERIAN OFFSHORE OPERATIONS



BMT Nigel Gee, a subsidiary of BMT Group, has won a design contract with Penguin Shipyard International, a wholly owned subsidiary of Singapore-based crewboat builder and operator, Penguin International Limited, for the design of two 25-metre monohull Fast Crew Boats. Penguin is building the two BV classed, 70-passenger Fast Crew Boats for ARCO Marine and Oilfield Services for deployment in Nigeria's offshore oil and gas industry. Delivery of the vessels is

expected in the fourth quarter of 2013. ARCO Marine had presented a challenging requirement for a fast crew transfer vessel that offers high fuel efficiency, along with maximum reliability and availability. An additional challenge was posed by the design of the hull, which had to be specifically configured to match the existing infrastructure of the oil field. BMT worked closely with Penguin throughout the tender process to develop a cost-effective design that fully matched ARCO Marine's exacting requirements. The result is a highly flexible and economical design that will enable ARCO Marine to further expand their range of services, in support of Nigeria's burgeoning offshore sector. The 25m Fast Crew Boat has a four-engine (MAN D2842LE405), four-waterjet (Rolls Royce A40A3) configuration, in order to provide the maximum operational flexibility and optimum fuel efficiency at a range of speeds. The four-engine configuration also provides an element of redundancy, enabling the vessel to safely complete its role with any one propulsion train down for maintenance or repair. Each vessel has accommodation for four crew members with an endurance of four days, a range of over 600 nautical miles and a maximum speed in excess of 30 knots. Above the deck, the design incorporates a wheelhouse that has good all-round visibility for maximum safety in the oilfield and a fire monitor on the upper deck superstructure. Each vessel can also carry up to four tonnes of deck cargo. *(Source: BMT)*

VROON ORDERS NEW SUBSEA-SUPPORT VESSEL

Vroon is pleased to announce the order of a newbuilding subsea-support vessel (SSV) at Fujian Southeast Shipyard in China, with an option in place for a second vessel. The vessel follows the two SSVs built at the Shipyard in 2012 for Vroon Offshore Services (**VOS Shine** and **VOS Sweet**). The new vessel, to be named **VOS Sugar**, is a modern SSV with retractable thruster and super-silent tunnel thruster, providing a high standard of comfort for both passengers and crew. She is scheduled for delivery in early 2015 and will be operated by Vroon Offshore Services B.V. in Den Helder.

Vessel particulars (not guaranteed): Length o.a. - 68 m; Beam - 14.95 m; Special Class Notations (ABS). Greenpassport, Enviro, SPS, MLC 2006, DP Class, Class 2, ABS. Accommodation Total of 50. (Source: Vroon)



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DAMEN GALATI SPLASHES NEW PSV FOR 'WORLD WIDE SUPPLY' COMPANY



transportation of different cargo (fuel, drinking water, salt brine, cement, barite, drilling mud, drilling pipes, etc.) and crews to and from the North Sea offshore drilling rigs and production

Damen Shipyards Galați on January 18, 2013, launched the “**World Diamond**” Platform Supply Vessel. This vessel is part of a contract for 6 fully equipped PSV-s which have been ordered to Damen Group by the Norwegian owners from “World Wide Supply” company. The vessel is built in cooperation with Damen Shipyards Gorinchem – The Netherlands which provides engineering and main equipment, the vessel being built and completed in Galați. The ship will be used for

platforms. The vessel can also carry on deck conventional containers for diverse cargo. The vessel is equipped with two Schottel azimuth propellers and will operate as a “dynamic positioning DP2” vessel when carrying out loading / unloading operations around offshore drilling rigs or production platforms. *(Source: Damen)*

ZPMC STARTS CONSTRUCTION OF TWO OFFSHORE SUPPLY TUGS

The fabrication of two multifunction offshore supply vessels fabricated by ZPMC for East Sunrise (Group) Co., Ltd. was launched, on January 4th, with a total building cost of 497 million yuan (approx \$79.9 mln). With a power of 9,000kW, the vessels are anchor-handling supply tugs. With a wide range of functions and high value added, they can provide all-round services for ship operations in offshore oil exploration, development and production, including anchor-handling operations in various water depths. Under the contract, the two vessels were scheduled to be delivered within 11 months and 14 months respectively. Now the project team is making arrangements for the simultaneous fabrication completion of the two vessels to deliver them as soon as possible, laying a solid foundation for follow-up orders. *(Source: ZPMC)*

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

- [Engineers in Motion](#)
- [Atlas Services Group MLC certified](#)
- [Damen Shipyards Norway delivers Stan Tug 1004](#)
- [Bureau Veritas Certification France unveils guide on offshore wind-farm projects](#)
- [Where have they all gone?](#)
- [Organizational restructuring of Viking Supply Ships](#)
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