



## TUGS & TOWING NEWS

### AYTEN CEBI TUG COMPLETES SEA TRIALS



In February the 23m Macduff designed tug named '**Ayten Cebi**' recently completed its sea trials. Built by Torgem in Tuzla, Turkey the vessel ran successful trials, with a free running speed of 11.7 knots and average bollard pull of 35 tonnes the vessel has surpassed her contract conditions. The vessel comes as a result of close co-operation between designer and builder. The tug utilizes the Mampaey DOT towing system adding safety, controllability and, above all, flexibility to the performance of tugs enabling them

to rotate in all directions in a safe and controlled manner irrespective of the heading of the assisted vessel. In June 2012, Macduff secured it's largest single contract for a total of ten vessels comprising five new designs. The order has been placed by Torgem in Turkey who are building the vessels for Saudi Arabia. *Particulars of the 23.00m DOT Tug:* Length 23.00m; Breadth 8.00m; Depth 4.00m; Main Engines 2 x 1000hp @ 1600rpm; Propeller 2 x 1800mm in nozzle; Bollard Pull 26 Tonnes. *(Source: Macduff)*

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### EMMA MAERSK TO BE TOWED TO EUROPE

The leaks on board Emma Maersk have been sealed, and she was leaving the Suez Canal Container

Terminal last Sunday 17<sup>th</sup> February to be towed by the **Fairmount Alpine** to a European port for repairs. Maersk Line is able to reorganise its fleet without chartering replacement tonnage. According to Captain Marius Gardastovu, there was never any real danger or panic at any point. “Of course it is a shocking experience when you look back and consider what could have happened”, captain Marius Gardastovu says. “But given the



circumstances, everything was handled as well as possible because of a close-knit crew who knew exactly what to do”. *(Source: Maersk Line)*

### *FAIRPLAY 30 TOWED NILEDUTCH CAPE TOWN INTO CAPE TOWN*



On Thursday 14<sup>th</sup> February the 2008 built German registered with call sign DFPR2 tug **Fairplay 30** (Imo 9416563) brought the cargo vessel Niledutch Cape Town (Imo 9158513) into the South African port of Cape Town. The disabled vessel caught fire in engine room on the anchorage off Luanda, Angola on January 5<sup>th</sup>, 2013. The blaze was extinguished by the crew and subsequently towed to berth for cargo discharge. Hereafter the **Fairplay 30** was contracted to tow the vessel to

Cape Town, South Africa for permanent repairs. The tug is owned and managed by Fairplay Borchard – Hamburg; Germany. *(Photo: Aad Noorland)*

### *NARAMATA A REAL WORK HORSE*

She served the Okanagan for over 50 years and is now one of the last surviving steam tugboats (not in service) in British Columbia (along with the SS Master in Vancouver). The SS **Naramata**, one of the hardest day-to-day workers of her time, now sits on the shores of Okanagan Lake in Penticton with the S.S. Sicamous Restoration Society, who over the last several years have been slowly restoring this beauty of a ship. This vessel is an exceptional piece of BC’s maritime history. The Ontario shipbuilder, Western Dry Dock and Ship Building Corp., prefabricated the steel hull, engines and the boiler. Once the pieces were completed they were then shipped, by rail, to the Okanagan of British Columbia and the owners, the Canadian Pacific Railway. Once her parts arrived at Okanagan Landing, at the CPR rail station, she was completed. The **Naramata** was launched on the lake in April of 1914 where she remained the most modern tug until 1947. She served the communities surrounding Okanagan Lake until 1967 when she was decommissioned. The SS

**Naramata** was, in her time, one of the largest tugs working in BC. She measured just fewer than 30 metres long and had a breadth measurement of just over 6 metres and had an approximate weight of 74 tons. The engines provided up to 150 hp with an average towing speed of approximately 11 km per hour. Though she had a capacity to hold up to 20 passengers, the **Naramata** was almost solely used in the CPR's barge service, as she remained one of the most reliable



vessels in service. One of the main jobs the **Naramata** was involved in was moving a barge loaded with the local fruits from the many packing houses along the lake to the railway at Okanagan Landing. Speed and quality of service were an important factor that the **Naramata** never failed at. She consistently did her job by pushing two barges tied to her bow forming a v shape. With this positioning the **Naramata** effectively moved the barges across the water. The work of the tugboat is easily considered very unspectacular, but in truth it is an essential worker in BC waters. At the time of her service, the SS **Naramata** was a definite asset to the communities of the Okanagan. She provided the vital connection between the orchard communities of the BC Interior and the rest of the province with her help in moving the local produce to the railway lines. This link proved invaluable until more modern vehicles were introduced and agriculture industries changed the ways of the industry. She most recently found her home with the SS Sicamous Restoration Society and in 1991 was towed to sit beside the SS Sicamous, a famous steamship that travelled across the Okanagan Lake as well. She was cleaned and sat waiting for restoration. In 1993 she was she was dry-docked and had her hull reinforced as years of wear from sulphur and coal made her very thin. In the spring of 2003, her unstable deck railing was repaired and summer 2003 saw her open to the public for viewing. *(Story by K.E. Heaton: Photo: Robert Etchell)*

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View the youtube film of the Alphabridge for tugboats on <http://www.youtube.com/watch?v=hQj6hFDcHW4&feature=plcp>

## MAVERICK WITHOUT A NAME

One of the readers has spotted on the Northern Dutch Island Texel an oldie. The tug was built in 1930 by Scheepswerf De Hoop – Hardinxveld-Giessendam; Netherlands under number 240 for H.C. van Gelderen – Gorinchem; Netherlands as **Egbertha**. In 1961 she was re-engined with a 6cyl Stork-Ricardo diesel engine (nr.8377) type RHO213K, 435bhp-316kW @600rpm. On the 18<sup>th</sup> April 1985 sold to H.A. Blokland – Gorinchem; Netherlands and renamed **Gamma**. On the 29<sup>th</sup> June 1990 sold



to H. Bonsink – Zwartsluis; Netherlands and renamed **Catharina** On the 10<sup>th</sup> July 1995 sold to P.A.M. Van Bussel – Spijkenisse; Netherlands. On the 18<sup>th</sup> February 2001 sold to D.W. Stuip – Oostvoorne; Netherlands. On the 12<sup>th</sup> February 2009 sold to C.W. Meijne Jr. – Bovenkarspel; Netherlands and renamed **Maverick** later sold to Ronald Poog – Hippolytushoef; Netherlands. The tug however was taken by the curator after Ronald could no longer managed his

financial obligations and sold to a new owner. The tug has a displacement of 14,20 tons and a grt of 93 tons. She has a length of 19.01 mtrs a beam of 4.55 mtrs and a draft of 1.96 mtrs. (Photo: *Leen van der Meijden*)

## INTERNATIONAL TUG & OSV ANNUAL REVIEW 2012

This annual “event” features detailed reviews and general arrangement drawings of **38 tugs** and **offshore service vessels** of all shapes and sizes from all over the world. It provides the best global overview of the current state of this booming and fast changing sector of the market. Published by the well-known and respected ABR Company, which also publishes the International Tug magazine and organises the Tug & OSV conferences, the Review benefits from that company’s close ties with the market and the passion for tugs of its proprietor Allan Brunton-Reed. So if you want to learn about the latest developments in tugs and OSVs large and small and of every colour and kind, this is the place to start. Ordering information: The ABR Company; Bradford on Avon, UK; Web: [www.tugandosv.com](http://www.tugandosv.com)



## SINGAPORE SOLD AND RENAMED IN GLOBAL SUCCES 1



One final picture of the crew of the tug '**Singapore**' in Galveston, TX, USA on 15<sup>th</sup> February that the last remaining Dutch crew of Svitzer Ocean Towage are about to travel back home. On the picture more or less in the middle of the group, (left to right): leaving C/O Jacco Houmes, joining Captain

Joeson Sumilang, leaving C/E Maarten Mast, Maintenance Engineer Leen Langstraat and Captain

Kees Pronk. From now on the vessel is in the hands of the new owner and managers (GMS/Tsavliris respectively) under the new name: **'Global Succes 1'** An end of a chapter of ocean towage has been reached, initially at Smit International, then SmitWijs and the last six years at Svitzer Ocean Towage Too much to tell about all the operations the vessel has been involved with. But one memorable moment has to be mentioned: the assistance during the recovery of the wreck of the ill-fated Russian submarine **'Kursk'** in 2001. With Capt Piet Sinke in charge of the marine operations, Leen Langstraat as barge engineer on the barge **'Giant 4'**, Captain Kees Pronk as captain and undersigned as chief engineer on board the then named **'Smitwijs Singapore'** On behalf of Svitzer Ocean Towage I wish the new crew many miles to sail and Godspeed. Ernest Timmerman - Technical Manager.

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### *TEEKAY BOOSTS TOWAGE OPERATIONS IN PORT HEDLAND*

Teekay Shipping Australia has chartered three more high powered Rotor®Tugs from KOTUG International to boost maritime services for the mining industry in Western Australia's North-West region. Teekay Shipping Australia has boosted towage operations in the Port of Port Hedland in Western Australia, chartering three more 80+ bollard pull tonne Rotor®Tugs on behalf of BHPB Billiton Minerals. The **'RT Rotation'**, **'RT Sensation'** and **'RT Inspiration'**, supplied under contract from KOTUG International, will join three



powerful Rotor®Tugs already operating in the Port. Teekay Shipping currently provides crewing and technical management services to BHPB, which now boasts a fleet of 14 tugs in what the mining sector regards as Australia's busiest port. Managing Director of Teekay Shipping Australia, David Parmeter, said the new charter was a great vote of confidence in Teekay's operations. "It demonstrates our ability to work with BHPB Minerals to ensure the Port's towage operations safely and effectively meet current and projected demand," Mr Parmeter said. The Port Hedland Port Authority is forecasting an increase in throughput results from 247 million tonnes per annum (mtpa) in 2012, to nearly 500 mtpa by 2017. Teekay and KOTUG's close working relationship, particularly in Port Hedland, has been further solidified by the establishment of joint venture

company KT Maritime Services Australia, created in July 2012. Mr Parmeter said the partnership was "an opportunity to combine the mutually beneficial strengths within Teekay and KOTUG." "On one hand Teekay is a proven Australian operator of tankers, bulk carriers, FPSOs, FSOs, tugs and a diverse range of specialised vessels for both commercial and government applications. "Conversely, KOTUG is a world leader in the tug boat industry and has been consistently recognised and awarded by its peers over the past 25 years. It is widely regarded by the international maritime community as a world class, highly innovative marine towage service provider," he said. Currently, KT Maritime is actively engaged in working with owners and proponents on a number of Australia's key resource projects. KOTUG currently owns over 40 tugs located in Australia, the Netherlands, Germany and Africa. Teekay operates a total of 16 tugs in Australia, located in Port Hedland and Hay Point (Queensland). (*Press Release*)

### EMERGENCY TUG DEAL WELCOMED



Northern Isles MP Alistair Carmichael has welcomed news that an agreement between the UK Government and the oil industry will allow HM Coastguard to call on specially-adapted tugs to support the Coastguard-funded tug in the event that it is needed. The deal, the first of its kind, will allow BP's **Grampian Frontier** tugs to be released from their day – to – day operations if an emergency arises and her help is required. BP has also announced a £160,000 upgrade to their fleet of Caledonian regional support vessels as part of the announcement.

Commenting, Mr Carmichael said: "This agreement has been a long time coming but it is all the more welcome for that. I am delighted that BP has put up the money and has agreed to make their tug available should it be needed." "Credit should be given to Secretary of State for Scotland Mike Moore and Secretary of State for Transport Patrick MacLoughlin, who have brokered this deal. "Obviously we shall still have the **Herakles** stationed in Kirkwall but as it is covering not just the Northern Isles but also the Western Isles having this back-up to call on is most welcome. "This agreement shows what can be achieved when government and the private sector work together. I hope that other oil companies operating to the north and west of Scotland will follow the lead given by BP and see what contribution they can make. (*Source: The Orcadian; Photo: North Star Shipping*)

### KOOTENAY - COMPACT AND AGILE

**Kootenay**, an extremely powerful, agile and innovative 'compact' ASD tug of only 19.6m in length has entered service in British Columbia. This is the second brand new tug to be purpose designed and built for the relatively new company Samson Tugs based at Delta on the Fraser River, a few miles from Vancouver. The first tug, **Shuswap**, was completed in the fourth quarter of 2011 and has proved to be highly successful (MJ October 2011). **Kootenay** is a slightly larger vessel but considerably more powerful. Both vessels were built to designs by local naval architect AG McIlwain and intended specifically for operation operation in the confined waters of the Fraser River and elsewhere in the locality. The names were chosen as a tribute to the local tugboat industry and very early vessels

bearing the same names. **Kootenay** was constructed by ABD Shipyards on the shores of North Vancouver and launched on the 10th of December 2012. The honour of sponsoring and christening the new tug, in the presence of industry representatives, went to Bonnie Gee, Vice President of the Chamber of Shipping of British Columbia. The tug measures 19.6m in length overall with a massive beam of 9.8m. The single chine hull



incorporates bevelled chines and a tubular docking skag to give the vessel a rapid rate of turn and great stability. In keeping with many McIlwain designed ASD tugs, **Kootenay** has a high raised foredeck and in plan-view the bow has a wide radius and is heavily fendered to spread the load during push-pull shiphandling operations. The fendering extends aft to surround the entire vessel, and comprises mainly, tubular, loop and laminate rubber from Schuyler Rubber. A pair of MTU 16V4000 diesels, rated at 2500bhp each, supply the power to drive two fully azimuthing HRP 7111WM propulsion units fitted with fixed pitch propellers. The result is a bollard pull of 60 tonnes and incredible manoeuvrability. A Markey DYS-42, single drum, towing winch dominates the foredeck and is mounted just a few metres forward of the tugmasters control position. The winch is equipped with full 'render and recover' capability, enabling line tension and towline length to be monitored and controlled. The deck layout has been kept as free of obstructions as possible and the configuration is typical of a McIlwain tug of its size and traceable through several generations of small, rugged ASD designs built for local operators. Samson Managing Director Gordon Yahn described the performance of Kootenay to Maritime Journal. "She is a remarkable tug! With 5000 horsepower packed into a 20m hull she is strong, agile and perfect for working in the fast waters of the FraserRiver. During peak freshet in the spring time, currents can reach up to 6 knots which requires plenty of muscle from the tugs when turning ships. The berths themselves do not leave much sea room for the ship and her tugs - so the FraserRiver tug must be compact. Samson and McIlwain have had several enquiries from tug operators around the world interested in this powerful, innovative design." (*Source: Maritime Journal; Photo: Mercator Media*)

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## MOVES TO BOLSTER TUG COVER ATTACKED

Coastal communities in the west of Scotland have branded as unfair moves to bolster emergency tug cover around the northern isles but nowhere else. While Orkney and Shetland will have two emergency tugs in the event of a pollution crisis, none will be stationed on the west. The Western Isles Council says it is nonsensical and is putting lives and the environment at risk. Two tugs, or Emergency Towing Vessels (ETVs), were introduced on the recommendation of Lord Donaldson's report into that incident. One was based in Lewis and one in Shetland. But the Government moved to end the publicly funded contracts by the end of 2011, before agreeing an extension until last March. Then, in June, ministers agreed to reintroduce a single Government-funded ETV until at least 2015 to be based primarily in Orkney. The Government had also been trying to agree a deal with UK Oil and Gas to provide a vessel since 2011, which it achieved yesterday. It allows HM Coastguard to call on a BP-chartered vessel to provide support in the event of an incident. But confirmation that the tug would still be stationed in and around Kirkwall on Orkney, inflamed opinion on the west. *(Source: The Herald Scotland)*

## TUG NELSON II MISSING IN SOUTH CHINA SEA



The 2011 Singaporean registered with call sign 9V8598 tug **Nelson II** (Imo 9596442) is reported missing in South China sea since Feb 14, 2013, last known position 22 05.104N 114 50.434E, off Hong Kong. The tug was en route from Shanghai to Singapore. She is owned and managed by MEP Systems Pte. Ltd. – Singapore. The tug is built by Zhuhai Chenlong Shipyard Co. Ltd. – Zhuhai Guangdong; China under number S1-017-MEP0702. The two Anging CSSC Diesel engines delivers a total output of 3,236 kW (4,396 hp) and a

speed of 12 knots. She has a length of 36.00 mtrs a beam of 10.80 mtrs and a draught of 4.00 mtrs and grt of 479 ton. She is classed Bureau Veritas I ❖ Hull ❖ Mach Unrestricted Navigation ❖ Mach nr. 15217S. *(Source: Maritime Bulletin; Photo: MEP)*

## TUG MALTA LAUNCHES NEW WEBSITE

Tug Malta, a provider of harbour towage and other marine-related services, has launched a new website [www.tugmalta.com](http://www.tugmalta.com). Developed by Icon, the new site is intended to align the company's branding and image with its mission to offer a broader spectrum of services encompassing not only harbour towage services within the ports and territorial waters of Malta, but also other service offerings to current and prospective users. The website is aimed to better drive Tug Malta's strategy





implementation to position the company further and faster as a worthy offshore towage operator in the central Mediterranean, with the oil and gas industry particularly in mind. It features an extensive gallery of photos by Daniel Cilia, which provide scenic shots and imagery of the company's operations, men at work and tugboats in action. *(Source: Times of Malta; Photo: Tug Malta)*

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## SAN DIEGO TUGBOAT FLEET CONVERTS TO SHORE POWER



Pacific Tugboat Service, a member of the Port of San Diego's Green Business Network, has converted its fleet of 20 vessels. Shore power, also known as cold ironing, is the process of switching from a ship's onboard diesel power supply to shore-based electrical power while the ship is at the dock. This process reduces polluting air emissions and noise levels from idling engines. "I think the Green Business Network taught us is that we're not just a small business trying to make a living on the Bay, but we're a neighbor,"

said Pacific Tugboat Service Vice President Stephen Frailey. "We have a park near us, we have a neighborhood near us. Our contribution back to that neighborhood is to try to improve the environment." The conversion was part of a \$3 million overall upgrade the company's facility at the Crosby Street Pier, located at the Port's Tenth Avenue Marine Terminal. About \$500,000 went to installing charging stations and retrofitting vessels so they could plug in. The project was made possible by San Diego Gas & Electric (SDG&E), which helped upgrade power to the charging stations, and a funding grant from the County of San Diego's Air Pollution Control District. Frailey said the immediate benefits are air quality and noise pollution, since the engines are shut off. The company's vessel fleet now includes more than 20 tugs that divide time between the San Diego headquarters and offices in the Long Beach-Los Angeles area. Pacific Tugboat Services has several large contracts, including jobs with the Navy, pile driving, and crane services for both land and sea. As part of its role as an environmental steward, the Port of San Diego established the Green Business Network. It's made up of 67 tenants businesses, including Pacific Tugboat Services, working to reduce energy consumption, water use, waste, and prevent pollution. The Port of San Diego also utilizes shore power at its B Street Cruise Ship Terminal and the Port Pavilion on Broadway Pier. *(Source: MarineLink; Photo: Pacific Tugboat Service)*

## TYFOON SPOTTED

The 1958 built Rhine tug/pusher **Tyfoon** was seen last week on the Rotterdam Waterway. She was built by Werf Voorwaarts – Theun van den Beldt – West Grafdijk under number 386 for N.V. Scheepvaart Maatschappij Rijn & Maas – Maasbracht and named **Riny**. On 13<sup>th</sup> January 1959 sold to M.P.A.M. Leijten – Maasbracht: Netherlands. In 1975 converted for pushing by Scheepswerf H.de Haas – Maassluis; Netherlands. On the 17<sup>th</sup> March 1976 sold to A.J. van Hoorn – Puttershoek; Netherlands. In 1980 fitted with a hydraulic raised wheelhouse by van der Sluis & Kampers – Puttershoek. On the 11<sup>th</sup> August 1981 heavily damaged by a fire at Puttershoek, repaired and back in service 1982. On the 2<sup>nd</sup> August 1990 sold to K.G. de Ruiter – Hardinxveld-Giessendam and renamed **Tyfoon**. In 2012 registered **Tyfoon**; K.G. de Ruiter – Sliedrecht (Sleepdienst Janssen). In March 2012 re-engined by a 1,800 hp ABC 6MDZC engine. She has a length of 27.54 mtrs a beam of 6.30 mtrs and a draft of 1.92 mtrs. Her grt is 36 tons. *(Photo: Willem Holtkamp)*



## TUG LOST TOW AND MASTER



The Namibian police is still searching for the master of the "Skua" which anchored in the Lüderitz Bay after having lost the "Frotamerika" on Feb 15, 2013. The 41 year old Indian citizen had disappeared on Feb 13 between 5 and 6.30 a.m. The "Skua" was underway from Rio de Janeiro to Alang with the unmanned bulkcarrier "Frotamerika". On Feb 13 a crew change was planned in the Lüderitz Bay. The tug took on board bunkers and supplies. The remaining crew of 6 could not say

whether the missing man had gone to shore or went overboard. The towing object of the "Skua", the Brazil flagged Bulkcarrier "Frotamerika", 22174 gt (IMO: 7433581), grounded 16 miles north of Lüderitz Bay on a sand bar, 60 metres off the beach. It got stuck with a list to starboard close to the Marshall Reef south of Ichaboe-island. The bulker had arrived at Lüderitz Bay on its way to Alang one week ago and remained at anchor while the towing vessel „Skua“ entered port for bunkering and supplying purposes. Another tug kept the ship on position until the "Skua" returned on Feb 15. During a strong SW'er, the bulker went adrift 2 p.m. and ran aground after a drift of 16 miles without an attempt having been undertaken to recover it. The ship got stuck amidships. *(Source: Vesseltracker; Photo: Aad Noorland)*

## *TUGS COLLIDE WHILE MANEUVERING AROUND KULLUK*

Two tugboats maneuvering around Royal Dutch Shell's oil drilling rig, the *Kulluk*, collided Friday afternoon, but the damage was minimal, the Coast Guard said Tuesday. The **Corbin Foss**, one of Seattle-based Foss Maritimes' tugboats, hit the port side of the **Ocean Wave**, a Crowley Marine Services tug, around 5:30 p.m. Friday in Killiuida Bay on the eastern side of Kodiak Island, where the *Kulluk* is anchored while awaiting Coast Guard approval to leave, said Petty Officer David Mosley. No one was injured, no pollution occurred, and the damage to the Ocean Wave was minor, Mosely said. The tugs sailed to the harbor in Kodiak where they were met by inspectors from Kodiak's Coast Guard marine safety detachment, Mosley said. He said it wasn't clear why the collision happened and the report made no reference to weather being a factor. The *Kulluk* grounded Dec. 31 during a storm but was refloated. The Coast Guard is reviewing Shell's tow plan and evaluating whether the vessel is seaworthy for a tow to DutchHarbor. From there, Shell plans to haul it out of the water to Asia for more extensive repairs and inspections. *(Source: AND)*

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## *GPHA PROCURES NEW TUGBOAT*

The Ghana Ports and Harbours Authority (GPHA) has taken delivery of a seven million Euro, 60 tonnes Azimuth tugboat to augment its marine operations. The tugboat, MV **Vice Admiral Owusu Ansah**, arrived at the Tema Port on Thursday 14th February. A source at the Tema Port revealed to The Chronicle that the said tugboat, which is fitted with state-of-the-art equipment, is one of three marine craft the authority had procured to meet the challenges that would confront them,



especially when the TemaPort expansion takes place this year. The other craft, MV *Cletus Adugbire*, a security patrol boat with a speed of 35 nautical miles per hour at 1.8 million Euro, and MV *Gakpo*, a pilot boat at 1.2 million Euros, brings the total investment on the three marine craft to 10 million Euros. The Azimuth tugboat, **Vice Admiral Owusu Ansah**, is so powerful that when the need arises, it could turn 360 degrees at the same position, and has been equipped to fight marine fires from a distance. The presence of the new tugboat, The Chronicle discovered, will give shipowners the needed confidence to do business with the Tema Port, more so when the turnaround time is going to reduce drastically, especially when bigger vessels as long as 300 metres, with drafts between 14

and 16 metres, are expected to dock at the Tema Port after the expansion. On the security patrol boat, MV *Cletus Adugbire*, The Chronicle was told that it would patrol the main port and anchorage, in order to ward off activities of pirates, and also undertake rescue operations at sea. On why the boats were named so, we got to know that it was to honour the late **Vice Admiral Owusu Ansah**, who was one of the pillars behind the present commercial status of the GPHA. According to sources at the Port Authority, **Vice Admiral Owusu Ansah** became the first Director-General of the authority, after the merger of the Ghana Ports Authority (GPA), Ghana Cargo Handling Company (GCHC) and Takoradi Lighthouse, to form the present GPHA. This was at the time of the Economic Recovery Programme phases 1 and 2. The late Vice Admiral, even though down to earth, was very strict and a disciplinarian, and the success story at GPHA followed him to the then Tema Shipyard and Drydock Corporation, (TSDC) where he turned the fortunes of the yard into an enviable one. **Vice Admiral Owusu Ansah**, once the Chief of Naval Staff (CNS), died in early 2009, at the time he was made a member of the transition team of the late Professor John Evans Atta Mills. *Cletus Adugbire* was also a diligent port security officer who was clubbed to death two years ago at the Tema fishing Harbour by a criminal, who the security officer earlier prevented from gaining access into the port, while *Gakpo* also died last year on duty at the Golden Jubilee Terminal. MV *Cletus Adugbire* and MV *Gakpo* are expected to dock at the Tema port to join the fleet of marine craft in March and April this year respectively. *(Source: All Africa; Photo: Damen)*

## ACCIDENTS – SALVAGE NEWS

### *BARGE COLLISION RESULTS IN ANOTHER OIL SPILL ON THE MISSISSIPPI*



The Coast Guard is responding to a report of an oil discharge on the Mississippi River near the Interstate 10 bridge in Baton Rouge, Monday. Watchstanders at Coast Guard Sector New Orleans received notification Thursday at 8:53 p.m. from the National Response Center reporting at approximately 7:50 p.m. two barges were at a transfer station

near the bridge on the Mississippi River. The barges were stationary while discharging fuel to the facility. While transiting the area, a third barge struck one of the stationary barges, knocking a transfer connection hose loose and into the water. Operations were quickly secured following the incident and Coast Guard Marine Safety Unit Baton Rouge, along with members from OMI Environmental Services and Louisiana Oil Spill Coordinator's Office, were on scene to respond. Blessey Marine Services has assumed responsibility for the spill and has contracted OMI Environmental Solutions as the oil spill response organization. Sixteen-hundred feet of 18-inch hard boom have been deployed to contain the spill. Pollution investigators from Marine Safety Baton Rouge conducted an overflight and shoreline assessments on Friday morning. "The U.S. Coast Guard is actively working with the responsible party and the oil spill response organization to identify and clean up any affected areas," said Cmdr. Quincy Davis, commanding officer of MSU Baton Rouge. "Federal, state, local agencies are collaborating to resolve this issue as quickly as possible." No

injuries were reported. The Coast Guard is investigating the cause of the incident. The waterway remains open. However, it is advised that all vessels transiting the area reduce their speed near the site. *(Source: USCG)*

### LOCAL TUGBOAT TO THE RESCUE FOR STRANDED CRUISE SHIP

A local towing company helped bring the disabled Carnival cruise ship *Triumph* back to land Thursday. Early Wednesday 14 February morning, the tugboat **Roland A. Falgout** set off from Port Fourchon to help the ship dock in Mobile, Ala., Thursday night. The tugboat is owned by Larose-based Global Towing, a branch of Falgout Brothers Inc. “We were working construction with Resolve (Marine Group). They needed some assistance (for Triumph), and we had a vessel available, so we sent it out with a full crew,” manager Wiley



Falgout said. Resolve Marine Group is an emergency salvage and marine firefighting company based out of Fort Lauderdale, Fla., which sent out its **Resolve Pioneer** tugboat Tuesday night to accompany the Mexican tugboat **Dabhol**, the first vessel to reach the then drifting Triumph at 4 p.m. Tuesday. The ship departed on Feb. 7 and became incapacitated before it could return Monday. “There was a fire in the engine room,” said Joyce Oliva, a public relations representative for Carnival Cruise Lines. “The ship lost power on Sunday.” Oliva said **Roland A. Falgout** reached the Triumph Wednesday night to replace **Dabhol**. **Dabhol** was not capable of pulling the Triumph to Progreso, a Mexican port the cruise ship was going to originally be towed to, Oliva said. Crews on the Larose tugboat hitched a single line to the cruise ship's stern to keep it stable, Falgout said. “This is the first time we have been involved with something of this stature for towing,” Falgout said. Falgout was confident his crew would get the job done. Global Towing and Falgout were glad to assist in the emergency situation of the Carnival Triumph,” Falgout said. Falgout Brothers Inc. is a family-owned company that was founded in 1965. It operates a fleet of five tugboats ranging in size from 3,000 to 9,000 horsepower. *(Source: Sable Lefrere-The Courier ; Houma, La.)*

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### PROPOSAL TO LEAVE RENA WRECK ON REEF

According to the New Zealand Herald the owner and insurers of the MV **Rena** are to propose leaving



part of the wrecked cargo ship on the Astrolabe Reef, as the clean-up bill passes \$275 million. It was this afternoon announced that one proposal being put forward in a new round of community consultation would involve an application for resource consent to leave remaining sections of the wreck on the reef off the Tauranga coast, which the Rena struck just over 500 days ago. If left, the remaining sections would be made safe, while future regeneration of marinelife

around the reef would also be ensured. "The proposal would provide for ongoing monitoring of the wreck's structural integrity, any remaining cargo and surrounding reef sediments, as well as arrangements to make safe any damage or potential hazard identified over time," said Captain John Owen of insurers The Swedish Club. An ongoing onshore debris management plan, run by locally employed contractors, would remain in place for the coastline and beaches of the offshore islands and the Bay of Plenty mainland. "Our work programme for the rest of the year will focus on addressing contaminants, the removal of debris from a 10,000 square metre area around the wreck and in due course, to make it safer for recreational diving," he said. The proposal followed more than 16 months of operations that have so far cost in excess of NZD \$275 million, and had included various technical assessments on the options for full and partial wreck removal. *(Source: Safety4Sea)*

## OFFSHORE NEWS

### *HOS EXPANDS OSV NEWBUILD PROGRAM... AGAIN*



Hornbeck Offshore Services (HOS) has announced that it has once again expanded its already massive U.S.-built, owned and operated newbuild program by a total of four vessels, as well as laid out its intentions to ultimately build up to eight Jones Act-qualified MPSVs. The newbuilds announced today are a subset of HOS' growing OSV newbuild program, rightfully called OSV Newbuild Program #5, which now stands at a total of 24 vessels that are to service the growing subsea construction and IRM market in the U.S. Gulf of Mexico beginning in 2015.

HOS says the first two new Jones Act MPSVs will be based on the **HOSMAX 310 design**, with expected delivery in the second and third quarters of 2015. These new U.S.-flagged, Jones Act-qualified MPSVs will include an IMO Special Purpose Ship ("SPS") code-ready class notation, a 250-ton heave-compensated knuckle-boom crane, helideck, moonpool and accommodations for 73 persons, and will be suitable for two work-class ROVs. With respect to the other two vessels, HOS says that they are still currently evaluating whether to exercise the next two options for additional **HOSMAX 320 OSVs**, or construct additional new Jones Act-qualified MPSVs. Assuming the Company opts to build all four vessels, HOS says that the aggregate incremental cost will be approximately \$260.0 million, or roughly \$85.0 million per MPSV and \$45.0 million per OSV. The announcement expands Hornbeck's on-going Newbuild Program #5 to a total of 24 vessels, including four 300 class OSVs, six 310 class OSVs, twelve 320 class OSVs and two 310 class MPSVs. *(Source: gCaptain)*

## HAVILA ENTERS LONG TERM CHARTER CONTRACTS

Havila Shipping ASA has entered into a long term charter contract with Deepocean for the 2009 built Subsea vessel **Havila Phoenix**. The contract is for a firm period of 7 years with 4 optional periods each of 1 year. Commencement is Q1 2014. The contract includes an agreement about some reconstruction of the vessel ahead of the commencement. The 2011 built IMR vessel Havila Subsea have finalised the work for Statoil under the current charter contract with Subsea7. The contract



is extended and the vessel will continue to work for Subsea7 for the most of this year. The total value of the contracts is above NOK 1 billion (USD 180,6 million) for firm periods. *(Source: Havila)*

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## SEABIRD SECURES CONTRACT FOR 'OSPREY EXPLORER' IN WEST AFRICA



SeaBird Exploration Plc announced that the Osprey Explorer has been awarded a contract with estimated duration of about 30 days in West Africa. Estimated contract value is approximately USD 2.6 million. Commencement is within the next days. **Osprey Explorer** is currently in Las Palmas. SeaBird is a global provider of marine acquisition for 2D/3D and 4D seismic data, and associated products and services to the oil and gas industry. SeaBird specializes in high quality operations within the high end of the source

vessel and 2D market, as well as in the shallow/deep water 2D/3D and 4D market. Main focus for the company is proprietary seismic surveys (contract seismic). *(Source: SeaBird)*

## SUPPLY VESSEL ARMADA TUGAS 1 ATTACKED PRESUMABLY HIJACKED

The 2003 built Malaysia flag Offshore supply vessel Armada Tugas 1 (Imo 9293181) was attacked by pirates on Feb 7 13 at around 06:13 in position 03 41N 005 53E, attack was witnessed by vessels Blue Shark and Cutlass Fish. Two speedboats approached Armada Tugas 1, pirates boarded vessel, shortly after master of the vessel confirmed to Blue Shark and Cutlass Fish pirates attack. No further contact with the vessel after that. On Feb 10 vessel was spotted by the USAN security, when contacted vessel said that everything is ok. AIS was working all the time. On Feb 11 it was reported that maybe vessel is under control of pirates, used as a mother ship. On Feb 13 vessel arrived to Port Harcourt, as of morning Feb 14 vessel is berthed in Port Harcourt. No other details available. The vessel is owned by Armada Century Ltd. *(Source: Maritime Bulletin)*



## VOS SHINE AT GREENOCK



The **VOS Shine** in at the James Watt Dock Greenock was seen on the 11<sup>th</sup> February on a first time visit. The attached pic shows her with the Greenock container terminal in the background as she headed up river. It learned that she has been hired to work for SERCO for 12 months and is in fact on the 18<sup>th</sup> February 2013 at Loch Ewe way up at the top of Scotland doing MOD work for Serco. *(Source & Photo: Tommy Bryceland)*

## PTTEP HIRES FUGRO'S DP2 VESSEL FOR MONTARA PLATFORM JOB

FUGRO-TSM, an operating company of Fugro Subsea Services, has been awarded the Montara Wellhead Platform Hookup and Commissioning contract from PTTEP Australasia (Ashmore Cartier) Pty Ltd. The contract is for the provision of a DP2 support vessel, complete with suitable accommodation, to host up to 80 hook up and commissioning personnel for the Montara Platform in the Timor Sea, off the north west coast of Western Australia. FTSM has mobilised the **CSV Southern Ocean** for the work, with PTTEP installing an Ampelmann dynamic access gangway to enable safe transfer of personnel to and from the platform offshore. The contract is expected to run for approximately 30 days. On completion of the accommodation support contract the vessel is available for other work in Australia or South East Asia. *(Source: FUGRO-TSM)*

## VROON OFFSHORE SERVICES GETS USD41 MILLION LOAN

Vroon Offshore Services (VOS) Singapore, the Southeast Asian offshore services division of Vroon Group, has secured a US\$41 million loan from Standard Chartered Bank which it will use to



purchase two new anchor handling tug and support (AHTS) vessels and refinance part of its existing AHTS fleet. The new AHTS vessels – **VOS Atlas** and **VOS Atlanta** – both of 5,150 bhp speed and equipped with dynamic positioning (DP1) capabilities, will add to VOS Singapore’s fleet and bring it to 19 vessels in all. The addition of **VOS Atlas** and **VOS Atlanta** bolsters Vroon’s asset base as part of its fleet renewal and expansion plan, enabling the company to develop new services and capabilities across Southeast Asia. This expanded capability augments Vroon Offshore Service’s increased presence in Asia which has grown significantly since their entry into the region in 2008. With extensive on the ground presence across the region, Standard Chartered, who is sole lender in this transaction, is in an excellent position to continue supporting the company’s strategic ambitions. Founded in 1890, Vroon is a diversified international shipping company headquartered in Breskens, Netherlands. Vroon operates worldwide and has a fleet of around 160 vessels transporting livestock, dry cargo, containers, tankers and automobiles in addition to a large fleet of offshore support vessels. VOS is a leading maritime offshore-services supplier. Vroon has been active in this business for more than 45 years. The geographical focus is primarily in the North Sea, Mediterranean and Southeast Asia. VOS has offices in Aberdeen, Den Helder, Genova and Singapore. *(Source: The Asset)*

## ØSTENSJØ REDERI RECEIVES ENVIRONMENTAL AWARD FOR PSV EDDA FERD

Østensjø Rederi was, at the annual Offshores Support Journal Awards 2013, awarded with the prestigious Environmental Award for its newbuild PSV **Edda Ferd**. **Edda Ferd**, which will be delivered in October 2013, is part of the company’s new concept Mindset. “The company is, of course, honoured by this acknowledgement from our peers in the offshore support industry, and would like to thank all those who voted for the **Edda Ferd**. For all of us at Østensjø this gives us further



encouragement to carry on, developing the best offshore vessels and services in the world.“, the company says in its press release. *(Source: Østensjø)*

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## ISLAND OFFSHORE ANNOUNCES CONTRACT EXTENSION FOR MV ISLAND CHAMPION



Island Offshore announced that Team Marine has declared the second, of five, one year option on the MV **Island Champion**. The vessel has been on charter with Team Marine since she was delivered in 2006 and is presently supporting the Captain oil field at the UKCS. "Island Offshore looks forward to continue the good cooperation with Team," stated the company in the press release. (*Source: Island Offshore*)

## THREATS OF ICEBREAKER STRIKE IN FINLAND

The Finnish trade union Ships Officers Association are in negotiations with Arctia Shipping on redundancies and changes in employment after the sale of the icebreaker **Botnica** has stalled. The union



has now announced a strike. "We are waiting for a message from the mediator and naturally hope that we can reach an agreement, so we do not need to go on strike", says Risto Blomquist, leader of the trade union. Trade Manager Risto Blomquist from the Finnish Ships Officers Association says to Sjöfartstidningen that any strike will begin on 1 in March, but only Arctia Shipping's vessels. The state-owned shipping company Arctia Shipping Ltd owns the Finnish icebreakers, which previously belonged to the Maritime Administration. The fleet now have seven icebreakers after Botnica was sold to Estonia in October 2012. (*Source: Sjöfartstidningen*)

## OFFSHORE TUG ARMADA TUAH 101 ATTACKED, HOSTAGES TAKEN, NIGERIA



An offshore tug **Orcus** (IMO:9398541) intercepted VHF distress call from 2007 built Malasian registered offshore supply tug **Armada Tuah 101** (Imo 9387293) at 13:06 Feb 17 13 reporting piracy attack, attacked vessel was in position 03 56N 005 22E, Nigeria, see map. Pirates boarded the vessel and kidnapped all foreign crew from mixed foreign/Nigerian crew, number of the crew and nationalities unknown. Four vessels were attacked during last 10 days in this area, including Armada

Tugas 1, Esther C, Walwis 7 and Armada Tuah 101. Remaining crew took Armada Tuah 101 to Onne, where vessel arrived on Feb 18, and was berthed. The Armada Tuah 101 is managed by Bumi Armada Navigation Sdn. Bhd. (*Source: Maritime Bulletin*)

## MAIN OAK IN DRY-DOCK FOR PROPELLER REPAIRS

The 1983 built Irish flag Anchor Handling Tug Supply vessel **Mainport Oak** (Imo 8213902) together with the seismic vessel **Veritas Viking** was seen last week in the Antillean Dry-Dock from the Curacao Dry-Dock Ltd/Curacao for Docking survey, repairs and maintenance. The **Mainport Oak**, as Seismic support vessel, was working for the **Veritas Viking** off Rio de Janeiro last year. The **Mainport Oak** is the former Smit-Lloyd 32 (2) from Smit-Lloyd – Rotterdam. She was built by Scheepswerf Hoogezand B.V. – Hoogezand; Netherlands under number 219. In 1996 sold to Seacor Smit Marine Inc. – Morgan City; USA. In 2007 sold to Ocean Mainport Offshore Ltd. – Cork; Ireland and renamed **Mainport Oak**. It was reported that she has some propeller blade damage. *(Photo: John Smit)*



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## STANDARD OF EXCELLENCE



## FAR SOLITAIRE WINS SUPPORT VESSEL OF THE YEAR AWARD AT OSJ CONFERENCE



**Far Solitaire**, built at the Romanian yard in Tulcea and outfitted at the Norwegian yard, Langsten has won the prestigious Support Vessel of the year award. The award was handed out at The Annual Offshore Support Journal Conference in London. The award goes to the owner, designer and builder of an offshore support vessel delivered in the past calendar year which is considered to have set an industry benchmark through innovative design and efficient operation. Far Solitaire was nominated

with the following description: **Far Solitaire** is a top of the line diesel electric PSV developed for future need within the offshore oil and gas industry and designed with high attention to impact on the environment during construction and operation. Several revolutionary new inventions are built

in, giving priority to safety for crew and vessel, minimum impact on the environment, and increased efficiency for the vessel operators. *(Source: STX OSV)*

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## STATOIL TO REMOVE ESVAGT COBRA STANDBY VESSEL

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Statoil Petroleum AS (Statoil) has received consent to remove the dedicated **Esvagt Cobra** standby vessel when drilling well 30/9-J AH on Oseberg Sør. The Borgland Dolphin semi submersible rig is currently chartered to a company consortium to drill a number of wells on the Norwegian shelf. A dedicated standby vessel, **Esvagt Cobra**, is included in this contract. Statoil has purchased two slots in the consortium, but since they have their own area preparedness system and thus do not need a separate dedicated standby vessel, the company applied for and has now received consent from The Petroleum Safety Authority Norway (PSA) to remove **Esvagt Cobra**. The PSA granted Statoil consent to drill 30/9-J AH with Borgland Dolphin during autumn 2012. This drilling activity has now started. *(Source: Offshore Energy Today)*

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## WINDFARM NEWS

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### MORE SCANDINAVIAN BOATS FOR GERMAN SERVICE

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Two more new workboats for service with German operators have gone into service out of Scandinavia as Nordic yards make further inroads into a market dominated by local German facilities. In the past few years, yards not only in Sweden, Norway, Denmark and Finland but also in Holland have succeeded in selling boats, particularly pilot boats, over competition from German yards which usually win local tenders. One of the latest to succeed is Norwegian shipyard Maaloy, whose offshore

support catamaran Gesa has just gone into service with the Bremerhaven offshore concern WindMW. The 29.5m long and 9.9m wide semi-SWATH offshore personnel carrier is classed as a pure passenger ship. It carries 24 passengers and a crew of three as well as four tons of small parts for offshore structures. The vessel is for crew transport between WindMW bases in Cuxhaven and Heligoland and the wind farms Meerwind Süd and Meerwind Ost, 23km north of Heligoland. Norwegian naval architect Ola Lilloe-Olsen, who designed the Type 455 Catamaran, described it as “the most advanced vessel for offshore wind park service crew transportation. Built to meet the stringent requirements of the IMO 2000 HSC Passenger Code, it is not only very comfortable but able to perform and give the operators and crew the utmost in safety.” The Cyprus flagged Gesa draws 1.6m in transit mode, weighs about 160t and is of 194gt. The propulsion system comprises two 900kW MTU 10V 2000 M72 common rail diesels which operate over Servogear HD 220 HL/HS reduction gears and drive two controllable pitch propellers of Type 9P805-0902A, also from Servogear. Gesa also boasts MTU BlueVision engine and bridge monitoring, has a C4.4 main generator diesel from Caterpillar and four SH 1000 hydraulic tunnel thrusters from Sleipner Motor,

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two forward and two in the stern, each with 1.2t of thrust. The vessel is DNV-classed 1A1 HSLC R1 Passenger. The Finnish built police patrol boat Schwansen has, meanwhile, gone into service with waterway and shipping police in the German state of Schleswig-Holstein. The 28 knot, 13.1m long and 3.5m wide Schwansen was built by Marine Alutech in Teijo for Elbe and Kiel Canal service out of Brunsbüttel. It is the 12th built since 2004 out of 15 boats, nine of them patrol boats, ordered from Marine Alutech under a €25 million fleet modernisation programme. The programme is due for completion this year with two more patrol boats and a special €8.5 million coastal vessel. Officials said “a modern and hard-hitting” fleet was indispensable to cope with the high volume of both commercial and pleasure vessels on the Elbe and Kiel Canal. The Type Watercat 1200 Patrol Schwansen cost €576,000 and is propelled by two 228kW Volvo Type D6/330 main engines. Technical Specification: Gesa Length overall: 29.5m; Beam: 9.9m; Draft: 1.6m; Power: Two MTU rated at 900kW. *(Source: Maritime Journal By Tom Todd ; Photo: Mercator Media)*

## GARDLINE TO SUPPLY TRANSFER VESSELS TO GWYNT Y MÔR WIND FARM

Gardline, one of the leading vessel service providers for the offshore renewables sector, has been awarded a one year contract to supply two crew transfer vessels to Gwynt y Môr Offshore Wind Farm Limited. RWE Innogy’s flagship Gwynt y Môr development is currently one of the largest in construction anywhere in Europe. A €2billion (EURO) project, Gwynt y Môr will consist of 160 turbines and is being built by RWE npower renewables in partnership with Stadtwerke



München GmbH and Siemens in Liverpool Bay, off the North Wales coast. Once operational, Gwynt y Môr will have an installed capacity of 576MW, using Siemens 3.6MW turbines and generators. Once fully operational it will be capable of generating enough clean, green energy to meet the average annual energy needs of around 400,000 homes<sup>1</sup>. Gardline, with its fleet of specialist turbine transfer vessels has been contracted to supply vessels to transport personnel to and from offshore wind turbines, offshore sub-stations and other vessels at sea. The Coastal Services division of Gardline Environmental Ltd is one of the offshore renewables industry’s leading suppliers of support vessels for wind turbine and offshore installation as well as providing specialist crew training, management and operations. *(Source: Gardline)*

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## POSSIBLE GERMAN BUYER FOR ICEBREAKERS



The German company SeaRenergy Offshore is a possible buyer of the state-owned icebreakers **Polar Bear**, **Danbjørn** and **Thorbjørn**. The old Danish icebreakers would then face a future as service vessels in the offshore sector. "In the offshore wind industry we have a notorious need for service vessels in size and capacity equivalent to the ships", says Kurt Thomsen, CEO of SeaRenergy Offshore to Nordjyske Stiftstidende. According to the director, the old icebreakers could for example serve as floating homes for the company's technicians. However, it will require a modification of the vessels. "The most important thing is the ship's condition. A new Chinese ship may have rust after only five years, but these ships are from the mid-sixties and absolutely nothing is wrong with them", says Kurt Thomsen. Even though the old icebreakers might end in German hands, it could still be possible for them to return to Denmark in case of a hard winter. "As a contribution you could make a system where ships during the winter season were available to come into the Danish ports, if they ever need it. It will then only cost anything, if we are called", says Kurt Thomsen. *(Source: nordjyske)*

## YARD NEWS

### STX OSV BAGS CONTRACT FOR ONE OSCV



STX OSV Holdings Limited (STX OSV), one of the major global designers and shipbuilders of offshore and specialized vessels, has secured a new contract for the design and construction of one Offshore Subsea Construction Vessel (OSCV) for Farstad Shipping (Farstad). This newbuilding, designed for subsea and IMR (Inspection, Maintenance and Repair) operations, is part of Farstad Shipping's fleet development within the

subsea market. The value of the contract amounts to approximately NOK 800 million (approx \$144.8 Mln). The vessel will be of STX OSV's OSCV 07 design with a total length of 143 meters, beam of 25 meters and a deck area of more than 1,800 m<sup>2</sup>. It is equipped with two offshore cranes, of which the larger one has a lifting capacity of 250 tons. The vessel is arranged for 3 ROVs (Remote Operating Vehicles) and can accommodate 130 persons. Delivery is scheduled from STX OSV Langsten in 1Q 2015. The hull will be delivered from STX OSV Tulcea in Romania. *(Source: STX OSV)*

## *BOUCHARD ORDERS ARTICULATED TUG BARGE FROM VT HALTER*

VT Halter Marine, Inc., Pascagoula, Miss., announced a new contract to build an Articulated Tug Barge (ATB) unit with an option unit for Bouchard Transportation Co., Inc. (Bouchard). The barge will measure 625 x 91 x 47 ft., has a 250,000-barrel capacity, and will be used to transport liquid petroleum. It will be ABS and USCG certified for Jones Act service. The **10,000hp twin screw ATB tug** is classed by ABS as A1 Towing Vessel, Dual Mode ATB, USCG Subchapter M, and will be equipped with an Intercon Coupler System. Construction of the unit begins April 2013 at VT Halter Marine's Pascagoula facility, with delivery scheduled for mid-2015. This unit will enter into Bouchard's fleet service in New York, N.Y. "We are pleased to enter into this contract with VT Halter Marine for the construction of the ATB M/V Bouchard Boys and B.No.270, with an option for the construction of a second unit," said Morton S. Bouchard III, President & CEO, Bouchard Transportation. "The Bouchard Boys & B.No.270 will compliment Bouchard's growing gulf coast fleet and further our ongoing commitment to the Jones Act. Bouchard is pleased to have chosen VT Halter Marine for this project due to our long relationship and history of successful projects."

*(Source: MarineLink)*

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## *DOF ORDERS SUBSEA CONSTRUCTION VESSEL FROM STX OSV*

STX OSV Holdings Limited, one of the major global designers and shipbuilders of offshore and specialized vessels, announced that it has secured a new contract for the design and construction of one Offshore Subsea Construction Vessel for DOF Subsea. The vessel will be of OSCV 12 design, developed by STX OSV in Ålesund, Norway. It will have a total length of approximately 161 meters and a beam of 32 meters. Delivery is scheduled from STX OSV Søviknes in 1Q 2015. The



hull will be delivered from STX OSV Tulcea in Romania. The DOF Subsea Group is a specialist subsea service business that provides subsea construction, subsea engineering, inspection, repair and maintenance and survey services. DOF Subsea owns a large fleet of modern subsea construction, intervention and survey vessels. The Group's core business is project management, engineering,

vessel operations, survey, remote intervention and diving operations primarily for the Oil and Gas, Marine Telecommunications and Renewables markets. (*Source: STX OSV*)

## TOGNUM LANDS FIRST GENSET ORDER FOR RR OSVs



Tognum will deliver 16 MTU marine generator sets with 12V 4000 M23S Ironmen engines for four Rolls-Royce UT 771 CDL offshore supply vessels. The vessels will be built at COSCO's Zhoushan shipyard in China. The gensets are part of a USD40 million Rolls-Royce order to

provide an integrated design, power and propulsion and equipment package. COSCO will build the OSVs for a Hong Kong owner. The four vessels are scheduled for delivery in 2014. "We are proud to be part of this project as this is the first time MTU marine generator sets for diesel-electric propulsion are incorporated as part of an integrated power and propulsion package within a Rolls-Royce designed UT-vessel," said Tognum chief sales officer Dr. Michael Haidinger. "This order highlights the potential of our future collaboration with Rolls-Royce." Each generator set consists of a 1,380kW twelve-cylinder high-speed diesel engine from the proven MTU Series 4000 for workboats, a resiliently mounted generator on a common base frame and an electronic control system. The gensets are designed specifically for commercial marine applications, such as offshore supply vessels for wind parks or oil and gas platforms. In addition to MTU gensets powered by high-speed engines, the latest vessels will feature an integrated Rolls-Royce equipment package including propulsion system, power electrical system, bulk-handling system, deck machinery, automation and control system as well as a dynamic positioning system that utilises satellite technology to automatically maintain the vessels' position without anchoring.



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Last week there have been new updates posted:

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

- [VOS Sweet named at Oranjewerf Shiprepair Amsterdam](#)



- [Damen Introduces Anti-Fouling Foil](#)
- [Thorn-D® antifouling-film applied on crew vessel in Dubai](#)
- [Health & Safety culture at CWind delivers zero LTI](#)
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