

TUGS & TOWING NEWS

A DUTCH BUILT TUG IN NORWAY



This is the 1954 built **FFS Farøy** breaking ice prior to the arrival of mv. *Samira* to Alcoa Farsund. This tug has a Dutch history. Ordered in 1953 and built in 1954 by Werf 's Lands Welvaren, I.S. Figuee – Vlaardingen; Netherland under number 278. Launched 10 March 1954 for Electriciteit, Stoom en Motor BV - Krimpen a/d Lek as **Bolnes XVII**. In July of the same year 1954 sold to Holland America Lijn (N.A.S.M.) - Rotterdam and renamed **Dijk**. In 1967 re-engined with a 4t 6cyl Scania-Vabis diesel

type DS-9, 200bhp. On the 10th January 1968 sold to NV Scheepswerf De Hoop - Schiedam; Netherlands. On 22nd February 1968 sold to Trillingsgaard I/S (H. Jaehr) - Kolding, Bonebjerg; Denmark. In 1980 re-engined with a 4t Scania-Vabis diesel type DS-14, 330bhp. On the 24th August 1993 sold to Niels Ove Henriksen and managed by Svendborg Bugser – Svendborg; Denmark and renamed **Springeren**. In 2003 re-engined with a 4t Scania diesel type DSI-14, 379bhp. On the 20th May 2005 sold to Farsund Fortøyningselskab A/S – Farsund; Norway and renamed **FFS Farøy**. And ones again re-engined in 2010 also a Scania DSI-14 470 bhp. More about Dutch build tugs can be found in the new exhibition in the Dutch National Towage Museum in Maassluis; Netherland under the title “**Where have they all gone?**” (*Photo: Arild Arnesen*)

Advertisement



AHT URANUS CONTRACTED FOR TOWAGE OF SEDCO 707 FROM BROWNSVILLE TO RIO DE JANEIRO

AHT Uranus is contracted by Transocean for the towage of the Semi-submersible Drilling Rig *Sedco 707* from Brownsville to Rio de Janeiro. AHT **Uranus** is mobilising from Rio Grande for this tow, where she had just before delivered the *FPSO Papa Terra*. The *Sedco 707* tow is due to depart before the end of February and it is expected that AHT Uranus is available for next employment around mid-April. (Source: APL)



NEW YORK, NEW JERSEY BASED COAST GUARD TUG VESSELS CELEBRATE 50TH ANNIVERSARY



Coast Guard harbor tugs **Hawser**, **Line** and **Wire** celebrated their 50th Anniversary of providing safety, security and maritime mobility to New York, New Jersey and Hudson River waterways near Poughkeepsie, N.Y., Thursday. To celebrate their years of service, the 65-foot harbor tugs (WYTL) steamed together north on the Hudson River, beginning at the Poughkeepsie Walkway over the Hudson to Kingston, N.Y. "It is a great honor for the crew and I to be a part of

and continue Coast Guard Cutter *Hawser's* great heritage in, which she and her past crews have provided 50 years of service to the Port of New York, New Jersey and Hudson River communities," said Senior Chief Petty Officer Lawrence Dean, Officer-In-Charge of the **Hawser**. The three tugs of the Capstan class were constructed at New Bern, N.C., and commissioned in 1963. With steel hulls, they replaced the wooden hulled 64-foot tugs. The **Hawser** and **Line** were stationed in Bayonne, N.J., and the **Wire** was stationed in Saugerties, where they have served ever since. An officer-in-charge, typically a chief or senior chief petty officer, and four members crew the tugs. With the primary mission of ice breaking, the tugs break ice in New York Harbor and on the Hudson River helping to facilitate the shipping of vital supplies such as home heating oil. The tug crews have also played significant roles in responding to major maritime incidents such as the evacuation of Lower Manhattan following the 9/11 attacks. Every day, the tug crews perform the wide range of Coast Guard missions of search and rescue, national security and environmental response as integral members of the local maritime community. "The harbor tugs have successfully carried out these missions for 50 years, which is certainly a tribute to the vessels themselves, but even more so to those who have crewed them over the last five decades," said Capt. Gordon Loebel, Captain of the Port of New York and New Jersey, and Commanding Officer, Sector New York. "Any day is a good day to be a 65 sailor, but on the anniversary of their 50th year of dedicated service to our nation, it's an especially proud day." (Source: USCG)

FFS ATLAS PERFORMED BOLLARD PULL TESTS

The 1986 built St. Vincent & Grenadines registered with call sign J8B4709 and port of register Kingstown tug **FFS Atlas** (Imo 8500953) has performed bollard pull tests last week with an excellent result. She achieved a maximum of 46.3 tons and a continues pull of 41,1 tons. The tug is owned and managed by Farsund Fortoyningsselskap – Farsund; Norway. The two Ruston 6RKCM diesel engines develops a total output of 3,110 bhp at 750 rpm. The maximum speed is 12.5 knots and the service speed 10 knots. She has a length of 30.60 mtrs a beam of 9.00 mtrs and a draft of 3.40 mtrs. The grt is 259 tons, the nrt 77 tons and dwt 125 tons. She is classed Lloyds Register of Shipping +100A1 TUG LMC UMS. *(Photo: John W.Nilsen)*



Advertisement

Any ship or destination... We deliver

**We master every aspect of ship delivery,
crew management and maritime recruitment.**

Follow us!   

Redwise
GLOBAL SHIP DELIVERY & CREWING

www.redwise.com info@redwise.nl

MERCHANT MARINER AT SEA DURING WWII HAS NEW STATUS: VETERAN



Over the years Earl Maxfield Jr. has been asked many times if he's a veteran. Waitresses at restaurants and ticket sellers at movie theaters ask because they give discounts to veterans. Other people ask because they see him wearing a U.S. Merchant Marine Academy cap and they want to thank him for his service. Maxfield, who is 84, always said, "No, I'm not a veteran. I did not have that privilege." Now he shyly says, "Yes." For decades Maxfield and others were not considered war veterans because they served in the U.S. Merchant Marine along the East Coast during World War II, and not in more dangerous waters. They never received the education benefits, health care and low-interest loans that other veterans benefited from under the GI Bill. But that has all changed now that a court has ruled that these merchant mariners are veterans, and one merchant marine veteran is helping the others apply to be officially recognized.

Maxfield, who lives in Old Saybrook, was only 15 years old when he went to work as a deckhand on

a schooner-barge that was carrying crude oil from New York to Boston during World War II. So many men were fighting overseas at the time, there weren't enough at home to operate the tugs and barges that were carrying supplies for the war effort between U.S. ports. Earl Maxfield Sr. was a tugboat captain, as his father-in-law had been during World War I. Maxfield said he eagerly accepted a job offer from his father - it was his chance for an adventure. Back in his hometown of New Dorp on Staten Island, his friends would spend the summer stocking shelves and mowing lawns. "I was willing, I was able and I was available," he said. Thousands of teenagers who were too young to be drafted, men who were too old or physically unfit, and some women, served in the Merchant Marine during the war. In 1944, Maxfield, who had just finished his sophomore year in high school, made 11 trips from Linden, N.J., to East Braintree, Mass., on the schooner-barge Juniata. Many of the barges carrying cargo for the war were wooden-hulled ships, retired after World War I because they were not fit to go overseas. But German U-boats were sinking so many vessels that they were reactivated and towed between ports. In his junior year, Maxfield made a trip on the Juniata during his Easter vacation and narrowly escaped crossing paths with a German U-boat. Maxfield recalled that the SS Black Point passed his barge and sped ahead en route to Boston with a shipment of coal. The next day, May 5, 1945, the Coast Guard ordered the Juniata to turn in to New London because a U-boat was spotted off Fishers Island. Around the time they were anchoring in New London, the U-boat torpedoed the Black Point. "I didn't go to war," Maxfield said, "but I was exposed to it." Two days later, Germany surrendered. Maxfield returned to high school. He went on to graduate from the Merchant Marine Academy and spent 60 years as a tugboat captain and pilot. When he wasn't working on a boat, he vacationed on one. He and his wife of nearly 63 years, Viola, have been on 17 cruises to every continent except Australia. Maxfield is one of only five academy graduates who have been recognized with a Golden Mariner Award for spending a half century at sea. His only job on shore was a brief stint working on the USS Tullibee at Electric Boat. Unbeknownst to him, many years after the war three merchant mariners sued the Secretary of the Air Force for denying veteran status to the merchant mariners of World War II while granting it to other groups. A federal court in Washington, D.C., said in 1988 that merchant mariners who could prove they served in the war are veterans and are entitled to veterans' benefits. But many of the merchant mariners didn't keep their documents or were never issued them in the first place, said J. Don Horton, a merchant marine veteran who is president of WWII Coastwise Merchant Mariners. Others don't know that the policy changed, he added. Horton, who is trying to find these veterans, is lobbying for a bill that would allow alternative records to be used for veteran status applications by individuals who served in the Merchant Marine during the Second World War. The WWII Merchant Mariners Service Act was not voted on in the House last year. Horton said he expects it to be reintroduced this year. Between 10,000 and 30,000 people served on barges and tugs along the coast, Horton said, but only a few hundred are alive today. Maxfield had never heard of the court case until he read a newspaper article in the fall about Horton and called him in North Carolina. Fortunately the captain of the Juniata had signed a seaman's discharge for Maxfield and Maxfield kept it all these years. He also had a form letter from President Truman thanking him for serving, and the Atlantic War Zone Medal and the Victory Medal he was awarded in 1949. With tears in his eyes, Maxfield said he was officially recognized as a veteran in November 2012. "It's the aura, I guess, of being a veteran," he said, explaining why he was emotional. Maxfield served in the Navy Reserve but he was never called up during wartime. Maxfield said he's not a veteran like his two brothers-in-law and his cousins who served in the Army and Navy under fire during World War II. "I can't put myself in that class," he said. He may want a veteran's gravestone and he's looking into the medical benefits for veterans. But he said he has insurance already and he purchased a plot in a cemetery in Old Saybrook. Maxfield said it's just nice to be recognized as a veteran. "That's the part I like the best," he said. Being a veteran in this country, Maxfield said, "is an honor and a privilege."

Horton and Maxfield are trying to find others who served in the U.S. Merchant Marine during World War II and help them apply for their veteran status. Horton can be reached at jdonhorton@embarqmail.com or 104 Riverview Ave., Camden, N.C. 27921. Maxfield can be reached at emax50@att.net or 12 South View Terrace, Old Saybrook, CT 06475. (Source: *The Day-J.Mcdermott*)

Advertisement

ALPHATRON
Alphatron Marine

For more information: www.alphatronmarine.com



ALPHAFIBER
GYRO COMPASS

ALPHACONNECT
TELEPHONE EXCHANGE

ALPHABRIDGE

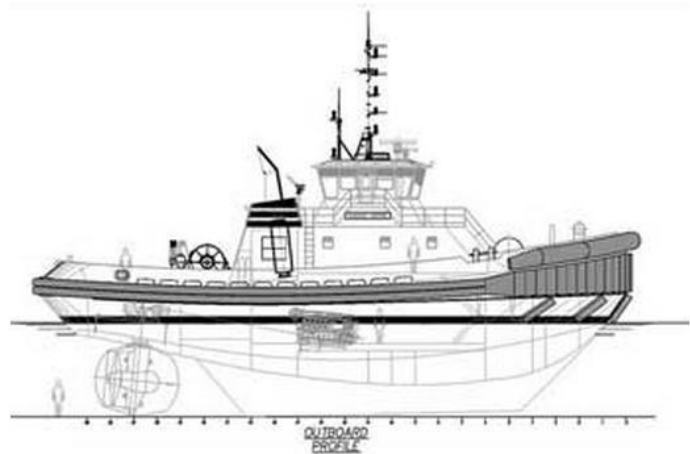
ALPHAMINIC
GYRO COMPASS

ALPHABRIDGE
TUGBOAT VERSION

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

JENSEN MARITIME DESIGNS HARLEY TUGS AND DECK BARGE

Jensen Maritime, Crowley Maritime Corp.'s Seattle-based naval architecture and marine engineering company, recently completed the designs of two new 100 ft x 40 ft ASD tugs, based on the popular Valor tugboat design, and a 250 ft x 70 ft x 15 ft 8 in deck barge for customer Harley Marine, a Seattle-based marine transportation provider. The tugs, named **Robert Franco** and **Ahbra Franco**, will provide tanker escort and ship assist services along the U.S. West Coast once delivered. The barge, *Iliuliuk Bay*,



will transport a wide variety of cargo between Dutch Harbor and Akutan, Alaska, with up to three runs per week. The two new tugboats are similar to the classic Valor concept, but have been upgraded with Tier 3 Cat 3516C engines and Rolls-Royce US 255 Z-drives. The vessels still maintain the advantages of the Valor, such as high horsepower in a compact package, a large fuel capacity for long trips, comfortable crew accommodations and a spacious engine room. The tugs will also feature an anchor windlass and chain locker, as well as a Markey TES-40 winch. Additionally, Jensen designed the pair of tugs with some of the most advanced safety features in the industry, including a pair of 900 GPM fire pumps and monitors, which will be powered from an on-board generator. Ice plating has also been added to the hulls to ensure safety while working in light ice conditions. The *Iliuliuk Bay* will house a 230-ton lift capacity Manitowoc 4100 crawler crane. The vessel's design features both D-rings to secure containers up to three high as well as eight lashing bars running fore and aft for other cargo such as heavy construction machinery or general equipment. The **Robert Franco** and **Ahbra Franco** are now under construction at Nichols Brothers Boat Builders, of Freeland, Wash., and are expected to be delivered in March and July respectively. The *Iliuliuk Bay* is also under construction by U.S. Fab, in Vigor's Swan Island shipyard in Portland, Ore. The barge is scheduled for delivery later this year. "We are pleased to add three new workhorses to the Harley

Marine fleet," said Jensen VP Johan Sperling. "It has been a great pleasure for us to work so closely with our customers during the design and construction of these boats. We look forward to seeing them in action." "Having the ability to collaborate with Jensen and Harley during the initial production design for this barge, will allow us to have maximum efficiency during construction," said Bryan Nichols, sales manager at Vigor Industrial. "We were able to combine shipbuilding best practices with Jensen's considerable design expertise and Harley's requirements to finalize a cost effective, buildable design with quick turnaround." *(Source: Marine Log)*

DISABLED CARGO SHIP TOWED TO SYDNEY

The "*Maple Lea*" which reportedly suffered engine failure off Nova Scotia on Feb 17 and was adrift north of Prince Edward Island while en route from Kaliningrad to Skaw, Shetland, tied up at Sydport in Sydney, CA. She was towed in by the tugs "*Atlantic Beach*" and "*Spanish Mist*" on Feb 22 short past midnight. They started transferring generators and heaters from the "*Atlantic Beach*" to the "*Maple Lea*". *(Source: Vesseltracker)*

SMIT REBRAS TUGS IN RIO GRANDE CITY



Two tug the *Smit Carajá* and the *Smit Caripuna* of the Smit Rebras in Brasil were spotted in the Brazilian port of Rio Grande City. Both tugs are Robert Allan design 30/65. Built by Detroit Brasil Ltda - Itajai, Santa Catarina under yard numbers C-326 and C-325 respectively. They have two Caterpillar engines type 3516B-HD with a total output of 5360 hp and a bollard pull of 65 tons. *(Photo: Patrick Picaluga)*

FAIRMOUNT ALPINE DELIVERED EMMA MAERSK IN PALERMO



Super tug *Fairmount Alpine* has delivered the container vessel *Emma Maersk*, one of the largest container carriers of its kind, at Fincantieri's repair yard in Palermo, Sicily. To tow the 398 meter long 156,907 DWT *Emma Maersk* towards Palermo Fairmount Marine was contracted by Maersk

Line. Tug **Fairmount Alpine** happened to be in the eastern Mediterranean area and was promptly mobilized to Port Said, where Emma Maersk has discharged her cargo at the Suez Channel Container Terminal. **Fairmount Alpine** and *Emma Maersk* left Port Said on Sunday February 17 for the 1,276 miles voyage to Palermo, where the convoy arrived on Monday February 25. Picture 40 miles off Licata, Sicily on Saturday 23rd February, 2013 (*Press Release Fairmount; Photo: Mr. Paul Spiteri Lucas - www.maltashipphotos.com*)

Advertisement



LEANNE P COMMENCED TRAILS

Last Monday the 25th February the Neptune Shipyard – Aalst new building yard number NP409 **Leanne P** (Imo 9648180) was seen in the Rozenburgsesluis back from the Europoort after technical trails and bollard pull tests in the Caland Canal and underway back to the yard. The Eurocarrier 2395 Multi-Purpose vessel is owned by Gareloch Support Services B.V. (GSS Marine Services) The vessel has a length of 23.95 mtrs a beam 9.54 mtrs and a max. draft of 3.10 mtrs. The two Mitsubishi S12 A2 develops a total output of 1,724 hp @ 1,940 rpm. During the trails she achieved a bollard pull of 25 tons and a speed of 10 knots. She is classed MCA CAT 1 Bureau Veritas 1* Hull & Machinery Unrestricted Navigation. She is the sister of the **Sandy M** (*Photo: Jan Oosterboer*)

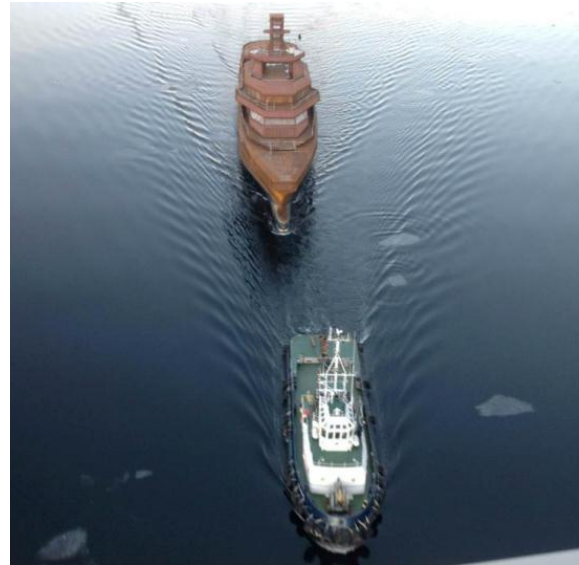


BARGE GROUNDS ON MONONGAHELA RIVER

The U.S. Coast Guard responded to a report of a grounded barge on the Monongahela River, Friday. The Coast Guard Captain of the Port Pittsburgh closed the Monongahela River at mile marker 59.6 near the grounded **Francis J. Blank** and tows. Watchstanders at Coast Guard Marine Safety Unit Pittsburgh received a report from the uninspected towing vessel **Francis J. Blank** at approximately

6:45 a.m. that its lead coal barge of a three-barge tow reportedly struck bottom while transiting the river. The vessel captain took action to prevent the barge from sinking by pushing the barge into the left descending river bank. The towing vessels **John Cushner** and **Kimberly Johnson** are on scene until salvage commences. The River Salvage Company is employed to refloat the damaged barge by using a crane barge to offload coal onto a hopper barge. The expected time to re-open the river safe navigation is 8 p.m. or at the conclusion of salvage efforts. The Coast Guard is investigating the cause of the incident. *(Source: Marex)*

TOWAGE PJ801



Last week the **FFS Atlas** was seen towing this mega yacht, original built on spec, by Palmer Johnson Norway – Flekkefjord, under *yard number PJ801*. Due to the financial crises there were no buyers and the yard had to close down. The hull was the property of Palmer Johnson super yacht international and is now being relocated to another yard for completion or continues layup, who knows! She was towed with a speed of 8.5 knots and 400 meters behind the FFS Atlas heading for Halsenøy, West Coast of Norway *(Source & Photo: John W.Nilsen)*

LIZ F WORKING IN DARWIN HARBOUR



A nice shot of the "**Liz F**" (Imo 9646560) working in Darwin harbour, passing the floating line to the Queen of The Netherlands. She is operating under the GSS Broadsword JV in Australia alongside 3 other vessels in the region. The **Liz F**, a Shoalbuster 3209, is built in 2012 by Damen Shipyard Hardinxveld; Netherlands under yard number 571666 on stock. She has a length 32.08 mtrs a beam of 9.10 mtrs and a draft of 4.40 mtrs. The total engine output is 2,460 kW (3,344 hp) and give the tug a bollard pull of 48 tons and a speed of 12 knots. She was sold in 2012 to Gareloch Marine Services BV (GSS Marine Services Ltd). *(Photo: Jamie McGarry)*

Advertisement



BOGAZICI SHIPPING

high quality
TUG & OFFSHORE VESSEL
BUILDER

with tailor made solutions

www.bogazicishipping.com

CHRISTENING CEREMONY OF 'RT INSPIRATION' IN SINGAPORE, PERFORMED BY MRS ELIZABETH SINKE

International maritime service provider KOTUG celebrated the christening ceremony of one of the latest generation Rotor@Tugs at the ASL Shipyard in Singapore on February, 26th 2013. The RotorTug '**RT Inspiration**' and her sister tugs '**RT Rotation**', '**RT Sensation**' are built in Singapore and have a power of 6,500 HP and 84 tons Bollard Pull. These tugs are equipped with three Schottel propulsion units under tug's hull giving them a unique maneuverability



The '**RT Rotation**', '**RT Sensation**' and '**RT Inspiration**' will join three Rotor@Tugs already operating in Port Hedland, Australia, taking the total to six. Teekay Shipping Australia has agreed to a series of bareboat charter agreement with Elisabeth Group as owner of the tugs under services of KOTUG



International B.V. for the above mentioned three additional 80+ tons bollard pull Rotor@Tugs to service Port Hedland, Western Australia. (*see TT&O issue nr.9 also*). During the christening ceremony of **RT Inspiration**, KOTUG highlighted the important role of Piet Sinke in the maritime industry, inspiring other people with his great achievements, enthusiasm inspiration and issuing a daily 'Maasmond Newscippings', sent by e-mail to approximately 200.000 readers. As a token of appreciation for Piet's hard work, his wife Mrs. Elizabeth Sinke, was invited to perform the christening ceremony of the '**RT Inspiration**' which is the 19th Rotor tug built by the

ASL Singapore Yard. Lady sponsor Mrs Elizabeth Sinke received a gift presented by Kotug director Ard-Jan Kooren (*Source: Piet Sinke*)

YARD NUMBER 571680 ON TRAILS

Last week was seen the Damen built Shoalbuster 2609 with **yard number 571680** during her technical trails. The vessel is built on stock by the Damen Shipyard Hardinxveld; Netherlands. She has a length of 26.00 mtrs a beam of 9.10 mtrs and a depth at sides of 3.60 mtrs. The Shoalbuster has a total power output of 1,640 bkW with expected results of a speed of 10.5 knots and a bollard pull of 28 tonnes. The picture shows the tug during her bollard pull test *(Photo: Jan Oosterboer)*



TUG HOLLAND SUFFERED GENERATOR FIRE

The 1951 built Dutch registered with call sign PESK tug **Holland** (IMO 5153462) suffered generator fire on Feb. 22 while at port. The fire was under control within 45 minutes, and damage was limited. The tug is owned and managed by Zeesleepboot Holland – Harlingen; Netherlands. The **Holland** was built by Ferus Smit , v/h J. Smit & Zn – Foxhol: Netherland under number 111 for NV Scheepvaart en Bergings Mij. G.Doeksen & Zonen – Terschelling; Netherlands. In 1976 chartered to Rijkswaterstaat; Neherlands. In 1998 to Holland Shipping Company BV. In 2001 Stichting Zeesleepboot Holland. The tug is classed Lloyd Register of Shipping.

A VETERAN RETURNS ON ITS BASE



The 1907 built steam tug **Lyttelton** (Imo 5215519) returns to her inner harbour berth after a regular Sunday cruise. The tug was built for the Lyttelton Harbour Board who sold her to a group of volunteers when they had no further use for her. The tug was built by Ferguson Bros. (Port Glasgow) Ltd - Port Glasgow under yard number 174 as Canterbury. On the 11th September 1907 she

arrived at Lyttelton; New Zealand and renamed Lyttelton. In 1970 she retired from service and was laid up. In 1972 she was chartered to Tug Lyttelton Preservation Society for preservation on South Island. In October 1973 she came back in service as museum tourboat. Later she was transferred to Lyttelton Port Company – Lyttelton. In 1991 the ownership transferred to Tug Lyttelton Preservation Society on South Island. The tug has a length of 38.10 mtrs a beam of 7.65 mtrs and a draft 3.51 mtrs. The vessel develops a totatl output of 155 nhp. *(Photo: Alan Calvert)*

KULLUK DEPARTS KILIUDA BAY EN ROUTE TO ASIA

Three tugboats began moving the Shell drilling rig *Kulluk* from Kiliuda Bay near Kodiak towards Dutch Harbor Tuesday afternoon en route to Asia after its New Year's Eve grounding. The tug operation began at 3:40 p.m. Tuesday and will take 10 days to reach Dutch Harbor, according to Shell spokesperson Curtis Smith. Once in Dutch Harbor, the *Kulluk* will be



placed in a special dock for "dry-tow" transit, which means it will be prepped for loading and transport via heavy lift vessel to a shipyard in Asia. The *Corbin Foss* and the *Ocean Wave* collided earlier this month in Kiliuda Bay with the *Ocean Wave* sustaining minor damage and no injuries were reported. The *Kulluk* will be further analyzed and assigned a "scope of work" once in dry dock. Shell said the "timeline associated with that scope of work will dictate the *Kulluk*'s future role in Shell's ongoing exploration program offshore Alaska." (Source: NBC News; Photo: USCG)

ACCIDENTS – SALVAGE NEWS

Advertisement



TUG COLLIDED WITH QUEEN ELIZABETH



A tug vessel, named *Toia*, reportedly "packed with pleasure seekers," bumped into the cruise ship *Queen Elizabeth* owned by Carnival Cruises, while the luxury cruise liner was docked at port of Wellington on the 23rd of February, 2013. There were no injured people. The accident happened mid-afternoon while the tug boat, carrying fifty passenger on-board, was manoeuvring alongside the *Queen Elizabeth* cruise ship. The funnel of the tug boat hit the cruise liner's docking platform. But while debris fell onto people on the tug boat, nothing more serious than a small cut was informed. Cunard Cruise Line stated: "While our cruise ship *Queen Elizabeth* was alongside in the port of Wellington, New Zealand on the 23rd of February, 2013 a tug

boat made contact with the liner," told the Cunard's manager of public relations, Jackie Chase." The cruise ship *Queen Elizabeth* left port of Wellington as planned." Maritime New Zealand and the marine authorities of port of Wellington are investigating the accident. *(Source: Vesselfinder)*

USS GUARDIAN SALVAGE OPERATIONS

Sailors from Mobile Diving and Salvage Unit 1 and U.S. Navy contracted salvage crew members from the M/V *Jascon 25* safely removes the exhausts funnel structure from mine countermeasures ship *USS Guardian* (MCM 5), which ran aground on the Tubbataha Reef Jan. 17. The funnel's removal was a milestone in the dismantling process of the *Guardian*. The U.S. Navy and contracted salvage teams are safely dismantling and



removing the ship from Tubbataha Reef. The U.S. Navy continues to work in close cooperation with the Philippine authorities to safely dismantle *Guardian* from the reef while minimizing environmental effects. *Task Force Tubbataha sets Mar. 23 deadline.* The Philippines and the United States have jointly set a March 23 deadline for the completion of the salvaging operation of the *USS Guardian* that ran aground last month in the Tubbataha Reef, an area declared by the World Heritage site. Cdr. Armand Balilo, Philippine Coast Guard chief information officer, said the Malaysian ship-borne crane *Jascon-25* has begun dismantling the minesweeper on Monday with the help of other salvage ships. "We received information from the Task Force Tubbataha that they have started lifting some parts of the *USS Guardian*. The operation will continue because right now, there is a good weather condition in the area," he said. Commodore Enrico Efren Evangelista, Coast Guard Palawan district commander, said the salvaging operations is on-going for the clearing of equipment below the ship's weather deck as well as the removal of sonar winch at the bow while the team is already done with lifting of the funnel section. Other than *Jascon-25*, the vessels present along the salvaging site includes the Singapore-based *Smit Borneo* crane barge, *USNS Salvor*, *USNS Safeguard*, *USNS Wally Schirra*, *M/Tug Archon Tide*, *M/Tug Intrepid*, *M/Tug Trabajador-1* and *Barge S-7000* of the Malayan Towing and Coast Guard ship *BRP-Pampanga*. *Evangelista* assured the public that the salvaging team continues the clearing of loose materials in the *USS Guardian* to prevent it from further damaging the reef. The US government commissioned *Jascon-25*, an 800-ton Malaysian ship, to cut into pieces the US minesweeper with the use of power tools. The *USS Guardian* will be cut into ten sections such as mast, funnel, first and second deck, stack, pulley, fan tail, engine and hull before it will be transferred to a barge. *(Source: Dvidshub & Manila Standard Today; Photo: U.S. Navy)*

MISSING CRUISE SHIP SPOTTED OFF COAST OF IRELAND

A cruise ship that went missing back in January was spotted drifting toward the coast of Ireland late last week. The M/V *Lyubov Orlova* was on its way to the scrapyard when it broke away from a Canadian tug in international waters last month and hadn't been seen since. It has been floating aimlessly across the Northern Atlantic and is now reportedly within 1200 nautical miles of the Irish coast. In the meantime, the ship is open to rights of salvage as long as it remains in international

waters. If you've ever dreamed of owning your own cruise ship, now is your chance. *(Source: Gadling)*

STRANDED SHIP OFF AJMAN COAST NOT GOING ANYWHERE SOON



A ship that ran aground in Ajman over a month ago has begun to attract the attention of residents and amateur photographers. **Sea Blue** became stranded on the Ajman corniche when it ran into trouble in rough seas. While the Ajman population is used to vessels being beached during the winter season, stranded vessels are usually tugged away in a matter of days. **Sea Blue** is believed to be the ship stranded for the longest in the emirate's recent memory, the Arabic-

language newspaper Al Ittihad reported on Tuesday. It is unclear, however, whose responsibility removing the ship is. First Lt Salem Al Zaabi, head of media and public relations at the civil defence department in Ajman, said his organisation was neither responsible nor has the means for tugging boats away from shore. "It is the ship owner's responsibility to do that, in conjunction with the Sharjah Coastguard," he said. A source at the Coastguard denied they have anything to do with the stranded ship. *(Source: The National UAE)*

Advertisement



Office: Orhangazi Cad. Manolya Sokak, No: 12,
34865 Dragos / Kartal, Istanbul
Tel: +90 (216) 458 5900 Fax: +90 (216) 458 5959

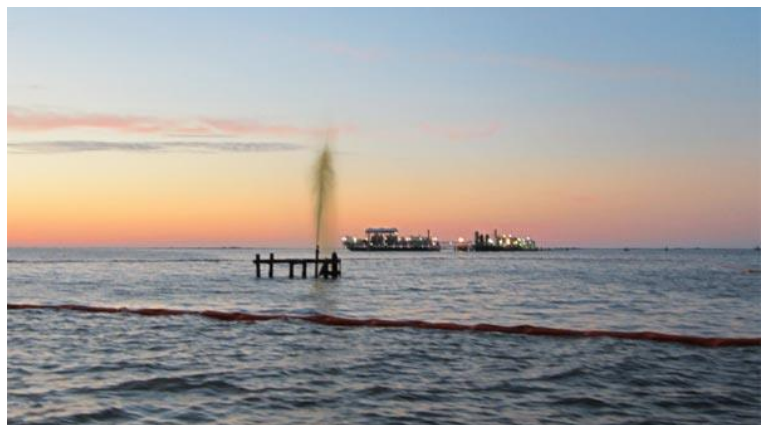
Shipyard: Aydıntepe Mahallesi, Billur Sokak,
Tersaneler Bölgesi 2. Kısım Tuzla-Istanbul
Tel: +90 (216) 507 2000 Fax: +90 (216) 507 2222
E-mail: info@sanmar.com.tr



BUILDING FOR THE FUTURE

TUGBOAT ALLIDES WITH INACTIVE WELLHEAD, TRIGGERS DISCHARGE

The Coast Guard is reponding to limit pollution of the sea in the area 9 miles SW of Port Sulphur (on W. bank of the Mississippi) Louisiana. Coast Guard Sector New Orleans watchstanders received a report Tuesday that the 42-foot crewboat **Sea Raider**, allided with a wellhead owned by Swift Energy, causing the platform to discharge an oily-water mixture. The Coast Guard



subsequently updated the situation as follows: Swift Energy, the responsible party, has contracted a barge to secure the wellhead. Response crews have deployed 1,800-feet of boom to contain the discharged oily-water mixture from the wellhead. The discharge coming from the wellhead is less than 840 gallons of oil being spilled per day. “Our responders are aggressively attacking this spill,” said Capt. Peter Gautier, the Captain of the Port for Coast Guard Sector New Orleans. “We’ve quickly mobilized boom to contain, skimmers to clean up spilled oil and operations to plug the well are our top priority. Well control operations will start tomorrow morning.” Two oil-skimming vessels are on scene conducting cleanup operations. Two contracted fixed wing aircraft with Coast Guard aerial observers onboard have been conducting overflights of the impacted area throughout the day. The Coast Guard is working with federal, state and local agencies which include, Louisiana Oil Spill Coordinators Office, Louisiana Department of Environmental Quality, Louisiana Department of Wildlife and Fisheries, Louisiana Department of Natural Resources and Plaquemines Parish as well as the responsible party, Swift Energy, in response to this incident to secure the well and contain and clean up any oil that is leaking. Swift Energy reports the wellhead was shut down and became inactive in December 2007. The wellhead produced crude oil and natural gas. The Coast Guard is investigating the cause of the incident. *(Source: MarineLink)*

OFFSHORE NEWS

SPECIAL PURPOSE VESSEL HEADS STRAIGHT TO WORK AFTER DELIVERY



Saturday, MRV Ocean Response enters our fleet. Immediately, following the naming ceremony at Bryggen in Bergen, she will head to the North Sea and operate for Statoil. The newbuild cost is approx. nok330 million. This is the third newbuilding delivered to Atlantic Offshore the past year. CEO Roy Wareberg is pleased to develop a modern and internationally competitive offshore fleet. Six more vessels are currently under construction at several shipyards. - Both

authorities and operators set high standards for safety and environmental contingency. Atlantic Offshore has an extensive newbuilding program and has gradually taken a strong international position in the market for emergency vessels and supply vessels. The ships are equipped with the latest technology, and contingency services related to fire, oil spill and rescue operations, says Wareberg. The new vessels meet stringent environmental regulations. Ocean Response is built by Bergen Group BMV in Bergen, and both the yard and the company believe the ship sets a new standard in offshore vessels. Atlantic Offshore’s strategy is to be of the leading operators in the segment of standby- and platform supply vessels. We are committed to this strategy. Ocean Response is the next generation emergency response & rescue vessel, constructed to handle advanced emergency- and rescue operations, and maintenance of loading hoses in oil fields, says Wareberg. Ocean Response is a VS 465 MKII, developed and designed by Wärtsilä Ship Design in cooperation with Atlantic Offshore. She is 75 meters long and evacuation space for 370 people, equipped with fire emergency (Fi-Fi I and II), 1st line oil spill response, and the bollard pull is 120ton *(Source: Atlantic Offshore; Photo: Bjørn Ottosen)*

WAHA SELLS THREE ANCHOR HANDLERS TO STANFORD MARINE

Waha Capital PJSC, an Abu Dhabi investment company, announced that it has sold its three Anchor Handling Tug (AHT) vessels held by its wholly-owned subsidiary, Waha Offshore Marine Services (WOMS), to Stanford Marine Group. Waha Capital has a 49% shareholding in Stanford Marine Group. WOMS was established by Waha Capital in 2009 as an owner and operator of offshore support vessels focused primarily on the UAE market.



This transaction effectively consolidates Waha Capital's interests in the offshore support industry under one investment vehicle. The three vessels are currently owned by WOMS and placed under charter with Abu Dhabi Government-owned entities. The charters are not affected by the sale.

(Source: Waha; Photo:Marine Traffic)

Advertisement




The bright spot in the marine world | www.wkmcornelisse.com | +31 (0)34 55 17 122

WINS TAKES OVER PSV 'WM NATUNA' (INDONESIA)



The management of WINS announced it has taken delivery of “**WM Natuna**”, the company's latest Platform Supply Vessel (PSV). This latest vessel, together with their other two PSVs, **WM Massar** and **WM Sulawesi** are the only three Indonesian flagged PSVs in the 3500 dwt class, thereby strengthening their market leadership in this segment of the Offshore Support Vessel (OSV) market in Indonesia. **WM Natuna** is equipped with DP2 (Dynamic Positioning) and has Oil recovery capability. Classified with ABS +

A1(E) Offshore Support Vessel notation, she also has ERRV certification (Emergency Rescue and Response) and Fifi class 1 (firefighting). Her 20 cabins can accommodate up to 50 passengers. They are currently in the process of tendering for several contracts for **WM Natuna** to support oil and gas

exploration. **WM Natuna** was built in China and is owned by PT WM Offshore, a 51% subsidiary of PT Wintermar Offshore Marine Tbk and a joint venture with PT Meratus Line. Funding for **WM Natuna** will be through 30% shareholders funds and 70% bank loan with an international financial institution. Platform Supply Vessels are designed to supply offshore oil platforms, transport goods and personnel to and from offshore oil platforms and other offshore structures. They also have Cargo tanks designed for drilling mud, pulverized cement, diesel fuel, potable and non-potable water, and chemicals used in the drilling process. Fuel, water, and chemicals are almost always required by oil platforms. This is the second new vessel delivery for WINS in 2013, the first being a 330 feet ballastable offshore barge, *Winposh 3301*. They have plans for 8 new vessels in this financial year, with a total capex of about USD60 million. These include Fast Utility Vessels, Anchor Handling Tugs, Utility Vessels in addition to the two vessels already delivered. This compares with 3 new vessel deliveries in 2012 comprising 2 units of 8000 BHP Anchor handling tug supply (AHTS) and one Anchor Handling Tug. As at end January 2013, the total contracts on hand are worth USD193 million. *(Source: WINS)*

NEW CHARTER CONTRACTS WITH STATOIL FOR HAVILA MARS AND HAVILA MERCURY

Havila Shipping has entered into new contracts with Statoil for AHTS vessels **Havila Mars** and **Havila Mercury**. The **Havila Mars** contract is for a firm period of one year with one optional period for one year. The **Havila Mercury** contract is for a firm period of three years with three optional periods each of one year. Both vessels will start working under new charter contract in direct continuation of existing contracts, **Havila Mars** in June 2013 and **Havila Mercury** in November 2013.



The contracts are at market terms. *(Press Release Havila)*

SOLSTAD SIGNS NEW CONTRACT FOR AHTS NORMAND FERKING



Solstad Offshore ASA (SOFF) has entered into a new contract with Statoil for hire of SOFF's anchor handling vessel (AHTS) "**Normand Ferking**". "**Normand Ferking**" has worked on contract for Statoil since she was delivered from the shipyard in 2007. The duration of the new contract is firm for 3 years. In addition Statoil has the option to extend with further 3 x 1 year. The new contract will commence in direct extension on the current charter agreement during September 2013. As a part of the

agreement, Solstad shall supply ROV services from "**Normand Ferking**". Agreement has been reached with DeepOcean AS for this service. The commercial terms between the parties are confidential, but it gives SOFF an acceptable return on the investment. *(Source: Solstad Offshore)*

SIX HOSTAGES FREED BY PIRATES OFF NIGERIA

The six hostages taken by pirates off Nigeria nine days ago have been released unharmed. One Russian, three Ukrainian and two Indian sailors were seized by gunmen after the **Armada Tuah 101** was attacked 40 miles off the coast of Bayelsa state on February 17th. The ship is owned by Nigerian firm Century Group. The pirates demanded a ransom of USD\$1.3 million, but local authorities state



that no money was paid for the release of the crewmembers. Attacks off the coast of Nigeria have skyrocketed this month resulting in the largest upsurge of Nigerian attacks since 2010. This increase also illustrates the willingness of pirates to go further offshore and use more violence. Oil and shipping companies have to hire crisis management teams, pay huge insurance premiums and possibly ransoms, to operate in this oil-rich area. *(Source: Marex)*

Advertisement

Robert Allan Ltd. and Rotor[®]tug: the best of both worlds.



Robert Allan Ltd
www.ral.ca



Your Rotor[®]tug



www.rotortug.com

BOURBON TAKES DELIVERY OF NEW IMR VESSEL



BOURBON has taken delivery of the Bourbon Evolution 803, the 3rd vessel in the 1st large IMR series for the offshore industry. The first two sisterships already operate in West Africa. Resource exploration is going into increasingly deep waters and the new milestone for oil and gas marine industry operations is now at 2,500 to 3,000 meters. To meet this requirement, BOURBON has ordered a large series of 10 IMR (Inspection, Maintenance, Repair) vessels called Bourbon Evolution 800. “The series of 10

Bourbon Evolution 800 vessels means BOURBON can provide clients with a new generation of versatile vessels devoted to subsea operations. They are designed to meet future challenges in the offshore oil sector and operate at depths of 3,000m in complete safety. These vessels provide a variety of services in operational and economic harmony with the deep offshore market,” says Christian Lefèvre, Chief Executive Officer of BOURBON. “The Bourbon Evolution 800 vessels are in line with the BOURBON strategy for fleet standardization and management optimization as proved

by the successful choice of diesel-electric propulsion system on the Bourbon Liberty series, 2 large cranes that can work simultaneously and DP3 dynamic positioning.” Encouraging results for the first in the series, the Ungundja. The first vessel in the series, the Ungundja, has been operating in Angola since December 2011. Total E&P Angola has said it has “really added value to offshore operations as, they are more numerous and meticulous and they require larger lifting systems.” After over a year of operations, the vessel installed numerous jumpers and Christmas trees on the Dalia and Pazflor fields as well as other standout operations. The Bourbon Evolution 802 joined the fleet in September 2012 and operates off the coast of Nigeria. Most recent addition to the series and delivered at the end of January 2013, the Bourbon Evolution 803 will soon operate in Malaysia. The Bourbon Evolution 800 vessels have seen BOURBON launch a series that satisfies oil company requirements in terms of operational excellence, risk management and cost optimization in the deep offshore market: The series vessels have 7 diesel-electric generators, 2 machine rooms, 2 electric rooms, 2 VSAT communication systems, 2 cranes that can work simultaneously, 3 stern propellers and 3 bow propellers. The Bourbon Evolution 800 vessels provide the highest level of dynamic positioning (DP3) in addition to 6 propellers on each vessel. The Bourbon Evolution 800 vessels are equipped with a diesel-electric propulsion system, particularly economical for offshore operations, whose 7 diesel-electric generators provide intelligent and improved energy management thus saving fuel. The series was designed to provide a range of operational configurations e.g. to accommodate over 200 people (floatel), support well intervention operations (wireline) and well testing operations (well-testing). *(Source: Bourbon)*

WINDFARM NEWS

STRATEGIC MARINE HANDS OVER CREW TRANSFER VESSEL NJORD CURLEW



Strategic Marine, the leading specialist shipbuilder operating in Singapore and Vietnam, today delivered the **Njord Curlew**, a high-grade crew transfer and service vessel for Njord Offshore, the UK fleet operator specialising in supply services for the growing offshore windfarm sector. Today’s delivery is the third in a series of eight vessels for Njord Offshore, underscoring Strategic’s recent move into a new market sector, one in which it sees significant growth opportunity. “This major contract with Njord Offshore is our first big step toward achieving our

ambition to become the world’s best and biggest supplier of windfarm service vessels,” announced Ron Anderson, Strategic Marine’s Executive Director. “We are diversifying and expanding our capability to provide state of the art service vessels for the offshore windfarm sector globally,” he said. “Our decision to do so stems from dialogue with colleagues in the renewables industry and to observing greater and greater worldwide demand for such project installations.” Pairing with designers at specialist ship designer and engineering consultant BMT, the vessels for Njord Offshore represent another milestone for Strategic. “Successfully applying our building expertise in yet

another new market is extremely satisfying for us,” said Mr Anderson. “We are proud to have set a new benchmark for the offshore windfarm service sector.” The eight vessels, to be deployed by Madliena Shipping (Jersey) Ltd in Europe’s growing offshore windfarm fields, are 21-metre 15DWT crew transfer catamarans classed by DNV with IAI HSLC R2 Windfarm Service 1 notation. They are powered by MTU engines of 965bhp each at 2,250rpm for speeds up to 26 knots. Including multiple lashdown points for cargo, the decks can quarter a 10ft container if required. Other features include a 6.5ft knuckle crane, removable A-frame and 40m deck reel fuel transfer system. Each vessel, with a crew of four, can accommodate 12 passengers and provide showers, multimedia capacity and a full galley. “As part of Strategic’s plans to grow further as a provider to the offshore windfarm markets, we have also established a robust agreement for ship maintenance services with Testbank Ship Repair in the UK,” Mr Anderson added. “This partnership demonstrates our commitment to the European offshore wind market. It ensures the vessels will have long and successful lives after delivery.” Mr Anderson expressed strong confidence in the market for renewable projects. “This year we are instigating a newbuild programme to cater for stock requests, a move which has the obvious benefit to clients of shortening delivery times.” The value of Strategic’s orderbook for the windfarm service sector is currently USD \$30 million and rising. *(Press Release Strategic Marine)*

Advertisement



tugs & Offshore






MUSTANG MARINE TO BUILD MULTI-PURPOSE VESSEL FOR SUPACAT

The innovation house, Supacat, has awarded the build contract to Mustang Marine (Wales) Ltd for a new concept offshore support vessel, the *Supacat Multi-purpose Vessel 24*. The first boat will be built at Mustang Marine’s Pembroke Dock facility and is scheduled for launch in August this year. To develop the *Supacat Multi-purpose Vessel 24* (SMV 24) concept Supacat has collaborated with key partners with strong pedigrees in the offshore marine sector. It commissioned the highly respected naval architects, Incat Crowther, to turn the concept into a detailed design. For advice on classification Supacat has worked closely with DNV. Supacat analysed in detail the range of support tasks and operations for wind farms and other offshore facilities worldwide and conceived the SMV 24 as a single ‘multi-purpose workboat’ as a solution that will reduce the number of different vessel types currently required. The result is a high specification vessel featuring a revolutionary deck system which is a key to its multi-role performance. There are several patents pending. The SMV 24 will meet DNV 1A1 HLSC Windfarm Service Vessel Class 1 and be UK MCA Category 1. “The SMV



24 will meet DNV 1A1 HLSC Windfarm Service Vessel Class 1 and be UK MCA Category 1. “The SMV

24 has been designed as ‘one vessel to replace many’ and is a flexible, high performance and cost effective solution that will transform the way support operations in the offshore and wider maritime engineering sectors are conducted. We at Supacat are delighted to have such a respected name as Mustang Marine as our build partner for SMV 24“, said Nick Ames, Managing Director of Supacat. “At Mustang Marine we are delighted to have been contracted by Supacat for the construction of this new and exciting SMV24. The multi-purpose vessel aimed at the wind-farm support market offers great flexibility and certainly broadens its’ target audience. Supacat are highly respected within their industry and we are looking forward to working with them over the coming months.” Said Ian Strugnell, Commercial Director Mustang Marine (Wales) Ltd. Devon based Supacat specialises in analysing operational challenges and creating concepts to develop into exceptional products. Examples are the Launch and Recovery System for the RNLI’s new ‘Shannon’ Class Lifeboat and the ‘Jackal’ high mobility military reconnaissance vehicle. Located in the UK’s first Marine Energy Park, Supacat is ideally placed to engage with collaborators in renewable energy projects with its dedicated team of design engineers and extensive production facilities. Supacat is already engaged in a Fred. Olson led wave energy project being tested at Falmouth’s FabTest site and is extending its capabilities as part of a long term commitment to support offshore energy development. “The SMV 24 project represents a further expansion into adjacent sectors for Supacat, which has diversified from its core military vehicle market into the Oil & Gas, Renewable Energy and Marine sectors“, said Nick Ames, Managing Director, Supacat. The Supacat SMV 24 website product pages are currently under construction and will be live imminently. The SMV 24 will also be exhibited on the Supacat stands at the following exhibitions: All Energy (22-23 May) and Seawork (25-27 Jun). *(Source: Supacat)*

YARD NEWS

COCHIN SHIPYARD DELIVERS FOURTH AHTS TO SCI



Cochin Shipyard Limited (CSL) today 25th February 2013, delivered a 120T Bollard pull Anchor Handling Tug Supply Vessel (AHTS), “**SCI URJA**”, bearing Hull No. BY-80, to The Shipping Corporation of India Ltd, Mumbai (SCI). This is the last in a series of 4 Nos of 120T Bollard pull AHTS’ being built by CSL for SCI. The Protocol documents of the ship were signed by Mr. P .Vinayakumar, Director (Technical) on behalf of Cochin Shipyard and Capt. K.

Devadas, Senior Vice President (Technical & Offshore Services) on behalf of SCI, in the presence of Cmde. K. Subramaniam, CMD, Director (Finance), Director (Operations) and other senior officials from CSL and SCI. The vessel is of AH03 type, designed by STX OSV, Norway (ex-Aker Yards) and is certified under dual class by the Rules and Regulations of Indian Register of Shipping and American Bureau of Shipping. The vessel will be registered under Indian flag with Mumbai as the home port. This 65.2 x 16.0 Meter vessel is a high end anchor handling tug equipped with Rolls Royce Brattvaag Waterfall type anchor handling cum towing winch with a tested bollard pull of 120

T. The vessel is powered by 2 x 4000 KW diesel engines and two controlled pitch propeller in Kort Nozzles. The vessel is equipped with Grade I dynamic positioning feature along with compliance to ERRV class 'C', which allows the vessel to work as an emergency rescue and recovery vessel in case of an oil field exigency. The vessel also has the capability of the firefighting class I. The vessel has an accommodation facility for 29 persons with all the capabilities of a platform supply vessel in addition to the Anchor handling facility. These anchor handling tugs are the work horses of the offshore oil industry and are used extensively as support vessels for various rig movement/anchor handling and other offshore supply functions. *(Source: CSL)*

Advertisement



GUIDO PERLA & ASSOCIATES, INC. DESIGNS GPA 675J PSVs

Naval Architecture and Marine Engineering firm Guido Perla & Associates, Inc. (GPA) was awarded a contract to deliver the Design, Regulatory Design and Production Engineering for two **GPA 675J** PSVs for Jackson Offshore Operators. The vessels will be constructed at BAE Systems in Jacksonville, Florida, under a contract that includes the option for two additional vessels. Throughout the design and engineering process, GPA worked closely with Jackson Offshore Operators to meet all



operational requirements, giving the ships the features and functions that operators and crew members appreciate during operation and maintenance. The result is a customized vessel with optimized cargo capacity, improved fuel consumption, ease of maintenance, redundancy, excellent maneuverability, superb seakeeping and highest safety and comfort standards for the 34 crew members the vessel can accommodate. "We see it as a vote of confidence that GPA was chosen as such an integral part of this fleet expansion and are continuing to develop our partnership with Jackson Offshore Operators. For the last eight years, GPA has been very involved successfully designing for the international offshore market. We are excited to be able to complement that success with new, modern designs specifically for the Gulf of Mexico and apply our skills and experience to make this project a resounding success," says Guido Perla, Chairman of GPA. GPA's

proven design standards offer an economical solution that evolved throughout many years by working with clients in developing the most practical and economical vessel to construct and turning complex ideas into reality. These established standards include many GPA methods and ideas that enable shipyards to build more vessels in less calendar time in a cost-saving manner while owners benefit from a vessel that provides efficient operations meeting the highest standard of the industry. For the [GPA 675J](#) PSV, GPA is using their new series of hull forms that provides a more efficient hull compared to previous designs. A new bow design has been developed that encompasses GPA's special shaped bulb and forward sections that allows for better sea keeping on any sea direction. Many new bow designs offered recently are designed to favor head sea operations, but GPA's design provides a more balanced bow that will enhance operation in head sea, but also on any other sea directions. This gives a more overall performance to the hull by balancing the stern with the bow of the vessel. The first vessel with these new hulls has been tested in Brazil with the [GPA 688SC](#) PSV (PSV 4500). Eight of these vessels are under construction in Brazil. The [GPA 675J](#) PSV also incorporates notable features that GPA has utilized throughout the years on numerous offshore vessels, such as the location of the engine room on the main deck. The layout increases cargo capacity below deck and entails remarkable crew comfort improvements, achieved by adding an extra deck of attenuation between the accommodations and the bow thrusters and cargo machinery, two of the prime contributors of noise and vibration aboard these types of vessels. GPA pioneered this engine room arrangement several years ago on the ten-vessel GPA 654 PSV series operating in the Gulf of Mexico. "When we began to consider our fleet growth strategy we immediately targeted GPA to develop a PSV design to meet the current and long-term needs of the deepwater offshore drilling and production market," stated Lee Jackson, President and CEO of Jackson Offshore Operators. "The design has been well received as indicated by the long term contracts we have secured on the two new GPA 675J PSVs we are building with BAE." GPA's independence allows Jackson Offshore Operators to be flexible in their equipment selection and combine vendors that are most suitable for this customized design. The main equipment on the 76 meter (252 ft) [GPA 675J](#) PSV includes an integrated Rolls-Royce ship systems package inclusive of low-voltage active front end diesel-electric system and a complete propulsion package with Azipull propulsion thrusters. The scope of supply also includes power and propulsion systems integration - including an advanced Acon automation system, an Icon Dynamic Positioning (DP-2) system and a fully integrated electrical detailed engineering package. This clearly shows the flexibility of GPA adapting their designs to meet any equipment manufacturer requirements and satisfying owner desires and best fit for the project. The [GPA 675J](#) PSV will bear the class notation ABS, +A1, Circle E Offshore Support Vessel (Supply-HNLS), +AMS, DPS-2, FiFi-1, ACCU, SOLAS, USCG Subchapter I& L, Full Ocean, USCG EEP150 Notation, MARPOL Annex I, II, IV and V and increases the number of GPA-designed offshore vessels operating in the Gulf of Mexico to 22. The vessels are expected to enter into service in 2014. *(Press Release GPA)*

KEEL-LAYING OF OFFSHORE PATROL VESSEL AT STX FINLAND RAUMA SHIPYARD

The keel of the offshore patrol vessel being built for the Finnish Border Guard was recently laid at STX Finland Oy's Rauma Shipyard. The event was witnessed by representatives of STX Finland, the Finnish Border Guard, the partnered classification society and the media. Scheduled for delivery in November 2013, the 96 metre-long and 17 metre-wide vessel is technically advanced, using modern technologies and environmentally friendly innovations in accordance with the Government's decision-in-principle on sustainable public procurement. The vessel is equipped with machinery using liquefied natural gas (LNG) and diesel as fuel. The requirements of energy efficiency and safe



operation of the vessel in different accident situations have also been taken into account in the design of the ship. In addition to border patrol and frontier supervision missions, the offshore patrol vessel can also be used for maritime

search and rescue, military national defence and various underwater assignments both independently and in collaboration with other authorities. The vessel will also feature substantial oil spill recovery capacity, with the Finnish Environment Institute has been closely involved in the design process of the vessel. “Today, we have reached an important milestone in the production of the offshore patrol vessel. Now it is time to begin the assembly of the ship’s hull, and the ship will find its final form by the end of July. This order by the Finnish Border Guard is extremely important for the Rauma shipyard. This vessel has a direct influence on employment by providing approximately 450 man-years of labour,” says Toivo Ilvonen, STX Finland Rauma Shipyard director. “The Border Guard is very satisfied that this important vessel project is advancing as planned. When completed, this vessel will significantly enhance Finland’s maritime search and rescue capability, as well as in marine accidents. *The vessel’s emergency towing capability facilitates protection of sea transport from damage.* Additionally, special attention has been paid to the vessel’s own damage control capacity to ensure reliability of operation,” says Captain (Navy) Jukka Jaakkola, chief of technical department of the Finnish Frontier Guard Headquarters. (Source: Baird)

Advertisement

M3 Marine are Asia's largest truly independent offshore shipbroking & marine consultancy groups
We 'LIVE' our Business!



SERVICES

M3 MARINE EXPERTISE

- FMEA / FMECA (DP Vessels, Diving Systems, Cranes)
- Vessel Newbuildings / Maintenance / Conversion
- Audits / Inspections (OVID / CIMD, D023 / D024 etc.)
- Vessel Valuations
- Market Study
- Commercial & Corporate Due Diligence
- Expert Witness
- Marine Executive Placement

M3 MARINE OFFSHORE BROKERS

- Chartering (Time / Bareboat)
- Sale & Purchase
- Newbuildings

Offshore Brokerage ✉ mail@m3marine.com.sg
Offshore Expertise ✉ expert@m3marine.com.sg
www.m3marine.com.sg

GRANDWELD SHIPYARDS ANNOUNCES CONTRACT TO BUILD FOUR HEAVY-DUTY CRANE/WORK BOATS FOR KUWAIT OIL COMPANY

DUBAI - UAE. Grandweld Shipyards, one of the region’s most established and versatile shipbuilders, has announced the signing of a contract with Kuwait Oil Company to design and build a series of four Crane / Workboat class vessels. The contract is valued at a total of USD 50m over the duration of the build. Grandweld’s Crane/Work boats are designed and built in-house to meet the specific needs of KOC's requirements; these state of the art vessels are designed to undertake tasks such as lifting and moving heavy equipment, oil pollution control, SBM hose handling, FO/FW supply, and

other related duties. Each vessel comes with a crane capable of lifting 20 tons at 10 meters radius. Propulsion power is provided by 2 x 1432 bhp engines at 1000 rpm, generating 35 tons of bollard pull. Additionally, the vessels will be fitted with 2X Azimuthing stern propulsion system and bow thruster, to enhance the vessel's maneuverability. Kuwait Oil Company (KOC) is a subsidiary of the Government-owned Kuwait Petroleum Corporation (KPC). In 2012, Dubai-based Grandweld



Shipyards delivered two service boats to Kuwait Oil Tanker Company, another subsidiary of the Kuwait Petroleum Corporation. This new contract further cements the relationship between Grandweld and KPC's subsidiaries. The contract signing ceremony was held at KOC headquarters in Kuwait. The first vessel will be delivered in May 2014, with the fourth and final vessel to be delivered in February, 2015. On the picture is seen similar smaller vessel (*Source: Grandweld*)

WEBSITE NEWS

[HTTP://WWW.TOWINGLINE.COM](http://www.towingline.com)

ARE YOU ALSO INTERESTED IN THIS FREE TUGS TOWING & OFFSHORE NEWSLETTER. PLEASE VISIT THE WEBSITE [WWW.TOWINGLINE.COM](http://www.towingline.com) AND SUBSCRIBE YOURSELF FOR FREE

Last week there have been new updates posted:

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

- [CWind grows charter fleet – CWind Adventure named as latest addition](#)
- [Holland Accommodation Rentals builds new rental fleet](#)
- [Grandweld Shipyards announces contract to build four heavy-duty Crane/Work Boats for Kuwait Oil Company](#)
- [Expositie 'Waar zijn ze gebleven?' blijft actueel](#)
- [Stoffig? Dat is een misvatting voor het Nationaal Sleepvaart Museum](#)
- [Guido Perla & Associates, Inc. Designs GPA 675J PSVs for Jackson Offshore Operators](#)
- [New charter contracts with Statoil for Havila Mars and Havila Mercury](#)
- [Fairmount Alpine delivered Emma Maersk in Palermo](#)
- [Atlas Services Group and ICS join forces](#)

[mailto: jvds@towingline.com](mailto:jvds@towingline.com)

This site is intended to be collective exchange of information. Information on this site has been pulled from many sources; we have attempted to credit these sources. But due to the multitude of sources sometimes we are unable to note all the sources. If you feel that material that is posted here is of your authorship and you have not been credited properly please alert us and I will correct the credit or remove it in accordance to the author's wishes.

DISCLAIMER

The compiler of the Tugs Towing & Offshore Newsletter disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. For more information about advertising, subscription, preferences and un-subscription visit the website: <http://www.towingline.com> The Tugs Towing & Offshore Newsletter is a
::JVDS-MARCOL:: Archive Production.
