Tugs Towing & Offshore Newsletter

14th Volume, No. 11 Dated 10 March 2013

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

TUGS & TOWING NEWS

TARUA 302: SECOND RAMPARTS 2800 CLASS TUG FOR THE PORT AUTHORITY OF THAILAND

In December 2012, **Tarua 302** was delivered by Italthai Marine Limited of Samut Prakarn Thailand to her owners, the Port Authority of Thailand. This is the second RAmparts 2800 Class tug built for the Port Authority of Thailand to this widely accepted design from Robert Allan Ltd., Naval Architects of Vancouver, B.C., Canada. This tug is a more powerful version of the Port Authorities first RAmparts 2800 tug **Tarua 120** that was delivered last summer. Working in close cooperation with Italthai Marine Limited personnel, Robert Allan Ltd staff customized the standard RAmparts 2800 design to meet the Client's requirements for propulsion equipment, accommodations, tank capacities and outfit. *Particulars of Tarua 302 are as follows:* Length overall: 28.2 m; Beam, moulded: 11.5 m; Depth, moulded: 5.35 m; Maximum draft (overall): 5.1 m; The tug is classed by Lloyd's Register with the following notation: ✠ 100 A1, TUG, ✠ LMC, Thailand Coastal Service. *Tank Capacities are as follows:* Fuel oil: 106 m³; Potable Water: 36 m³; Main engine lube oil: 3.1 m³; Hydraulic oil: 3.1 m³; Sludge Tank: 3.2 m³; Grey Water: 3.4 m³; Sewage holding tank: 3.4 m³; Foam: 8.6 m³. The vessel has been outfitted to high standards for a crew of up to 10 people. The large main deckhouse contains a well sized combined lounge/mess room, galley, two officer cabins with shared en-suite. The lower deck contains 2 x 1 man cabins and 1 x 6 man cabin. The wheelhouse is designed for maximum all-round visibility with forward and aft control stations providing maximum visibility to both fore and aft deck working areas. Extensive use of decorative wood trim has been used to good effect throughout the vessel and particularly in the wheelhouse. Main propulsion comprises a pair of Daihatsu 6DKM-26e diesel engines, each rated 1618 kW at 750 rpm, each driving a Schottel SRP 1212 Fixed pitch Z-drive unit with 2.3m propellers, in ASD configuration. The electrical plant consists of 2 identical diesel gensets, each with a power output of 200 ekW. The genset engines are MAN D 2866 LXE, coupled to a Leroy Somer LSA 47.2 VS 2 alternator. The deck machinery comprises a forward hawser winch from Fluid Mechanica with a brake holding load of 100 Tonnes and a line pull of 60 tonnes at 5m/min or 7.5 tonnes at 40 m/min. The aft deck has a 65 tonne SWL tow hook from Mampaey. An independent FIFI pumpset is fitted, comprising a 362 kW @ 1800 RPM Deutz BF 8M 1015 MC diesel auxiliary driving a Fire Fighting Systems SFP250x350HD horizontal centrifugal pump. The pumpset delivers 600m3/hr sea water at approximately 125 mlc to two FFS300, 300m3/hr remote

operated water/foam monitors. Ship-handling fenders at the bow comprise an upper row of 800mm diameter cylindrical fender and a lower course of W-fender. Sheer fendering consists of steel split pipe overlaid with aircraft tires. 300 mm "W" block type fendering is used at the stern. On trials, Tarua 302 met or exceeded all performance expectations, with the following results: Bollard Pull, ahead: 55.7 tonnes; Free running speed, ahead: 12.7 knots; *(Source: Robert Allan Ltd.)*

LUGGER TUG: FORM, FUNCTION & REPEAT ORDERS

Shaping a vessel's design and construction to the its function is the aim of most commercial boat building. The demonstration of success is in how the boat does its job and makes money for the owner. The definitive proof of good design and construction is defined by the owner's return to the original yard for a sister ship. Fleet-owner Stan Cvitanovic of Cvitanovic Boat Service, Inc and shipyard owner Joe Rodriguez have demonstrated this truth once again with the late 2012 delivery of the lugger tug **Ana Maria C**. A sister ship to the **George C** delivered earlier in 2012 the boat has the same aft house design on a 67.5 by 26-foot hull. The 8.5-foot molded depth assures a reasonably shallow draft for working in and around the levees and deltas of the sprawling Mississippi estuary and into the margins of the Gulf of Mexico. The wood protected forward deck allows for delivery of light cargos to oil and construction rigs in the area while the fendered bow and deck winches allows the boat to make up to barges from production platforms. It is a compact, efficient and powerful vessel. For pushing power the boat, like most of Cvitanovic's fleet, is a pair of Cummins QSK19M 6-cylinder diesels. For economy of operation, each engine is rated for 500 HP at 1800 RPM rather than the potential 660 HP. The engines turn four-blade propellers from Byrne, Rice and Turner on five-inch Aquamet 17 shafts with 1.2-inch bearing journals. Accommodation is provided for up to six crewmembers. Tankage includes 14,000 gallons of fuel and 16,000-gallons of water. *(Source: Alan Haig-Brown; Photo courtesy of Rodriguez Shipyard, Inc.)*

TUG LIMPIAR VI AND NORTHERN CORPORATION

Limpiar VI (ex. Port Haywood) was one of a series of Small Harbor Tugs Type V2-M-AL1, built in 1944 as part of a contract for 35 boats. All but one was transferred to Britain under the terms of the Lend/Lease Program. The single one to go into private hands was **Limpiar VI**. She was YTL 718, built in Fields Landing, California, transferred to the Maritime Commission for disposal in 1947, transferred to California Ship Service in 1947 and then to California Salvage Company in Los Angeles in 1951. She was purchased by Northern Corporation of Alaska in 1964. Length 29.1 meters, beam 5.79 M, Draft 2.44 M. Propulsion 240 HP direct reversing White-Superior diesel, single screw. The Great Alaska Earthquake happened in 1964. *Northern Corporation* won a contract from the Alaska District Corp of Engineers to reconstruct the rock breakwater in Seldovia, Alaska, so immediately started gathering the equipment necessary to quarry rock, transport it by barge to Seldovia and reconstruct the breakwater. We found the **Limpiar VI** in San Pedro, California. After completing the breakwater we obtained the contract to build a new City Dock at Homer, Alaska. When that project was nearly complete oil was discovered in Cook Inlet and we converted our barge into an offshore drilling rig to take undisturbed core samples at the proposed location for the Drift River Tanker Terminal. Those cores were so urgent that the oil company flew each piling location cores to Dallas for dock leg design. Each day they were helicoptered from the barge and a private jet flew them to Dallas. Following that Northern Corporation worked for years drilling for oil platform design information, other docks, proposed bridges, ore deposits, offshore mining for barite at Castle Island in SE Alaska, moving a cannery and an entire town from one island to another, as well as many other adventures. When the type of work we were doing for the oil companies slowed down we sold the Limpiar to a tow boat company in Seward, Alaska. They also eventually also sold her. She was re-powered and converted to a crabber, but we understand she got into financial difficulties, ended up with a U.S. Marshall tag posted on her. The Homer harbormaster towed her to the beach, where she was vandalized and finally broken up. It was only this year of 2013 that the author found out she was the only V2 tug to go into private hands. Had I known this in 1970 I would have had second thoughts about ever selling her and preserving her to this day. *(Source & Photo: Pete Bowdish-Northern Corporation President)* Photo above: **Limpiar VI** seen in Seldovia. Photo below: **Limpiar VI** getting her marine survey in San Pedro, California prior to our purchase of her.

LOMAX TOOK SHELTER

Last week the new Ostensjo tug **Lomax** (Imo 96578320) with in tow the Ulstein XBow Hull 298 **Blue Guardian** took a shelter in the Dutch port of IJmuiden. Assistance was given by the Svitzer tug Svitzer Marken. The transport took bunkers and provisions also. The transport is underway from Romania to the Ulstein Yard in Norway. *(Photo; Jan Plug; See TT&O Issue no. 5, 8 also)*

COASTAL VOYAGER CHRISTENED

Lady sponsor Annemie van der Ven- Scheeren, who named the 'Coastal Voyager' of Acta Marine in Amsterdam (The Netherlands) on 28th February, has not taken her task lightly. The spouse of the Chairman of the Supervisory Board of Acta Marine not only wished vessel and crew well, but also held a marvellous speech on the history of inauguration customs. Beforehand, she took the opportunity to go on board to witness the trial of the Damen Shoalbuster 3209 Coastal Voyager. In a way the inauguration took place in an historic environment: that of Het Scheepvaartmuseum (the National Maritime Museum) at the Amsterdam city centre. Both shipbuilder Damen Shipyards Hardinxveld and customer Acta Marine look back on a festive event of the new Shoalbuster, which was delivered precisely on the contract date. "That is customary", remarked Damen Shipyards Hardinxveld MD Jos van Woerkum, who added that the multi-purpose vessel has been custom-built to do the dredging and marine contacting projects on hand. The Costal Voyager is planned to be deployed for offshore wind farm projects in the North Sea. *More vessels* Acta Marine

MD Govert-Jan van Oord says that it is possible to deploy the Shoalbuster anchor handling tug elsewhere, in case its assistance is needed. "End last year, early this year, we also bought three of these older vessels from the existing Damen Marine Services charter fleet. The fourth one is newbuild. In fact it is the fifth of the series, as Damen Shipyards Hardinxveld delivered the Shoalbuster Coastal Vanguard December, 2010." Van Oord proudly added that – having five Shoalbuster vessels deployed – Acta Marine can be considered as being one of the larger players worldwide in the dredging and marine contracting market, in the oil and gas industry and in the market for offshore wind. Its Shoalbusters 2609 are deployed in the Persian Gulf. The third of the series Shoalbuster 3209 – active in Singapore – and the new vessel are larger: 3,300 horsepower units and a Bollard Pull of 45-50 tonnes. These two vessels are the sister ships of the Coastal Vanguard. *(Photos Damen)*

JAN IN THE PICTURE

The compiler of the Tugs Towing & Offshore Newsletter received a picture of the tug **Jan** with the request for more information. The hull of the tug is built by Bodewes at Millingen; Netherlands, yn 849, in 1994 and the final outfitting by the Scheepswerf Damen BV at Gorinchem under number 3705 for Damen Marine Services Gabon. She is the sister of the **Anne**. In 2000 she was taken over by Smit International (Gabon) S.A. – Port Gentil; Gabon, who has taken over the Gabon contract from DMS also. The **Jan** has a length o.a. of 19.40 mtrs a length bpp 19.00 mtrs a breadth of 6.05 mtrs a depth of 2.50 mtrs and a draught of 1.60 mtrs. The grt is 74 tons and the nrt is 22 tons. The two Caterpillar 3406B DI-TA diesel engines develops a total output of 586 kW (796 hp). Her speed is 10 knots and the bollard pull 11.3 tons. She is classed Bureau Veritas I ✠ Hull ● Mach Coastal area under nr. 39P159. *(Photo: Jaap Bijl)*

KOTUG IS PLEASED TO ANNOUNCE THE INTRODUCTION OF A NEW TOWAGE OPERATION ON THE RIVER THAMES, UK.

As of June 2013 a full 24/7 service, supported by local management, will be available to assist you at

the terminals of: Shell Haven, Oikos, Calor Gas and Thames Oilport / Coryton. In cooperation with ship managers, terminal operators and local agencies we are happy to be in a position to offer you our services combining the skills of our highly trained and dedicated crew with a sophisticated and young fleet of powerful tugs. As a fast growing maritime towage company we are developing our services to ports and terminals in Europe, Australia and Africa. Following the start of our operation in Wilhelmshaven mid-2012 and in Cameroon at the beginning of 2013, a dedicated operation in the United Kingdom represents a new step in the global activities of our company. We look forward to presenting you with additional information and would be happy to discuss any contractual terms and conditions in order to provide you with extra savings in this important shipping area. We thank you for your interest and assure you of our best attention at all times.

SISTER OF TSM ALBARTE TOWED TO OUTFITTING YARD

Last week the sister, of the recently delivered tug **TSM Albatre** – Dieppe, was seen pushing by the towboat **Thyra** from Rotterdam to the yard in Stellendam for her final outfitting. Nobody can see the name of the new building as this is maybe top secret as the name is blind of till her christening ceremony?. However for the real tugboat lovers tugs have no secrets, her name is **TSM Bherat** – Rouen. The picture is taken during her transport on the river Dordtse Kil; Netherlands. *(Photo: Ruud Zegwaard)*

EASTLAND GROUP TO BUY INTO WELL AND PORT TUG

A Multimillion-dollar capital investment programme that includes building a geothermal well in the Bay of Plenty and a **new tug** for the port is planned by Eastland Group this year. With the end of the financial year next month, the Gisborne-based energy and logistics company is predicting a net profit of $11m — hitting double figures for the first time, chief executive Matt Todd told Gisborne District Council yesterday. The $8.5m well is proposed for the Te Ahi O Maui geothermal energy project in Kawerau that Eastland Group signed up to last year. Mr Todd said the biggest single purchase would be a **new $8.3m tug boat** for Eastland Port in April to cater to the increasing

number and bigger log ships as a result of the region's forestry boom. He told the council the group was now ranked in the top 100 companies nationally and was committed to remaining a Gisborne-based company. The capital investment programme includes spending $20.6m on logistics, $10.5m into non-regulated energy and $6.6m into regulated energy initiatives for the 2013/14 financial year. "The port is the real success story of the past few years, almost purely due to forestry," said Mr Todd. When Eastland Group was first established just over a decade ago, the core interest was in the electricity network. But now, due to forest industry growth, Eastland Port made up nearly half of sector contributions, he said. The network and the port also made up a significant amount of Eastland Group's investments since 2003 . . . $69m was spend on the port and $53m on the electricity network, excluding household meters that went with the retailers when the electricity network was privatised. Eastland Group was committed to staying in Gisborne, with most of its investments within the region, he said. It would continue to diversify outside the region initiatives such as Te Ahi o Maui — a ground-breaking international indigenous peoples project between New Zealand Maori and Kanaka Maoli (Hawaiian indigenous people), Mr Todd said. *(Source: The Gisborne Herald)*

TWO NEW BUILD'S FROM UZMAR UNDERWAY TO FREMANTLE

Two Australian registered new building tugs named **Barrura** (Imo 9635913) call sign VHLK and **Gurrgura** (Imo 9635925) call sign VHLJ are underway with a **Redwise** delivery crew from Izmit; Turkey to Fremantle. Last week they made a bunker call and provision stop at the Canarian Island of Las Palmas. The next stops will be Walvis Bay and Mauritius before the last traject to Fremantle. The Robert Allan design RAstar 3200 tugs are built on the Uzmar Gemi Insa San. Ve. Tic. A.S. – Izmit; Turkey. Under number 62 and 63. The tugs are owned by Robe River Mining Co. Pty. Ltd. – Wickham; Australia and managed by Hamersley Iron Pty. Ltd. – Perth; Australia with Port of Registry Dampier. The tugs have a length o.a. of 32.00 mtrs a beam of 12.80 mtrs and a draft 4.15 mtrs. The have a grt of 499 tonnes a dwt of 417 tonnes and a nrt of 149 tonnes. The two caterpillar diesel engines develops a total output of 4,700 kW (6,386 hp) and a speed of 13 knots. They are classed Bureau Veritas I✠ Hull ✠Mach with notations Escort tug-Fire fighting ship 1 -water spraying ✠AUT-UMS (SS) , Cleanship , Inwatersurvey.

ARION TOWING BARGE MP44 LOADED WITH DIPPER DREDGER

The 1982 built Polish registered with call sign SQMJ tugboat **Arion** (Imo 8136506) towing the flat top

barge *MP44* loaded with dipper dredger *MP27* entering Grand Harbour, Malta on Monday 4th March, 2013. The tug, according equasis, is owned and managed by Otto Wulf GmbH & Co. KG – Cuxhaven; Germany. The tug was built by 1982: Built by Stocznia Marynarki Wojennej im Dabrowszczakow – Gdynia under number 2500/10 and delivered to Zarzad Portu Szczecin – Szczecin. In 1990 restyled to Zarzad Portu Szczecin-Swinoujscie SA – Szczecin; Poland and in 2007 managed by Zaklad Uslug Zeglugowych Sp z oo – Szczecin; Poland. 2??? Sold to Otto Wulf. She has a length of 35.72 mtrs a beam of 9.36 mtrs and a depth of 5.06 mtrs. The Fiat diesel engine develops a output of 1,839 kw (2,500 bhp) and a speed of 14 knots. She has grt of 330 tonnes and a nrt of 99 tonnes. *(Photo: Mr. Szabolcs Pozca - www.maltashipphotos.com)*

REPORT CALLS FOR MORE CAPABLE WINCHES ON PRINCE WILLIAM SOUND ESCORT TUGS

The winches used by tugs escorting oil tankers in Prince William Sound, Alaska, are not state of the art and should be replaced, according to a study written by the naval architect Robert Allan. Allan recommended installing new constant-tension winches to replace the current escort winches on all five tugs used in escort operations. The new winches would have the capability for automatic tension control, a winch technology that did not exist 14 years ago when the tugs were built. Crowley Maritime

operates the five tugs through a contract with the Ship Escort/Response Vessel System (SERVS), which is part of the Alyeska Pipeline Service Company. "The escort towing systems on the SERVS tugboats have fallen behind the ever-improving industry standard which has evolved in the past decade or so," Allan wrote in his August 2012 study. Allan's report was done for the Prince William Sound Regional Citizens' Advisory Council, which advocates for environmentally safe operations of the Valdez Marine Terminal and the tankers that transport oil. The council approved Allan's report at its September meeting. By federal law, every full oil tanker traveling through Prince William Sound must be escorted by two tugs. SERVS has two enhanced tractor tugs (ETT) and three prevention and response tugs (PRT). The two ETT tugs are the cycloidal-drive **Nanuq** and **Tanerliq**. The three PRT tugs are the ASD tugs **Alert, Aware** and **Attentive**. There are six other twin-screw conventional tugs, but the advisory council focused on the primary escort tugs. Mark Swanson, executive director of the Prince William Sound advisory council, said the current winches are not adequate for the job. "If these vessels were limited to transit in calm waters and calm seas — if there was never a risk of a rescue in rough waters — I would say that this is adequate. But this is Alaska," he said. Andres Morales, director of SERVS, said the current winches are up to the job. He said that the components, and the towing system, were designed for a much higher standard than normal for the industry. "It was designed very conservatively," Morales said. "The desire was never to come close to the operating limits. It is overbuilt to what was needed." The five SERVS tugs were state of the art in 1998 when built, Allan wrote in his study. And the towing gear on the five tugs is of very high quality. "However, the absence of a render-recover type winch on the ETT class VSP tractor tugs is considered a fairly significant deficiency in comparison to escort-rated tugs being built in say the past five years," Allan wrote. This is particularly true of escort tugs operating in high sea states, according to Allan. The escort/hawser winch on the ETT tugs is the Markey DYSDS-62 double-drum hawser winch. The escort/hawser winch on the PRT tugs is the Markey type DYS-52/WYW-20 combination single-drum hawser winch/windlass. These winches are both hydraulically driven. The primary escort tugs are the ETT class. Only the ETT tugs are designed to perform indirect towing maneuvers, which is when the tugs go out to a position where the towline is at a 90° angle from the centerline. Although the PRT tugs do not do any indirect escort towing, they are used in escort mode using the small bow winches and are used to apply direct pull, Allan wrote. Allan's report includes a list of shortcomings of the deck equipment on the tugs. The main escort winch on the ETT tugs is not a constant-tension winch, which means the full towing load is carried on the drum brake. The forward winch on the PRT tugs is a limited constant-tension winch, so the full towing load must be carried on a mechanical brake. In addition, the escort winches on both classes of tugs cannot reduce tension when tension exceeds 50 percent of towline breaking strength. And neither model of the escort winches on the two types of boats has a level-wind system that would reduce line jamming and damage, Allan wrote. Crowley has addressed the concerns raised in Allan's report in other ways, Morales said. To prevent line dive, the line is manually wrapped onto the drum, under tension, to provide tight layers, he said. A Kevlar blanket is also wrapped across the entire drum, at the lowest layer of line. More layers of line are wrapped over the blanket on the drum, he said. "That spreads the tension on the line and it keeps the line from diving," he said. Since these changes, the tether has not been sucked down to the drum or blanket level, he said. Line dive is caused when the line is wound on the drum under low or zero tension, and results in the line biting down on the other line wraps, according to Allan's report. It causes excessive line wear. On a broader level, SERVS constantly analyzes the towing system as a whole. "Sometimes you can change a component and cause more risk in the entire system," he said. Adding a level-wind system adds unknown risk — "you are adding another mechanical element which might break or create a hard point," he said. Allan noted that there have been towline failures. "Among the information reviewed were several reports of towline failures or similar incidents affecting vessel availability, primarily in 2003 and

2004," according to the report. He cited the following incidents: Aware's towline parting in heavy weather on Dec. 21, 2003; and Aware's towline parting on June 22, 2004. "We've learned from those incidents," Morales said. "Crowley has made changes in the operating parameters and how they use these winches." However, towing operators interviewed for Allan's report said that the majority of towing gear failures on the tugs in Prince William Sound have been the result of poor fittings on the escorted ship. Capt. Gregory Brooks, president of Towing Solutions in Spring Hill, Fla., said the escort towing system has to be able to respond "when the worst possible thing happens in the worst possible place under the worst possible conditions." Brooks said he has done consulting work for Crowley in the past. Brooks noted that the Allan report mentioned a winch issue that could lead to the towline parting in the worst conditions. "For an escort tug to have doubts as to whether it will stay connected in the upper limits of allowable environmental conditions, if we have any doubts as to whether or not the line will part, we should act on that," he said. There are limits on the conditions in which tankers and their escorts are allowed to operate in Prince William Sound, said Morales. At the Hinchinbrook Entrance, where Prince William Sound opens up into the Gulf of Alaska, transit is closed when winds reach 45 knots or there is a 15-foot sea state. Brooks said that the Crowley crews on the escort tugs are well trained and do a very good job. And he said that the escort system is probably the best in the United States. When asked if the winches are adequate for the task, Brooks said yes. However, they should be replaced, he said. "In Prince William Sound we have an escort system in place so that it (the Exxon Valdez oil spill) never happens again," he said. "Technology has given us another aspect to make sure it never happens again." Capt. Nathaniel F. Leonard, former director of Crowley's Valdez operations, praised Crowley's training program and emergency drills. Leonard now owns Little River Marine Consultants in East Boothbay, Maine. "If you didn't have a good, fundamental training program, constant-tension winches would be absolutely paramount in the system," he said. "If you have a good training program, then you are not as readily exposed to issues with heavy weather because you have trained for that weather with the equipment you have." He said that going to constant-tension winches would add a greater sense of security, but the current equipment is very good and the towing system is sound. Cmdr. B.J. Hawkins, commanding officer of U.S. Coast Guard Marine Safety Unit Valdez, said, "There is no requirement for the winches to be replaced." The current winches, he continued, "have been proven adequate during regular towing exercises with laden tankers under a variety of sea conditions." The winches are just one part of the escort system that includes "regulatory and industry limitations addressing weather and safe speed," he said. "By limiting tanker movements based on a variety of factors, including weather and speed of advance, we mitigate the likelihood that the tugs will need to operate in extreme conditions." A narrow focus on the winches does not take into account the overall system, which includes the propulsion plant and the professional crew, which is used to safely escort laden tankers through the sound, said Hawkins. Winch replacement would be expensive. Allan wrote that it would cost between $1.5 and $2 million per vessel to replace the entire escort winch, including changing the generators. Another issue is the lack of data about the indirect steering force capability of the ETT

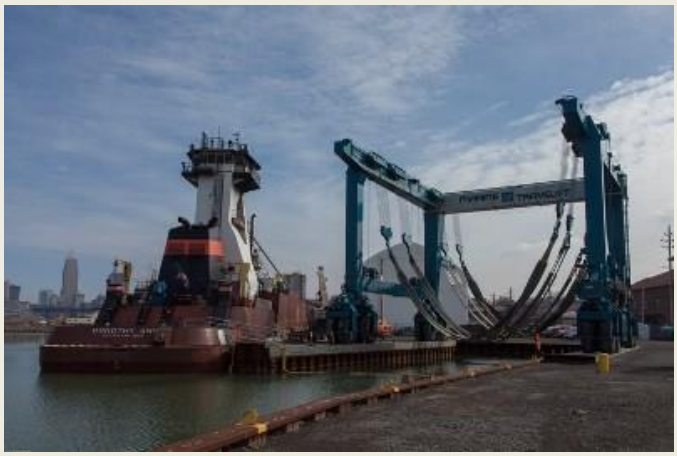
tugs and similar data for the maximum towline force for the PRT tugs. So Allan recommends that indirect towing tests or a fluid dynamics computer analysis be done for all five tugs before designing new constant-tensions winches. *(Source: Professional Mariner by Davis Tyler)*

A NEW DAMEN SHOALBUSTER FOR ACTA MARINE

The brand-new Damen Shoalbuster 3209 **Coastal Voyager** (see christening ceremony above) arrived on the first of March in her homeport Den Helder, the Netherlands. It is the second multipurpose towing vessel of this type in the Acta Marine fleet. The first one is the **Coastal Vanguard**. Both vessels have an output of 3,300 hp / 2.460 kW and a bollard pull of 50 tonnes. *(Source and photo: Paul Schaap)*

GREAT LAKES SHIPYARD COMPLETES WINTER WORK ON ATB DORTHY ANN AND PATHFINDER

Interlake Steamship Company's ATB **Dorthy Ann** and **Pathfinder** departed Great Lakes Shipyard, Cleveland, Ohio, Sunday upon completion of the vessel's winter work and layup period. Great Lakes Shipyard performed a variety of work on the vessel, such as: miscellaneous steel work, generator maintenance, main drive unit maintenance, and other various repairs. *(Press Release Great Lakes)*



NEW TUGS, NEW NAMES

Newly launched for Superport Marine of Port Hawksbury is the tug/workboat **Strait Raven** It was launched February 14 at the owner's own shipyard but has not been registered yet. It is reported to be heading for Newfoundland on contracted work. Also new is Groupe Océan's latest ASD tug. **Océan Pierre Julien** was registered in Quebec City on February 22. The 204 gross tons, 3,000 kw tug is the latest in a series of small powerful harbour tugs built by the company's Industrie Océan yard in Ile-aux-Coudres, QC. It is expected to go into service in the spring, possibly in Montreal. The shipyard has now started work on the TundRA class escort tug. Back under Canadian flag for the second time in as many years, but this time with a another new name is **Atlantic Tern**. When acquired by Atlantic Towing last year for support work it was given the very odd name **Atlantic Birch II**. It was almost immediately transferred to Barbados flag but was re-registered in St.John's February 26, 2013 with the much better name **Atlantic Tern**. Built in 1975 as **Canmar Supplier II**, it was later **Suppplier II**, **REM Supporter** and **Thor Supplier**. Atlantic Towing follows a naming policy of using tree names for its tugs and bird names for its suppliers. The old tug **Atlantic Birch** has been laid up in Saint John for many years, and is not the same vessel as this one. *(Source: Mac Mackay-Tugfax)*

STATESMAN TUG LAUNCHED ON HUMBER AFTER TREACHEROUS TRIP FROM TURKEY

A MULTI-million-pound tug has been launched in the Humber after a stormy voyage from Istanbul. The £4m **Statesman**, a high-tech vessel built in Turkey in July, has been bought by Hessle firm SMS Towage. It joins the company's fleet of ten vessels already in the estuary and will bring heavy tankers and cargo ships to dock in Immingham. Captain Gareth Bonner braved a 6m swell and gale-force winds to bring the vessel over from Turkey. He said: "We had some big waves and bad seas. As a captain, it's up to you to balance the

damage the vessel might take with keeping to schedule. "You've got two choices – smash your way through it or run for shelter." The **Statesman** and her crew were holed up off the coast of Algeria for 18 hours while storms howled around them. But she made it to Hull in perfect condition in time for a naming ceremony at William Wright Dock yesterday. Owner Paul Escreet said he was proud of the new boat, which benefits from an advanced motor system. He said: "We felt we had an opportunity within our operation for a new tug. "I was very impressed by this vessel and it's a very modern, well-designed ship."She will be put to work in Immingham berthing and unberthing larger vessels that come into dock." The new tug is equipped with azimuthing thrusters, which can be turned through 360 degrees. These allow excellent manoeuvrability in small spaces, which is useful for any boat designed to operate close to docks. Mr Escreet said: "Manoeuvrability is the key. "She will be working in tight spaces against heavy tides and strong currents. "The propulsion units can spin through 360 degrees so you can put your thrust in any direction you need." The Humber operates a system where any vessel weighing more than 50,000 tonnes must be brought into dock by tugs. The **Statesman** will be able to work in tandem with other vessels to pull even larger ships. She was launched with the time-honoured tradition of smashing a bottle of champagne against her hull. The naming was done by Mary Jane Roach from Texas, the wife of Mr Escreet's long-time business associate Steve Roach. She said: "It was a once-in-a-lifetime opportunity. "I wouldn't have missed this for anything." This was the couple's third visit to Hull, a city they love. Mr Roach said: "You can't get good fish and chips in America." SMS was set up by Mr Escreet ten years ago and business is booming despite the economic downturn.His tugs service a wide range of vessels coming into the port. The company also works in the Bristol Channel. Mr Escreet said: "We cover a very good cross-section of the clients who are using the river." *(Source: Hull Daily; Photo: Sanmar – see issue nr. 4/2013 also)*

FAIRMOUNT GLACIER DELIVERED RIG LA MURALLA IV IN MEXICO

Tug **Fairmount Glacier** has delivered rig *La Muralla IV* in Bay of Campeche, Mexico. The rig has been towed from Okpo, South Korea, via Sunda Strait and Cape of Good Hope. *La Muralla IV* is a brand new semi-submersible drilling rig for ultra-deep water operations, owned by Mexican Grupo R. The rig is constructed by Deawoo Shipbuilding & Marine Engineering in South Korea. *La Muralla IV* is designed to drill up to depths of 10.000 meters. The rig has a length of 118,6 meters and a width of 96,7 meters. Fairmount Marine's **Fairmount Glacier** hooked-up with the rig at the end of October last year offshore the port of Okpo, South Korea. The convoy sailed via Sunda Strait en Cape of Good Hope towards the Gulf of Mexico, where it arrived at the end of February after covering a distance of over 16,200 miles with an average speed of 6,6 knots. During the voyage bunker stops were made in Singapore, Mauritius, Walvis Bay and Curacao. At Mauritius the **Fairmount Glacier** performed several runs between the port and the *La Muralla IV* to transfer cargo and crew. *(Press Release Fairmount)*

ICE OVER LAKE ERIE, MAUMEE BAY WILL BE UNSAFE MONDAY AS TUGBOAT MOVES THROUGH

The U.S. Coast Guard is warning that areas of western Lake Erie and the Maumee Bay channel will be unsafe on Monday as an ice cutter makes way for a **tugboat** heading down the Detroit River. The operation will begin on the Detroit River on Monday morning, with the Coast Guard ice cutter Bristol Bay escorting the privately owned tugboat **Michigan** down the river and into the lake, said Petty Officer Tyler Andrews of the U.S. Coast Guard Sector Detroit. The boat is expected to arrive in the Toledo area by Monday night. The lake is mostly ice, he said, and the tugboat will not be able to get through without assistance. The escort will not affect the Detroit River, but will destabilize the ice in the lake and the channel. "Any ice should be considered unsafe," Andrews said of the area involved. *(Source: Detroit Free Press)*

ACCIDENTS – SALVAGE NEWS

RESOLVE AND FIRE DEPARTMENT NEW YORK SIGN MARINE FIRE RESPONSE AGREEMENT

RESOLVE SALVAGE & FIRE signed an agreement with Fire Department New York (FDNY) last week, allowing the vast resources of the FDNY to be included in RESOLVE's network of first responders that are available to vessel owners and operators, under the OPA90 Salvage & Marine Firefighting (SMFF) requirements. "FDNY has an excellent marine division that already responds first to marine incidents. This agreement simply formalizes FDNY's role in the Vessel Response Plan (VRP), as a fellow marine firefighting responder, under the OPA90 SMFF regulations. That said, RESOLVE is very glad to have them onboard," said Joe Farrell, President of RESOLVE Marine Group, Inc., the parent company of the salvage and marine firefighting subsidiary. The OPA90 SMFF requirements in 33CFR155 Subchapter I specifically mandate the written consent of resource providers to be listed in the Vessel Response Plan. The USCG has interpreted this to also include public marine firefighting resources such as FDNY. The way the regulations are currently written, municipal and public firefighters can only be listed as responders to a marine event if they sign a consent agreement to be listed in the Vessel Response Plan. Even if local plans – like the USCG's Area Contingency Plan – include an area's fire departments, the USCG insists on the fire services' written agreements in order to be listed as responders in the VRP. "Having FDNY sign the consent agreement will go a long way toward encouraging other fire departments around the nation to sign, and that's a very good thing. This aligns the vessel's response, the local plans, RESOLVE as the Primary SMFF Provider, and the local fire service/s into a cohesive team that provides the best response for protecting people and the environment in the event of a ship casualty. RESOLVE is grateful for Chiefs Dalton and Buckheit's leadership in getting this agreement executed," said Jeff Johnson, Training and Response Manager of RESOLVE. *(Press Release Resolve Marine)*

SMIT AMANDLA -TOWING NILEDUTCH BEIJING

The **Smit Amandla** (Imo 7385215) arrived in Cape Town towing the container ship *Niledutch Beijing* (Imo 9539482) after she had become disabled as result of lube oil contamination. The *Niledutch Beijing*" encountered lubrication problems off the South African West Coast whilst coming from Namibe where the ship had departed on Feb 22, 2013. On Mar 1 the tug **Smit Amandla** was dispatched for assistance and towed the container ship to Cape Town. It was berthed at the Eastern Mole on Mar 4 at 4.30 p.m. *(Photo: Glenn Käsner)*

PSV AGROUND ON SAN JOSE ISLAND

The Coast Guard and local agencies are working to refloat an oil rig platform supply vessel after it ran aground on San Jose Island, Texas. No injuries, damage or pollution were reported, but the captain estimated that the vessel had 8,000 gallons of fuel and 110 gallons of lube oil on board. Coast Guard crews were launched aboard a 45-foot response boat from Coast Guard Station Port Aransas and a HU-25 Falcon jet and MH-65 Dolphin helicopter from Coast Guard Air Station Corpus Christi to assist and evaluate the situation. "The safety of mariners at sea and maintaining stewardship of the marine environment are critical issues we must consider when attempting any operation," said Cmdr. Daniel Deptula, chief of the Sector Corpus Christi response department. "We're working closely with state and local agencies to formulate a plan that would refloat the vessel in the safest and most intelligent way, without causing undue stress on the surrounding environment." Officials are working with International Offshore Services on a plan to refloat the vessel. *(Source: MarineLink)*

OFFSHORE NEWS

ALMISAN FIRST TIME IN MALTA

The 2011 built Italian registered with call sign IIXR2, 10,800hp anchor handling tug **Almisan** (Imo 9553581) entering Grand Harbour, Malta on Sunday 3rd March, 2013 for the first time bound to Palumbo Malta Shipyard Ltd.The AHT is owned and managed by Augusta Offshore SpA. – Naples; Italy. She has a grt of 1,659 tonnes and a dwt of 1,264 tonnes and is classed Registro Italiano Navale *(Photo: Mr. Szabolcs Pozca - www.maltashipphotos.com)*

WARM WELCOME FOR IEVOLI AMARANTH

Last week the new building **Ievoli Amaranth** (Imo 9637363) enters for the first time her homeport Ijmuiden; Netherlands warm welcomed by the tug **Svitzer Marken** using her fire fighting monitors. A half hour earlier the Ievoli Black enters the port. Both ETV's moored at the Leonarduskade to transfer materials. The vessel has a lengtho.a.of 65,72m. a length b.p.p.of 60,50m. a beam of 15,50m. and a summer draught of 6,00m. *(Photo: Jan Plug)*

ASIAN AHTS MARKET SHIFTS FOCUS

Traditionally small and relatively unsophisticated, Asia's AHTS capability has changed as demand for deep water capability has grown. Now, the need for clean and fuel efficiency vessels is bringing further change to the market. Looking back over Wärtsilä Ship Design's 30 years of experience, Riku-Pekka Hägg, Vice President of Ship Design at Wärtsilä, has seen an increasing demand for more sophisticated vessels with main equipment such as winches also having grown since the introduction of the anchor handler. "In general there has been a trend for more advanced and sophisticated vessels but you need to distinguish between the operational areas the vessels are working in. Typical North Sea operations require larger AHTS than a South-East Asian operation," he says. Typically, AHTS working in Asia have 80 to 120 tonne bollard pull. Looking to the future Mr Hägg predicts that the greatest changes over the next few years will be the result of more stringent environmental rules and the demand for better fuel efficiency. Francis Tang, managing director of Wärtsilä Ship Design Singapore, also sees increasing focus on vessel and crew safety as operations move further offshore. Greater endurance will be required for vessel operation, more robust designs and more automation, he says. Mr Tang sees widely differing views regarding high customisation versus off-the-shelf designs. "In general, the 'big boys' and European owners would go for the former, conservatives would prefer well proven designs," he says. In December 2012, Wärtsilä signed a contract with China Oilfield Services (COSL) to supply the designs for a total of six new ships including four AHTS that will initially provide support operations in the South China Sea and Bohai Bay. The vessels will be built to Wärtsilä's VS 4612 AHTS design and will have bollard pull of 145 tonnes. Singapore's Jaya Holdings delivered AHTS **Jaya Supreme** to Canadian owner Atlantic Towing late in 2012. **Jaya Supreme**'s main engines deliver over 16,000 bhp power output with a continuous bollard pull of 211 tonnes. The vessel is built to Wärtsilä's VS4622 design with Clean Design notation from DNV. For emergency oil spill response purposes, the vessel features oil recovery tanks. **Jaya Supreme** is also built to Comf-V(3) class. **Jaya Supreme** is the largest and most advanced vessel to be built at the shipyard. "Production of oil and gas in shallow waters like the Java Sea has peaked, so the oil majors have moved into deeper waters. Offshore drilling has taken off in difficult and remote locations like the North Atlantic, Greenland, the Russian Arctic Sea and the Barents Sea. Exploration in such areas requires support ships to meet the challenges of harsh environments. The delivery of **Jaya Supreme** sends a clear signal we are ready and able to supply the technically advanced vessels needed," said George Horsington, President of Business Development for Jaya at the time of delivery. Local owners are also looking to greater sophistication. "We have AHTS on order and that there is a drive for more powerful vessels in order to support operations in deeper locations and harsher environments," says Florent Kirchhoff, Commercial Manager for Swire Pacific Offshore (SPO). "There is also a growing emphasis on efficiently managing fuel consumption and oil recovery capacity also seems to be in growing demand from clients." SPO's fleet of 81 vessels includes around 70 AHTS and the company offers packages such as a large AHTS and a large PSV. "SPO now has 26 vessels on order and will have one of the youngest, most technologically advanced and reliable fleets in the industry," says Mr Kirchhoff. Singapore-based POSH Semco has a fleet of

over 120 OSVs and will be taking delivery of **POSH Persistence** and **POSH Perseverance**, two 12,000bhp DP2 AHTS with bollard pull of 150 tonnes this year. "Seeing trends for exploration into deeper waters across most regions, bollard pull, vessel size, BHP requirements are all steadily increasing to support a growing need," says Captain Sunil Kamath, Senior Operations Manager for the Deepwater Services Division of POSH Semco. "While some practices and technologies are being driven by industry or regulations, environmental friendly and robust technologies in vessel design and equipment seems to be the most obvious need," says Captain Kamath. "This is so especially in deep water operations, with some of these concessions being located close to near pristine and environmentally sensitive areas, especially in the Far East and South East Asian regions. With this, POSH foresees vessel requirements with the Clean Ship Concept as particularly important to industry requirements, especially in the Asian region." With the recent delivery of **POSH Concorde** from Paxocean Engineering yard in China in November 2012, POSH has successfully completed taking delivery of the six 16,000bhp DP2 AHTS since August 2011. The vessels have been delivered from Universal Shipyard in Japan and Yuexin Shipbuilding and PaxOcean Engineering in China. Four of the AHTS are Havyard 842 design which has an excellent track record operating under North Sea conditions, says Captain Kamath. Some of the safety features of the design include an extremely large spooling capacity, excellent fuel efficiency, and a moveable crane along the vessel portside for safer anchor handling operations. POSH started building the AHTS with opportunities in deepwater drilling off East Malaysia and Indonesia in mind. The company has managed to deploy the vessels in other regions such as Myanmar, Philippines, India, Russia, and also Mediterranean Egypt and Malta. *(Source: The Motorship; Photo: Mercator Media)*

LUNDSTROM TIDE ENTERS NORTH SEA SPOT MARKET

The first of three newbuild PSVs that Tidewater recently acquired from STX Pan Ocean was recently delivered from the STX Soviknes yard in Norway. As Seabrokers reported in its latest monthly report, the vessel was built to STX's PSV 09 CD design, and has been named **Lundstrom Tide**. She has a deck area of around 1,000m² and accommodation capacity for 26 persons. Since her delivery from STX Soviknes, Lundstrom Tide has entered the North Sea spot market. Her maiden charter has been a short-term fixture for EnQuest in the UK sector. The second and third PSVs that Tidewater acquired from STX Pan Ocean are scheduled for delivery in

March and September 2013. *(Source: OSO; Photo: R.Paton)*

ARMADA TUAH 22 HIJACKED GULF OF GUINEA

The 2005 built Liberia registered with call sign … offshore tug/supply vessel **Armada Tuah 22** (Imo 9334624) presumably hijacked by pirates in Gulf of Guinea on Mar 4 13 at around 17:00 LT, last known position 03 42N 005 39E, some 50 nm SW of Brass, area, Bayelsa State, Nigeria. Vessel doesn't reply to radio calls, AIS was switched off at around 17:15. Vessel probably hijacked for using as pirates mother ship, like it was with **Armada Tugas** tug in Feb 7 – 13. **Armada Tuah 22** works in Oyo oil field under contract with AGIP. Crew reportedly includes Ukrainian and Indonesian nationalities, Chief Eng. is Indonesian. The 1,465 tonnes deadweight vessel is managed by Bumi Armada Navigation Sdn. Bhd.; Malaysia. The offshore tug/supply vessel **Armada Tuah 22** reappeared on Mar 5, moving to Onne. What happened to the vessel, is still unknown. *(Source: Maritime Bulletin)*

BRAEMAR ENGINEERING RECOGNIZES IMPORTANCE OF LNG AS MARITIME FUEL

Braemar Engineering, the marine engineering consultancy arm within the Braemar Shipping Services Group, has launched a new venture which recognizes the growing importance of LNG as a global maritime fuel source. It will be taking its experience and skills in dynamic positioning (DP), LNG in the marine environment, and LNG supply, and applying them to a new operation that will advise on every aspect of the use of LNG as a fuel source in the offshore sector. "This venture is a logical extension for us," says Geoff Green, Managing Director of Braemar Engineering (formerly Wavespec). "We have unparalleled expertise in the use of LNG as fuel in the marine environment and the marine transportation and storage of LNG. Braemar Engineering has been involved in projects which have delivered more than 100 LNG fuelled vessels in the last 10 years, and we are one of only a handful of companies with the capability to carry out an LNG fuel supply FMEA (Failure Modes and Effects Analysis). This involves a systematic analysis of these complex systems to identify potential design and process failures before they occur and we then use our specialist knowledge to minimise the risk of failure." Braemar Engineering's shore-based LNG

group supports the entire LNG supply chain from natural gas pipeline supply through to pre-treatment and LNG liquefaction; LNG transportation by land or sea; LNG receiving; and regasification ready for end use at the burner tip. Its project services cover all aspects of the process, from conceptual siting/feasibility studies, code compliance and permitting through to design, front-end engineering and design (FEED), construction oversight, commissioning and right through to start-up. The new venture, headed up by Sheila McClain, VP Business Development, is based in Houston Texas and will begin focusing on operations in the Gulf of Mexico, but according to Ms McClain, opportunities exist in the offshore sector in other areas around the world. "We believe that Braemar Engineering is the only company offering a full range of LNG fuelling services from pipeline to combustion," she explains. "We have developed this project team in response to demands from our customers and look to build a reputation as the 'one stop shop' in LNG as fuel in the maritime industry." *(Source: Braemar Engineering)*

NEARING THE END OF A 30-YEAR CAREER

The **Rossiya** is the third in the Arktika-class of Russian nuclear icebreakers. It was launched in 1985 and is the oldest of the four remaining active heavy nuclear icebreakers in the Russian fleet. There are also two shallow-draft nuclear icebreakers that work primarily on northern rivers. The **Rossiya** (which means "Russia" in Russian) displaces 23,000 tonnes and is powered by two OK-900 reactors. It is normally used to escort vessels through the Northern Sea Route (or Northeast Passage) across the top of Asia between the Atlantic and Pacific Oceans, but also carries paying tourists on occasion. In 2011, 34 merchant vessels carrying about 820,000 tons of cargo were escorted through the NSR; in 2012, this increased to 38 vessels carrying about one million tons. The **Rossiya** was the first ship to carry tourists to the North Pole in 1990. In September 2011, the icebreaker was used to transfer scientists from the deteriorating Arctic ice island SP-38 to a new facility, designated as SP-39, which drifted in the Arctic icepack. In late summer 2012, the SP-39 ice island/research facility drifted into the Canadian

exclusive economic zone (EEZ) north of Ellesmere Island. The **Rossiya** was again dispatched, this time to retrieve all the scientists and decommission the floating facility. In what may be its final operational assignment, the **Rossiya** is providing escort service to merchant vessels attempting to navigate the ice-bound Baltic Sea. This is the third year in a row that Russia has provided a nuclear icebreaker for this mission. The future of this ship is uncertain. Its predecessors have been taken out of service and are mothballed at the Atomflot nuclear base in the Murmansk region. *(Source: Maritime Professional by Dennis Bryant)*

WINDFARM NEWS

CWIND GROWS CHARTER FLEET - CWIND ADVENTURE NAMED AS LATEST ADDITION

CWind's charter fleet is continuing to grow in response to continued high demand for its offshore wind farm vessels and services. The CWind Adventure, a CTruk 20T workboat, is the latest addition to the fleet. The vessel, an innovative evolution of the successful original design by CTruk, was named at an informal ceremony in Brightlingsea, Essex today. The new vessel uses a modular three-section-pod, comprising wheelhouse, accommodation pod and porch module giving it greater operational flexibility, while retaining its notable fuel-efficiency. CWind fleet director Dave Quested commented, "**CWind Adventure** will join our fleet of boats working in both the construction and O&M phases of the offshore wind sector. This workboat's operational flexibility means we can undertake a wide variety of tasks, such as crew transfer, generator management, refuelling, inspection services and others." **CWind Adventure** will deploy as part of CWind's charter fleet under their well-known boat share scheme skippered by Peter Richards with 9 years' experience of working in the industry, having worked on wind farms in the UK, Scotland, Holland and Denmark and using a range of different vessels. Peter Richards commented: "I have worked in the industry for several years; it is fantastic to now to do so as a co-owner of a versatile proven workboat and to know that I am going straight out on contract." *(Press Release CWind)*

MUSTANG MARINE TO BUILD MULTI-PURPOSE VESSEL FOR SUPACAT

Last week was seen the first 'Animal' Multipurpose Catamaran from Veka passing with full speed the port of Maassluis; Netherlands, with seen on the background the tug **Elbe**. The first ship in a series of high speed crafts for the offshore industry, VEKA Group has developed this very powerful workboat, specialized in transporting technical personnel and working material to and from wind farms. Every ship of this new "Animal" line will get an animal name and the first one baptized was the "**Whale of the Waves**'. A unique and specialized ship with a wide range of technical innovations

developed for a more efficient maintenance of wind turbines. The new hull shape provides high stability in heavy weather and pushes the boundaries of the ship. The strong and lightweight aluminium construction ensures safety, high speed and high performance of this catamaran. *Technical Specifications* Length Overall: 19,40 M / 63,65 Ft; Length Hull: 18,70 M / 61,35 Ft; Length Waterline: 17,60 M / 57,75 Ft; Beam Overall: 7,00 M / 22,97 Ft; Draught (Base to DWL): 1,00 M / 57,75 Ft; Displacement (lightship): 45.000 Kg; Total Fuel Capacity: 6.000 L; Number passengers + Crew: 12 Pax + 3 Crew; Drying Room suits & gear: 1; Signif. working wave height: 2 M H/s; Engines: 2x MTU 8V2000 M72 / 979 HP; Waterjets: Hamilton Jet; Service Speed: 23 Kts.; Sprint Speed: 27 Kts.; Design: BMT / Nigel Gee; Cargo: 73 m2 deck space 10 mt; Container(s) : 3x 10 feet (2x bow, 1x aft.) *(Source: Veka; Photo: Jan Oosterboer)*

HOLLAND SHIPYARDS TO CONVERT TWO FERRIES INTO ACCOMMODATION VESSELS

Holland Shipyards has commenced conversion work on two ships owned by Chevalier Floatels, The Motorship informs. Chevalier Floatels assigned Holland Shipyards last year to undertake the necessary work on former passenger ferries, built in 2007, to convert them into accommodation vessels for staff accommodation and transport to offshore wind farms installations. Therefore, the company will dive into the offshore wind market with two identical DP 2 Accommodation Vessels, **DP Galyna** and **DP Gezina**. According to the company's website, **DP Gezina** is scheduled to be

available for work at the beginning of May 2013. *(Source: World Maritime News / Image: Maritime Project Consultancy)*

YARD NEWS

ADRIA WINCH DELIVERS ANCHOR-MOORING EQUIPMENT FOR HAVYARD'S NEW PSVS

Adria Winch, a company specialized in deck machinery, with production facilities in Split, Croatia, has delivered anchor-mooring equipment for three Havyard's new Platform Supply Vessels. The equipment will be installed onboard the three PSVs of **Havyard's 832 design**, two of which were ordered by Global Offshore Ltd. The third vessel was ordered by Vestland Offshore AS. The delivered equipment includes Electrical Double Anchor-Mooring Winches for 42K3 chain with stoppers, Electrical Mooring Winches 100 kN, Electrical Tugger Winches of 100kN and 150 kN, and Hydraulic Mooring Capstans of 100 kN. *(Source: Adria)*

BUMI ARMADA ORDERS 4 MPSVS FROM NAM CHEONG

Nam Cheong Limited, Malaysia's largest Offshore Support Vessel ("OSV") builder, today 28th February, reported that it has entered into US$130 million worth of contracts with Armada Offshore MPSV Limited, a subsidiary of Bumi Armada for the sale of four *Multi-Purpose Platform Support Vessels ("MPSVs")*. Bumi Armada, a Malaysia-based international offshore oilfield services company, had awarded a Letter of Intent for the contracts, with an option to build four additional units, to Nam Cheong on June 20, 2012. Leong Seng Keat, Nam Cheong's Executive Director, said: "We are delighted to have clinched these sale contracts with Bumi Armada. They

represent one of Nam Cheong's largest collective wins in our corporate history, thereby marking a significant milestone for us. Our philosophy of treating our customers as partners, catering to their needs and delivering quality vessels to them on time has always been the key to establishing long-term relationships with our customers. We are heartened by repeat orders from one of our long-time, blue-chip customers of more than 20 years." The MPSVs will be built as part of the Group's built-to-order series in one of Nam Cheong's subcontracted yards in China. All four ABS Class MPSVs will be 88.8 metres long, with 5,000 metric tonnes deadweight and Dynamic Positioning System 2 capability. The vessels are built to support offshore deepwater activities with multi-purpose functions of transporting cargo and to standby for rescue work. *(Press Release)*

STX OSV TO ADOPT NEW BRAND NAME VARD

STX OSV Holdings Limited, one of the major global designers and shipbuilders of offshore and specialized vessels, announced today that the STX OSV Group of companies will adopt the new brand name VARD. The adoption of the new name, logo and brand identity follows the sale of STX Europe's majority stake in the company to Fincantieri Oil & Gas, as previously announced on 23 January 2013. Being derived from the Norwegian word "varde", which refers to a small tower of stones used since ancient times as a navigation mark along the coast to guide ships, the name embodies the Company's maritime heritage and long history in shipbuilding. It also symbolizes its ambition to lead the way in the industry, reflecting VARD's size, position and goal to be a preferred partner for technologically advanced solutions in the global offshore support vessel market. The new company name is currently being implemented across all the subsidiaries of the VARD Group of companies worldwide. A proposal for a new name for the Group holding company, STX OSV Holdings Limited, will formally be tabled for resolution at the upcoming Annual General Meeting in April. *(Press Release)*

SARA MAATJE XII FOR RETURNS TO STELLENDAM

Last week the **Coastal Liberty** return to the Padmos Shipyard – Stellendam; Netherlands for blasting her ballast tanks. The **Coastal Liberty** is the former **Sara Maatje XII** from Acta Marine who converted the vessel last year into a supply vessel in lengthening her with nine meters. *(Photo: Willem Koper)*

WEBSITE NEWS

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Last week there have been new updates posted:

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

   - Fairmount Glacier delivered rig La Muralla IV in Mexico
   - Resolve and fire department New York sign marine fire Response agreement
   - Great Lakes Shipyard completes winter work on ATB Dorthy Ann and Pathfinder

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