Tugs Towing & Offshore Newsletter

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

TUGS & TOWING NEWS

TUGNOLOGY '13 LONDON 14 & 15 MAY

Final preparations are underway for this year's Tugnology at the Britannia International Hotel, in the renowned London Docklands, from 14-15 May. The two-day technical conference already has over 250 registered delegates, some two months ahead of the event, and the organiser, The ABR Company, is anticipating another record-breaking turn-out. Tugnology will focus on the design, construction, operation and economics of tugs. A great deal of thought has been given to the topics covered in this year's papers, sponsored by Uzmar, and emphasis has been placed on the key issues currently affecting the tug industry, including cost control (looking, for example, at remote monitoring, and training); emissions and fuel consumption; the latest research into tug stability and safety; operational issues; steering; and rope developments. The event, known for its networking opportunities, is a truly international gathering, this year bringing together delegates from countries across the globe, including Australia, Brazil, Singapore, Japan, Canada, USA, Germany and Sweden. Social events include the welcome cocktail reception, sponsored by JonRie InterTech LLC, and an evening dinner sponsored by Damen, with Samson sponsoring the drinks reception. An award-winning string quartet will be providing entertainment throughout the meal. During MTU-sponsored coffee breaks, there will be the chance to forge new contacts and refresh connections with key figures in the field, as well as connect with those exhibiting. The tabletop displays, which are already almost sold out, will represent every corner of the tug industry and are always buzzing with activity and new ventures. To register as a delegate for Tugnology or to book one of the few remaining tabletop displays, go to www.tugandosv.com. For further information, please call +44 (0)1225 868821.

TUGCAM – ELIMINATES BLIND SPOTS

GM Engineering Services is proud to announce the release of its latest version of in the TugCam series that eliminates blind spots for tugboat operators and allows them to see in complete darkness. "A tugboat captain's most important objective is to make sure that he has his eyes around the vessel at all times," explains Captain Mike Mahlmann with Crofton Industries. "The TugCam is an excellent platform to allow me to place my eyes anywhere around the vessel or barge in a matter of a couple minutes. The TugCam should be standard equipment on every push where the captain does not have proper line-of-sight. In conjunction with a good deckhand, no captain should operate on brown water without a TugCam." "We greatly appreciate Crofton Industries support of the latest version of the TugCam and their commitment to safety on our waterways," explains Mr. Christopher Machut, Chief Technology Officer with GM Engineering Services. "Our latest TugCam demonstrates GM Engineering Services ability to continually evolve and create quality situational awareness platforms ultimately making our waterways safer for all commercial and recreational traffic." The TugCam is a rapidly deployable wireless camera system designed to increase the safety and efficiency of the captains and crew. The TugCam TC115 / TC116 camera system features infrared illuminators designed specifically for use on the water. Improvements extend all around the platform including easy to adjust zoom and focus and thumb screws to quickly tilt the camera in any direction. As with all TugCam's, this version contains a wireless transmitter with rechargeable battery and magnetic base to secure the TugCam to virtually any magnetic surface. From construction sites to marine ports, GM Engineering Services provides innovation situational awareness platforms that eliminate blind spots. Each platform manufactured by GM Engineering Services is designed to increase situational awareness resulting in improved safety and efficiency for captains, operators and the entire team working around them. *(Source: GM Engineering Services)*

MEDIA LUNA: NEW AVT 3000 CLASS VOITH SCHNEIDER TUG FROM ROBERT ALLAN LTD FOR CARBONNES DEL CERREJÓN

On January 25th, 2013, the **Media Luna** sailed into Puerto de Bolivar, Colombia after sailing under her own power across the Atlantic from Turkey. She was welcomed by other Cerrejón towing vessels providing fire monitor displays. The **Media Luna** was constructed at Uzmar Tug and Work Boat Factory in Izmit, Turkey. This is the first of a two boat order for the AVT 3000 Class Tugs designed by Robert Allan Ltd., Naval Architects of Vancouver, B.C., Canada. The Media Luna will replace the

Riohacha as part of a Cerrejón's fleet renewal program. The sister vessel Cabo del Vela is expected to be delivered to Cerrejón's Puerto Bolivar marine operations in March of this year. The AVT 3000 was designed to meet Cerrejón's requirements for performance, propulsion equipment, accommodations, tank capacities and outfit. She features a partial raised focsle for operation in rough weather and a large functional aft working deck for efficient ship handling operations. Designed for a bollard pull of 60 tonnes, she will be the most powerful tug in the Puerto Bolivar fleet. *Particulars of the Media Luna are as follows:* Length overall: 30.75 m; Beam, moulded: 12.0 m; Depth, moulded: 4.80 m; Maximum draft (overall): 6.2 m. The tug was designed and constructed to BV Class requirements with the following notation: BV 1, □ HULL, □ MACH, TUG, Unrestricted Service Tank Capacities are: Fuel oil: 182.0 m³; Potable Water: 35.0 m³; Main engine lube oil: 4.4 m³; VSP lube oil: 2.2 m³; Hydraulic oil: 2.2 m³; Sludge Tank: 4.8 m³; Grey Water: 4.0 m³; Sewage holding tank: 9.6 m³; Foam: 12.2 m³. The vessel has been outfitted to high standards for a crew of 4 people. The main deckhouse contains the galley, mess, and two officer cabins with shared en-suite. The lower deck contains 1 double berth cabin, a laundry, galley stores, and a common WC space. The wheelhouse is designed with frameless bonded windows for minimum window mullion obstruction and a single split control station which provides maximum visibility for both ahead and astern operation with excellent visibility over the aft working deck. A pilot boarding platform is provided at the bridge deck level. The engine room features a small sound resistant switchboard room. A workshop and stores area is located in the aft hold. Main propulsion consists of a pair of General Electric 12V228 diesel engines, each rated 2289 kW at 1050 rpm, and each driving aVoith Schneider 30R5-250 cycloidal propeller. The electrical plant comprises 2 identical Caterpillar C 6.6 ACERT diesel gensets, each with a power output of 125 ekW, 60 Hz, 480V. The aft deck machinery includes a Rolls Royce ATWH 1500/200 render-recover hawser/towing winch with horizontal warping head. The winch has a pull of 20 tonnes at 18m/min. and 5 tonnes at 50m/min. Rendering capability is 30 tonnes at 30m/min and 8 tonnes at 80m/min. Also on the aft deck is a Hella deck crane rated 5 tonnes at 5m reach. On the foredeck is a Rolls Royce AW20.5U2H anchor windlass with two cable lifters and two horizontal warping heads. An independent FIFI pumpset is fitted comprising a 546 kW @ 1800 RPM Caterpillar C18 ACERT auxiliary diesel engine driving a Fire Fighting Systems SFP 250x350 XP horizontal centrifugal pump. The pumpset delivers 1200m3/hr sea water at approximately 103 mlc to one, FFS1200LB, 1200/300m3/hr water/foam remote operated monitor. Winch hydraulics are powered off the front of the FIFI pump engine with a back-up electro-hydraulic pumpset for emergency use and maintenance. Ship-handling fenders at the stern comprise an upper row of 800mm diameter cylindrical fender and a lower course of W-fender. The stern fendering is equipped with a fender spray lubrication system remote controlled from the wheelhouse. Sheer fendering consists of 300mm D- rubber . 300 mm "W" block type fendering is fitted at the bow. Typical of Robert Allan Ltd. tug designs, significant noise and vibration reduction measures have been implemented throughout, including resiliently mounted main engines, resiliently mounted gensets and auxiliary engine, high attenuation engine exhaust silencer systems, ventilation intake air silencers, sound dampening deck treatments, and insulation measures. On trials, Media Luna met or exceeded all performance expectations, with the following results: Bollard Pull, ahead: 63.1 tonnes; Free running speed, ahead: 13.6 knots. *(Source: Robert Allan)*

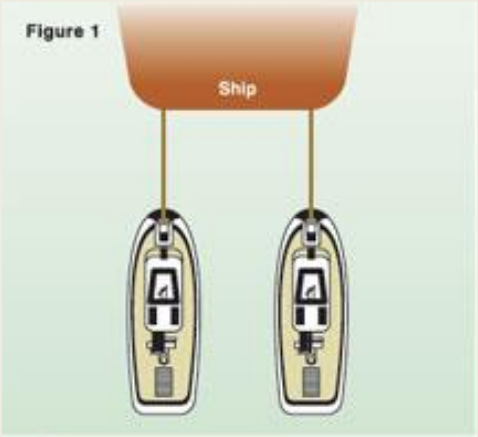
SQUARED DEPLOYED: AN ADVANCED ESCORT PROCEDURE

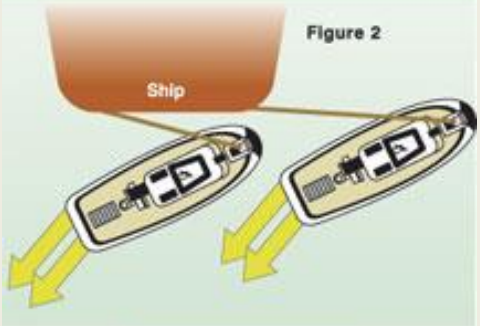
The need to know how to effectively use tugs of various types to assist ships transiting a port at speed took on a greater urgency following several catastrophic tanker groundings involving large oil spills in the 1980s and 1990s. After these incidents, shipowners, ports and pilot associations began to work together to develop procedures to make the escorting of tankers more effective and

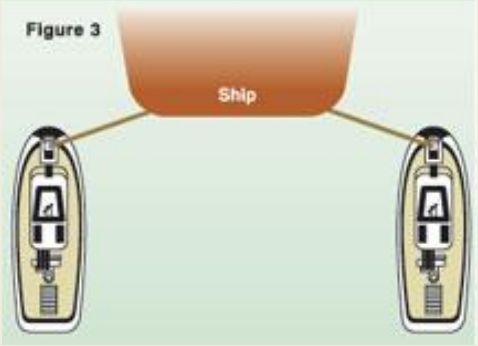
implemented many escort systems around the world. In recent years, the LNG industry has continued to research this subject and has innovated several new escorting techniques and procedures. The author, who coordinated many of the fully instrumented and other live tanker escort trials conducted in the United States and Canada since 1995, has carefully reviewed the data collected from these trials and identified several critical and interrelated factors associated with effectively escorting large vessels. These are: • *Transit speed, channel width and bottom type* The kinetic energy that needs to be controlled by the escort tugs to maintain the ship within the channel rises geometrically with the transit speed (KE=1/2W x V2). Minimizing the transit speed will significantly reduce this requirement. Of course, the ship's pilot must balance the advantages of reducing the transit speed with the risks presented by environmental conditions that may be encountered (wind and currents) during the transit. The channel width is another factor that must be considered, as it, coupled with the transit speed, establishes how much time the pilot and the escort tug or tugs will have to save the ship in the event of an emergency. Finally, the type of bottom of the channel should also be considered, as a rocky bottom might lead to a major casualty versus only an embarrassing one on a sandy bottom. • *Recognition/reaction time* The second critical element of an escort system is the amount of time it takes for the pilot to recognize that the ship has suffered a failure, decide (probably) to order the ship's engine stopped and the tugs to work, and finally, for the ship's engineers and tug operators to react and start the ordered action to save the ship. Until this preventive action is finally applied, the ship will continue to react to the failed rudder or, with a blackout, to the elements, and will be swinging at an accelerating turn rate out of the channel. • *Effective tug design* The third critical element of an effective system is to employ tugs that are capable of creating the steering and/or braking forces that the ship will require to avoid grounding at the designed transit speeds and anticipated R/R delays. It should be noted here that there are significant differences in escort performance capability in the many azimuthing stern drive (ASD) "tractor" tug designs in use today. • *Competency of the pilot and tug crews* The final critical element in escorting is the competency and level of training that the pilot and tug crews receive, either in a simulator or during live escort drills. Because of this factor, the author strongly urges ports to regularly conduct meaningful escort drills to ensure that the tugs can indeed meet the intended mission. In tacking these challenges, the marine community has worked tirelessly in a number of areas to improve escort operations, including: redundant critical equipment on board ships, the escort performance of the tugs, the strength of the towlines, the capabilities of escort winches and the training of pilots and tug crews in sophisticated marine simulators. This article focuses on another area of escort tug performance that has also been improved over the past two decades, that of significantly improving the escorting procedures themselves. In some escort systems around the world, they have employed very large tractors to control the ship, building tugs with up to 10,000 hp. Some of these tugs can produce towline forces of up to 250 tons. However, most commercial tankers are not designed with chock and bitt systems that can support these towline loads, in effect, negating the effectiveness of this solution. Further, in many ports a tug of this size would be very awkward for assisting smaller ships or when working in narrow slips. One of the successful

innovations implemented in the late '90s to apply large tug forces to a ship in extremis was to tether two smaller ASDs or tractors (≈5,000 hp) at the transom of the ship being escorted. As the towline forces are additive, these boats (if properly designed and operated) working as a team can equal the escort performance of a 10,000-hp tractor. Further, as both of these tugs work at the transom, they both can take advantage of the longest lever arm possible to the ship's pivot point. Finally, and not insignificant to this escorting issue, these two tugs apply their towing forces to separate fairlead and bollard systems on the ship, eliminating the safety problem of utilizing the high horsepower escort tug. The term originally used to describe this technique was "tandem tractors," now abbreviated to T2 (T squared). Tandem Tractors, or T2 As originally developed, the two tugs trailed behind the ship (See Figure 1) until ordered to work by the pilot (See Figure 2). In the "powered indirect" maneuver, both tugs push their towlines up to almost a 90° angle to the ship's centerline and apply the power requested by the pilot. The advantage of the maneuver is that working at a 90° angle, all of the towline forces created are now steering forces, which return the ship to its original heading as quickly as possible, thereby reducing the off-track error. However, as good as this procedure is, it carries an inherent reaction delay of approximately 20 to 30 seconds because the tugs have to move from the position trailing behind the ship to the "powered indirect" (near 90°) position. To address this time delay, Towing Solutions Inc. (TSI) developed a follow-on procedure to T2 called T Squared Deployed or T2D. The T2D maneuver seeks to minimize this response delay by having the two tugs pre-deployed, one to either side of the ship's transom (See Figure 3). In this T2D position, the two tugs run parallel to the ship with their towlines lightly loaded, at a 70° angle to the ship's centerline, ready to respond. This pre-deployment allows one of the tractors to be in position to immediately roll into her towline and work at full power in the powered indirect mode, should an incident take place. Meanwhile, the pilot will have stopped the ship's engine, to stop the water flow over the failed rudder, and ordered the second tug to cross over and assist the first tug to double the steering forces being applied to the ship. The use of the T2D procedure removes potentially up to 20 seconds in the response of the first tug. The critical difference with this approach is that the ship barely begins to pick up a turn rate before the first tug is working at full power, which will, depending on the power of the boat, usually begin to reduce the turn rate or at least prevent it from accelerating.

When the second tug arrives, the two tugs can then very rapidly return the ship to its original heading. With practice, and by talking to each other on their "house" radio channel, the tug captains ensure the boats' safety while working in close proximity to each other. To evaluate the effectiveness of this new procedure, the British Columbia Coast (BCC) Pilots have run two sets of live trials, one of which was fully instrumented. The instrumented trial involved the tanker Hellespont Tatina (displacing 96,935 metric tons at a draft of 43 feet) and two relatively small ASD tractors, Tiger Sun (60 metric tons bollard pull) and Falcon (40 metric tons bollard pull). During the trials Hellespont Tatina was easily controlled by the two tugs addressing a hard-over rudder failure at 6 knots. For these trials the BCC pilots used a recognition/reaction delay of both 10 and 20 seconds for comparison purposes. With the combination of a 6-knot transit speed and a 10-second recognition/reaction delay, the off-track distance for the ship averaged only 47 feet, despite the fact







that the second tug never reached the desired 90° position. When a 20-second time delay was utilized for the ship traveling at the same speed, the average off-track distance increased to 109 feet, clearly illustrating the importance of the pilot working to minimize the recognition/reaction time. The escort system is now being employed to escort ships in Vancouver's Second Narrows. In the United States, the Lake Charles Pilots also conducted training exercises to evaluate this escort procedure on Q-Flex size LNG ships up to 216,000 cubic meters at 8 knots. The results of this training were very positive. *Conning the ship to a safe anchorage* This escort procedure yields an additional benefit as it addresses the fact that the chances of a ship suffering a serious mechanical problem in a favorable spot to anchor are remote. By taking advantage of the fact that the rudder has failed to one side, say to starboard, when the two tugs arrest the original swing of the ship to starboard, the pilot will allow the ship to swing back to port to regain her original track line. However, rather than run the tugs to the other side to arrest this swing, the pilot can simply come ahead on the ship's engine and the failed rudder now works to stop the ship's swing to port. By modulating the power of the two tugs (or the ship's engine) the pilot can now very easily steer the ship to a safe anchorage and maintain a safe transit speed. Both the BCC Pilots and the Lake Charles Pilots have experimented with this shiphandling technique, and have found that, with practice, they can control the ship very easily and proceed to a safe anchorage. Obviously, each pilot would have to assess the most appropriate course of action to take, depending on the prevailing conditions at the time, but the new T2D steering method gives the pilot another option to consider. The development of the T2D procedure has shown that pilots and tug crews can be provided with new tools to control a ship suffering a mechanical failure during a port transit. It also illustrates that there is much more to learn about escorting and escort tug operations. Author's note: For those mariners not familiar with the powered indirect procedure, we have conducted tests with standard Voiths at speeds up to 10 knots and the boat outperformed the Voith "Butterfly" predictions for this boat with no safety concerns. Similarly, ASDs of the Robert Allan Z-Tech and AZT family have also performed extremely well at speeds up to and exceeding 10 knots. However, the author wishes to caution all pilots and tug crews serving on other ASD designs that not all ASDs are capable of reaching the 90° operating position and some do not have the stability to attempt this at higher speeds. The author strongly recommends that before employing an ASD in this fashion that they be carefully tested for stability and capability by practicing with the boats first at a modest speeds (5-6 knots) and then carefully working up to a safe upper limit. *Capt. Gregory Brooks, the principal of Towing Solutions Inc, has been active in the towing industry for 45 years. In addition to his expertise in escorting procedures and escort tug technology, he is regularly engaged in marine simulation research and training. (Source: Professional mariner by Capt Gregory Brooks)*

DELIVERY STU 4011 SL LIBREVILLE

On the late evening of the 5th March 2013 the Damen Shipyards Galati new building StanTug 4011 with yard number 512013 (DSGa 1229) tug SL. Libreville (Imo 9636503) from Smit Lamnalco Ltd. departed from the Galati Shipyard. The tug is registered Panama with call sign HP5726. She has a length 40.75 mtrs a beam of 11.62 mtrs and a depth of 4.90 mtrs. Her grt is 613 tons and nrt 183 tons. The two Caterpillar 3516C develops a total output of 3,728 kW (5,066 hp). During her trails the tug achieved a speed of 13 knots and a bollard pull of 71.8 tons. The tug is classed Bureau Veritas with notations I Hull Mach Unrestricted navigation AUT-UMS (SS) MON-SHAFT INWATERSURVEY; BV2152P The SL Libreville is a sister of the SL Gabon and owned by *(Photo: Cristian Severin)*

NEW BUILDING STU 2208 ON THE SLIP AT DAMEN GORINCHEM

Last week was seen on the Damen Hardinxveld Slipway the new building **yard number 509654**. The vessel has a length o.a. of 22.64 mtrs a beam o.a. of 7.84 mtrs and a depth at sides of 3.74 mtrs. She has two Caterpillar 3512 diesel engines with a total output of 2,028 bkW. The speed during her trails, which is expected week 28, is expected 12 knots and the bollard pull 40 tonnes. The tug is built on stock. Her sister will follow with yard number 509657. *(Photo: Arie Boer)*

ACTA MARINE ENTERS PARTNERSHIP WITH PACIFIC TUG (AUSTRALIA)

Acta Marine B.V. and Pacific Tug (Aust) Pty Ltd recently agreed upon a strategic partnership for the

Australian market. Several large Port construction projects in Australia have created a significant demand for quality shallow draft support vessels. This partnership gives clients access to reliable and efficient workboat services at international quality standards, combined with a growing regional experience. The unique Multicat "**Coastal Challenger**" will be strategically relocated to this market and subject vessel is assigned towards a dredging and construction project in Australia. The "**Coastal Challenger**" will be operated under joint management based upon the extensive local market knowledge of Pacific Tug and the specialized shallow draft expertise from Acta Marine. Furthermore as Acta Marine and Pacific Tug share the same company values, there is a joint focus upon delivering quality and reliable services. Both companies are family-owned businesses where the long-term business continuity and lasting relationships with its customers are a main priority. Meanwhile, Acta Marine's recently purchased shallow draft Tug "**Coastal Victory**" also remains available for charter in the Australian market. *(Source: Acta Marine)*

CRESTED TERN

The latest Damen Cape Town (CPT) built Stan Tug 2006 **Crested Tern**, ordered by the (NPA) National Port Authorities - South Africa was seen last week. The Stu 2006 is an enlarged design, based on the Stu 1906. NPA operates 4 of this design at the moment. If the info is correct. The new tug will be used for general port services and pilot duties in Saldanha, South Africa's largest deepwater port. *(Photo: Aad Noorland)*

RIJKSREDERIJ NEEMT NOODSLEEPVAARTUIG IEVOLI AMARANTH IN GEBRUIK

Op vrijdag 8 maart heeft de Rijksrederij het nieuwe Emergency Towing Vessel (ETV) Ievoli Amaranth van de aannemer Svitzer in gebruik. Dit schip wordt vervolgens beschikbaar gesteld aan de Kustwacht. Zij gaan met het schip noodsleephulp verlenen op de Noordzee. De Rijksrederij heeft tot januari 2014 een contract met de aannemer Svitzer voor een noodsleepvaartuig. Binnen dit contract is tot nu toe gebruik gemaakt van de Ievoli Black. Op initiatief van Svitzer wordt dit schip voor de resterende contractperiode vervangen door de Ievoli Amaranth. *Kenmerken* De onder Nederlandse vlag varende Ievoli Amaranth heeft een lengte van 65.72 meter en een breedte van 15.50 meter. De Gross Tonnage is ongeveer 2721 GT. Het schip is uitgerust met twee sleepdraden van 1500 meter

lengte en heeft een trekkracht van ongeveer 130 ton. *Strategische positie* De Ievoli Amaranth wordt, net als zijn voorganger, gestationeerd in Den Helder. Dit is een strategische positie ten opzichte van de Waddenzee en de Noordzee. Het schip is inzetbaar in het gehele Nederlandse deel van de Noordzee en is vanaf windkracht 5Bf op zee om, waar nodig, noodsleephulp te verlenen. De inzet wordt gecoördineerd vanuit het Kustwachtcentrum in Den Helder. *Europese aanbesteding* Het huidige contract voor noodsleephulp loopt tot januari 2014. De Rijksrederij is inmiddels gestart met de voorbereidingen van de Europese aanbesteding Noodsleephulp. Hiermee voorziet de Rijksrederij ook na januari 2014 in een Emergency Towing Vessel, waarmee de Kustwacht het gehele jaar 24 uur per dag noodsleephulp en maritieme assistentie kan verlenen. *(Source via Jan Plug)*

MMLP BUYS MARINE EQUIPMENT FROM FLORIDA MARINE TRANSPORTERS

Martin Midstream Partners L.P. ("MMLP") and Florida Marine Transporters, Inc. ("FMT") announced on Thursday that MMLP has purchased from FMT affiliates six liquefied petroleum gas ("LPG") pressure barges and two commercial **push boats** for approximately $50.8 million. The newly acquired LPG barges enhance MMLP's natural gas liquids ("NGL") handling capabilities. The Partnership intends to use these assets to capitalize on logistical opportunities associated with NGLs on the Gulf Coast. Incremental NGL production volume from the Eagle Ford Shale is one of the primary drivers of the increasing demand for these types of assets. MMLP intends to drive margin by capitalizing on logistical opportunities in excess of the standard marine transportation services revenue. The Partnership believes it will achieve a seven times acquisition

multiple based on its cash flow projections for these assets. The LPG barges will reside in the Natural Gas Services segment of the Partnership although they will be operated by Martin Marine (Marine Transportation segment). Each LPG barge has a pressurized cargo capacity of approximately 16,000 barrels (total capacity for all LPG barges of approximately 96,000 barrels) and was constructed within the last two years. Similarly, both push boats are modern and efficient, having being built in 2007 and 2010, respectively. *(Source: MMPL; Photo: FMT)*

AMERSTROOM COMMENCED TRAILS

Prior her delivery on March 22nd the new building yard number NP 424 Eurotug 2300 **Amerstroom** (Imo 9665023) from Neptune Shipyards B.V. – Aalst; Netherlands was seen last week during her technical trail is the Rotterdam Europoort. The tug will be delivered to the owners van Wijngaarden Marine Services B.V. – Sliedrecht; Netherlands. *(Photo: Jan Osterboer)*

RECENT DELIVERY SVITZER TYLOS

The Damen StanTug 1606 tug **Svitzer Tylos** was recently delivered to her owners Svitzer Bahrain SPC - Bahrain. The tug with yard number 503172 was built on the Damen Shipyards Changde; China. She has a length 16.76 mtrs a beam of 5.94 mtrs and a depth at sides of 2.54 mtrs. She has a displacement of 90.7 tonnes. Her basic functions are Towing, mooring and pushing operations. The two Caterpillar C18 TA/B develops a total output of 894 bkW (1,216 bhp). She achieved a 16 ton bollard pull ahead and 8.8 ton astern. The speed is 11.2 knots ahead. The tug is classed Bureau Veritas I X Hull • MACH TUG Coastal Area incl. tonnage. *(Source: Damen)*

ANOTHER DAMEN CHANGDE DELIVERY

The Damen StanTug 1606 tug **Svitzer Dilmun** was recently delivered to her owners Svitzer Bahrain SPC - Bahrain. The tug with yard number 503173 was built on the Damen Shipyards Changde; China. She has a length 16.76 mtrs a beam of 5.94 mtrs and a depth at sides of 2.54 mtrs. She has a displacement of 90.7 tonnes. Her basic functions are Towing, mooring and pushing operations. The two Caterpillar C18 TA/B develops a total output of 894 bkW (1,216 bhp). She achieved a 16.3 ton

bollard pull ahead and 8.6 ton astern. The speed is 11.2 knots ahead. The tug is classed Bureau Veritas I X Hull • MACH TUG Coastal Area incl. tonnage. She is the sister of the above **Svitzer Tylos** *(Source: Damen)*

PELLA SHIPYARD LAUNCHES PROJECT 90600 TUG FOR RUSSIAN NAVY

Otradnoye, Leningrad region based Leningrad Shipyard "Pella" (Pella Shipyard) on March 7, 2013 launched the tug of Project 90600 **RB-398**. The vessel was ordered by the Russian Defense Ministry, the Russian Maritime Register of Shipping (RS) reports. The ship delivery is scheduled for February 2014. The vessel features enhanced ice class hull and will be built to the RS class KM (*) Arc4 R3 AUT3 Tug. Serial tugs of Project 90600 are designed for towing and canting operations at the harbour, offshore anchorage locations and in coastal areas. JSC Pella Shipyard based in Russia's Leningrad region was founded in 1950. In 1992 Pella was privatized as Pella Holding Co. comprising the head office and several subsidiaries. The shipbuilding firm specializes in building harbor tugs with rated power of 1,000-5,000hp, pusher tugs, escort tugs, pilot boats and rescue boats for Russian and foreign customers. *(Source: PortNews)*

TUG IKAR SAILED FROM BERE ISLAND

Martrade B.V. of Sliedrecht, The Netherlands sold the Irish flagged coastal tank barge *Blue Marlin* to its new owners in Poland. The new owners chartered the Polish tug **Ikar** for the tow from

Castletownbere in Ireland to Gdansk in Poland. *(Source & Photo: Martrade)*

DUTCH TOWAGE MUSEUM RECEIVED COLLECTION CAPTAIN PRONK

This week the Dutch National Towage Museum in Maassluis; Netherlands received from Captain Pronk some valuable documents and photos. The museum is very happy with the documentation and photos. Captain Kees Pronk was the last Dutch captain of the **Singapore**, ex Smit Singapore. The ship is transferred to new owners. Captain Pronk surprised the museum with a collection of valuable and illustrative digital photos as well as a number of documents of the ship. The museum would like to thank Captain Pronk for his attention to save the documents.

KIEL-CANAL TOWAGE NEWS

by Tony Zech - www.zech-photo.de

MONSUN WITH ROCHEN IN TOW

On February 19, the 1963 built German registered tug **Monsun** was seen towing the split barge *Rochen* from Arnold Ritscher – Hamburg; Germany. The **Monsun** is owned by Lührs Schiffahrt OHG – Hamburg. The **Monsun** is the former tug **Fairplay III** and built by Theodor Buschmann – Hamburg under number 94 and delivered to Fairplay Schleppdampfschiffsreederei Richard Borchard – Hamburg. In 2002 sold to Lührs Schiffahrt OHG. She has a length of 24.43 mtrs a beam of 7.02 mtrs and a draft of 3.00 mtrs. The MAN G7V mainengine develops an output of 600 hp. The bollard pull is 12 tonnes and the speed 11.5 knots.

NEW TUGS, NEW NAMES

On February 20 the 1983 built German registered with call sign DHPS tug Parat (Imo 8128212) from Hans Schramm GmbH & Co KG – Brunsbüttel: Germany was seen towing Boskalis Westminster crane ponton with spud piles equipment. The tug was built by Detlef Hegemann, Rolandwerft - Bremen; Germany under number 120 and delivered to Lütgens & Reimers – Hamburg; Germany. In 2001 sold to Schramm. She has a length of 28.02 mtrs a beam of 8.84 mtrs and a depth of 3.51 mtrs. The Voith Schneider tug has two K.H.Deutz SBV6M628 diesel engines with a total output of 1,770 kW (2,460 bhp). She has a bollard pull of 32 tonnes and a speed of 12 knots. The tug is classed Germanischer Lloyd.

ACCIDENTS – SALVAGE NEWS

PSV STILL AGROUND ON SAN JOSE ISLAND BEACH

The Coast Guard and local agencies continue to oversee operations to refloat the PSV **'Int'l Carrier'**. The four person crew of the grounded motor vessel Int'l Carrier made an attempt to refloat the ship Tuesday evening after main propulsion was regained, but they were not successful. The ship ran aground Monday, about 9 miles northeast of Port Aransas. The ship's owner, International Offshore Services, has signed a contract with Mammoet Salvage to develop a salvage plan and recover the vessel. After the salvage plan is finished, they will submit the plan to Coast Guard Sector Corpus Christi for review and approval. "We continue to coordinate with the vessel owner to balance crew safety, marine environmental protection concerns and salvage operations for an expedited resolution to the grounding", said Cmdr. Daniel Deptula, the chief of operations at the sector. The cause of the incident is under investigation. The Coast Guard, state and local agencies will continue to monitor the situation until it is resolved. *(Source: MarineLink)*

BARGE SPILLS CARGO CONTAINERS INTO WATERS NEAR KEY BISCAYNE

Stacks of containers topple like dominoes after barge began listing . A total of 22 cargo containers fell into waters near Key Biscayne after a barge transporting goods to Guantanamo Bay began listing and the stacks of containers toppled over like dominoes, officials said. The barge, **Atlantic Trader**, was delivering groceries and other household supplies to Guantanamo when it began listing, Port

Everglades spokeswoman Ellen Kennedy said. The U.S. Coast Guard said that five of the 22 containers had hazardous materials. The barge originated in Jacksonville. The incident occurred 18 miles east of Key Biscayne. Four containers have been recovered so far. Broward First Responders Hold Drill at Port Everglades. The barge required a U.S. Coast Guard escort to Port Everglades, Kennedy said. But the Coast Guard sadi they didn't know why the barge was brought there. Workers are expected to start the careful removal of the containers from the barge Tuesday afternoon, Kennedy said. The Coast Guard is actively searching for the containers that went into the water. *(Source: South Florida)*

CRUISE SHIP GROUNDS OFF NORWAY, TAKES ON WATER

A Hurtigruten cruise ship reportedly hit a rock beneath the ocean's surface along Norway's coast and began taking on water on Monday night. The Kong Harald grounded on the rock off Trollfjord. Once the tide rose, it was able to continue on to Svolvaer – a nearby stop. There were 258 passengers aboard the vessel at the time of the grounding. Luckily, there were no injuries reported and everyone was disembarked safely. Hurtigruten described the situation onboard at the time of the incident as calm. The cruise ship will be out of service, cancelling its scheduled trips for the next week, as it heads to dry-dock in Fiskarstrand for repairs to its breached hull. There has been no word from the line concerning compensation, reports NBC News. *(Source: Marex)*

SIX SHIPS WASHED ASHORE BY STRONG WINDS AT COLON, PANAMA

Due to the bad weather, the National Civil Protection System (SINAPROC, Spanish acronym) has not been able to rescue two seamen who are on a ship that washed ashore at Colon City, Panama. The local authorities roped off the area around first street to keep people away from the spilled fuel from the grounded ships. So far, six ships have washed ashore onto the beach in front of first street and the Juventud Park in Colon from the strong winds. SINAPROC and the Red Cross had rescued 5 seamen from other ships. The govenor of Colon Province, Pedro Rios,

confirmed that the upper (eastern) and lower (western) coastal areas of Colon have been hard hit by a cold front that brought strong winds and 5 meter waves causing flooded rivers, high tides, and roofs being blown off of houses. The govenor has asked people to stay away from the shore and remain in their houses until the bad weather passes. *(Source & Photo: SeaNews)*

OFFSHORE NEWS

POSH, TERASEA FORM JOINT VENTURE COMPANY

PACC Offshore Services Holdings (POSH), through its EPIC division, today, March 5th, 2013, announced the formation of a joint venture company POSH Terasea Pte Ltd with Terasea Pte Ltd (Terasea). POSH will contribute to the JV a fleet of five specialized Anchor Handlers (12,000BHP to 13,500BHP) while Terasea contributes four units of newbuilding modern deepwater 16,000BHP Anchor Handlers, to be delivered successively over the next 11 months. With this merger, Posh Terasea will operate the largest and youngest fleet of vessels for the ocean towage market. Mr Scott Lindsay, Chairman of Terasea announced: "Terasea is pleased to form this JV with POSH. POSH EPIC division, with its experienced crew and management team, is arguably the world leader in FPSO towage and positioning; with an unparalleled track record, for its safety standards and timely deliveries. POSH's track records include the towage and hookup of the world's largest FPSOs, including *FPSO Hai Yang Shi You 117, FPSO Kizomba A & B*, and *FPSO Agbami*. The new vessels will further cement its position as the market leader." "The JV will reap much synergy from its shareholders and leverage

on the global networks of both POSH and Terasea. With an expanded fleet of nine specialized vessels operating globally, the JV is able to offer its customers greater reliability. In addition, the JV operates vessels of 3 different categories of bollard pull, and this will provide our customers greater flexibility in configuring their bollard pull requirement." said Mr Peter Lee, CEO of Terasea. POSH Terasea will be led by Mr Eric Ng who is the director of the POSH EPIC division. Mr Eric Ng, has more than 30 years of experience in the offshore oil and gas industry. Mr Eric Ng said "Oil majors are demanding higher safety standards, as well as younger and more powerful vessels. The addition of four additional 16,000BHP newbuild into the fleet is a testament of our commitment to continuously upgrade our fleet to meet the increasing demands of the oil and gas industry." *(Source: Posh)*

RAMCO STAR ENTERING VALLETTA, MALTA

The 1975 built Norway International Ship Register with call sign LAWW3 offshore supply ship Ramco Star (Imo 7406825) was seen entering for the first time Grand Harbour, Malta on Monday 4th March. The OSV is owned by Ramco Star AS – Torvastad; Norway and managed by Vestland Rederi – Torvastad; Norway. She has a grt of 1,513 tonnes and a dwt of 890 tonnes. She is classed Det Norske Veritas (Photo: Mr. Szabolcs Pozca - www.maltashipphotos.com)

SIEM OFFSHORE HAS SOLD THE MULTI ROLE SERVICE VESSEL (MRSV) SEVEN SISTERS TO SUBSEA 7.

On March 3rd, **Simar Esperanca** left the Baltic heading for Las Palmas. She is the former **Seven Sisters** built in 2008, just sold by Siem Offshore A/S as they report on their website The prize is USD 84 million. The vessel is scheduled for delivery in March 2013. The sales proceeds will be allocated to repayment of mortgage debt of approximately USD 38 million and to fund equity investments in the current new building program of four Offshore Subsea Construction Vessel to be delivered during the period from 2Q 2013 to 2Q 2014. Siem Offshore will record a gain of approximately USD 28 million in 1Q 2013 following the sale of the vessel. *(Source: Maritime Press Clippings; Photo: Martin Lochte-Holtgreven ©)*

AHTS KING JESUS DELIVERED TO MARTENS MARINE

Martens Marine, a Singapore-based ship management company providing a range of support services for offshore and marine industries, took delivery of the second vessel in the Martens Marine "E 65T

Series" from Guangdong Yuexin Ocean Engineering Co., Ltd. yesterday. **King Jesus** is an Anchor Handling Towing Supply (AHTS) Vessel intended for operations in the shallow waters of Asia, West Africa, and Middle East. **King Jesus** is built to ABS Class, and includes the notations: A1 "Offshore Support Vessel, AH, Towing Vessel, Fire Fighting Vessel Class 1" AMS, and DPS-1. The "E 65T Series" vessels are powered by twin CAT 3516C engines at 5,150 brake horsepower. These engines are in compliance with US Environmental Protection Agency (EPA) Marine Tier 2 Commercial Regulations. CAT Marine Power Systems are supported by 182 locally owned businesses, 1700+ dealer branch stores and more than 100,000 employees over the world. This extensive arrangement ensures the availability of CAT spare parts inventory no matter where the vessel is in the world. The Martens Marine "E 65T Series" vessels are also equipped with twin Kawasaki bow thrusters of 8T capacity each, and a set of Becker high-lift performance rudders. The Kongsberg Dynamic Positioning system onboard allows the vessels to maintain station in a Sea State 4 environment with winds up to Beaufort Force 7 and currents at 2 knots. Similar to its sister vessels, the mess area of **King Jesus** has been optimized to allow for a large number of crew in one sitting. The bridge area also features a larger working space from conventional 5150 BHP AHTSV to facilitate project work. **King Jesus** is bound for West Africa in the coming days. *(Source & Photo: Martens Marine)*

LUNDIN CHARTERS TWO OSVS FROM ISLAND OFFSHORE

Island Offshore (IO) has awarded 2 x term contracts with Lundin Norway AS, for the charter of MV **Island Crusader** and MV **Island Contender** platform supply vessels. These two vessels of the UT 776 CD(G), set a new standard in the industry as the first offshore supply vessels in the world capable of pure gas operations, providing the most cost effective and environmentally friendly service available in the industry at present. The commencement of the contracts is scheduled for May 13, and the vessels will support the *SS Island Innovator* during its drilling campaign with Lundin in the North and the Barents Sea. The duration of the firm period is estimated to 2,5 years with several optional wells. "By chartering these vessels Lundin confirms their position as one of the most environmentally friendly operators in the North Sea. We thank charterers for their commitments and wish Lundin success with their upcoming drilling campaign and look forward to the cooperation," said Island Offshore in a statement. (Source: Island Offshore)

ULSTEIN DELIVERS THIRD MEDIUM-SIZED PSV TO BLUE SHIP INVEST

Ulstein Verft delivered '**Blue Power'**, the third of six medium-sized platform supply vessels (PSV) of PX121 design from ULSTEIN® to Blue Ship Invest, on 6 March 2013. "The great efforts of all those involved and the experience we gained from the construction of the first two vessels in this series has resulted in a very good flow in this project from start to finish," says Sindre Rotevatn, Acting Managing Director of Ulstein Verft. Blue Ship Invest, a wholly-owned company in Ulstein Group, has entered into an agreement with Atlantic Offshore on technical and commercial management of **'Blue Power'**. We're very pleased with this agreement, and given the very positive feedback on vessel performance of '**Blue Fighter**' and '**Blue Prosper**', we are full of expectations for '**Blue Power**'," says Gunvor Ulstein, CEO of Ulstein Group and Managing Director of Ulstein Shipping. Efficiency and flexibility have been the focus in the development of the PX121 design. With optimised tank capacities and flexible and segregated tank arrangements, the multifunctional vessel is suitable for many types of supply contracts. The ship is adapted to the requirements for longer and deeper boreholes and activities further from shore. In addition to tanks for oil, water and drilling fluids, the vessel has four stainless steel tanks for flammable liquids. The vessel's X-BOW® hull line design is particularly advantageous for this type of vessel. The X-BOW offers efficiency over a wide draught range, which is important for PSVs as they frequently operate with varying loads. Moreover, the X-BOW has unique, beneficial qualities in terms of motion and propulsion efficiency in heavy seas. Both the hull and choice of propulsion system make the vessel particularly suited for North Sea and North Atlantic conditions. The vessel is equipped with a dynamic positioning system IMO class II. The ship has a length of 83.4 metres and a beam of 18 metres. It has a cargo deck of 850 square metres and a load capacity of 4200 tonnes (dwt). The ship meets the requirements of DNV's Clean Design notation and is prepared for fire-fighting class Fi-Fi II. It has a maximum speed of circa 16 knots and modern accommodation for 24 persons. Ulstein Power & Con trol has delivered the electrical systems on board, including power distribution and electrical propulsion system, the information and communication system ULSTEIN COM®, modular consoles and integrated navigation systems and the integrated automation system ULSTEIN IAS®. The remaining three vessels will be delivered later this year and all six vessels are for sale. *(Source & Photo: Ulstein)*

From left: Lars Lühr Olsen, Managing Director Blue Ship Invest, Captain Edvard Dahlen, lady sponsor Siw Ulstein, Sindre Rotevatn, Acting Managing Director Ulstein Verft and Per Svein Brekke, Project Manager Ulstein Verft, at the naming ceremony for 'Blue Power' on 27 February 2013.

NEW CONTRACT EXTENSION FOR 'NORMAND COMMANDER'

Global Industries Offshore L.L.C, a company owned by Technip, has exercised their option to extend the contract for the construction vessel "**Normand Commander**" with one year from June 2013. Technip has option to extend the contract with further 2 x 1 year option after expiry of the firm contract. "**Normand Commander**" is a DP2 Multi Service Vessel with a length of 302' ft (92.9m), beam of 65' ft (19.7m), 100T crane and accommodations for 72 people and Sikorsky S-92 class helideck. The ship is equipped with a fully integrated diesel electric propulsion system and prepared for worldwide operation. The clear deck area of 840m2, has a 6m2 moonpool and is equipped with a DNV classed 1000 fsw. Saturation System and ROV support. Below deck it is arranged for a whole range of various liquid cargo categories. *(Source: Technip)*

BATELEUR DELIVERED

The new build St. Vincent & Grenadines with call sign J8B4809 Offshore Support Vessel **Stanford Bateleur** (Imo 9654177) was seen leaving the ship yard in China last week. The vessel is bound for Singapore and charter preparations. The Offshore Supply vessel is owned by Stanford Bateleur Ltd. – Singapore and managed by Stanford Marine Asia Pte. Ltd. – Singapore. The OSV has a grt of 3,601 tonnes and a dwt of 5,188 tonnes. She is classed American Bureau of Shipping. *(Photo: Stanford Marine)*

WORLD PERIDOT LAUNCHED

On the 28th February the Damen Shipyard Galati; Romania has launched the PSV 3300 **World Peridot** (Imo 9648166) under yard number 552023. She is the second PSV (first one **World Diamond**) in a series of six which have been ordered by the Norwegian owners World Wide Supply. The vessel is built in cooperation with Damen Shipyards Gorinchem – The Netherlands which

provides engineering and main equipment, the vessel being built and completed in Galati. The ship will be used for transportation of different cargo (fuel, drinking water, salt brine, cement, barite, drilling mud, drilling pipes, etc.) and crews to and from the North Sea offshore drilling rigs and production platforms. The vessel can also carry on deck conventional containers for diverse cargo. The vessel is equipped with two Schottel azimuth propellers and will operate as a "dynamic positioning DP2" vessel when carrying out loading / unloading operations around offshore drilling rigs or production platforms. *(Source: Damen; Photo: Paul Ionescu)*

FARSTAD ANNOUNCES SALE AND LEASEBACK OF TWO AHTS VESSELS

Farstad Shipping ASA has, through its wholly owned subsidiary Farstad Supply AS, reached an agreement with Ocean Yield of a sale and leaseback of two AHTS. The vessels, both **UT 731 CD** design, are under construction at Vard Langsten in Tomrefjord (previously STX OSV Langsten) for delivery ultimo March and May 2013 respectively. The agreement with Ocean Yield implies an immediate sale of the vessels from Farstad Supply AS to Ocean Yield upon delivery of the vessels from the yard. The vessels will then be leased back to Farstad Supply AS on a 12 year bareboat charter. The agreement includes options for Farstad Supply AS to buy back the vessels. The parties have agreed to keep the commercial terms of the agreement confidential. *(Source: Farstad)*

BOURBON'S $2.5BN SALE

Bourbon plans to raise $2.5bn from the sale-and-charterback of around one-third of its fleet. Chairman Jacques de Chateauvieux told investors today the giant sell-off of modern vessels and newbuildings fits current trends in the wider business world. He explains the move has come about to support the latest phase of the company's widely-known expansion plans. Speaking as the company reported a stronger than expected annual showing, he says the vessels will be sold in 2013 and 2014 and taken back on 10-year bareboat charters. The board has told executives the sell-off must not top 30% of the fleet, with the majority of cash used to pay down debt, he says. de Chateauvieux explains the "asset smart" strategy fits the fashion today where investors are looking for assets with guaranteed returns over a long period of time. He compares the ploy to that of property firms renting stores on the Champs-Elysees to fashion labels such as Louis Vuitton. de Chateauvieux says funds will have a significant impact on the financial capacity of the company as it executes its growth plan. Bourbon today announced it saw operating profit climbed by almost 90%

to EUR 161.6m ($210.77m) in 2012 helped by asset sales and higher rates. Analysts note EBITDA of EUR 406m, up by a third on 2011, passed the EUR 394m forecast. Late last year Bouorbon cashed in a trio of PSVs in a sale-and-leaseback deal with Pareto. *(Source: Trade Winds)*

YARD NEWS

SNSZ WINS CONTRACTS FOR SIX TUGS

OJSC Sredne-Nevsky Shipyard (part of Russia's United Shipbuilding Corp.) signed a contract with LLC P.TransCo for the construction of **six push tugs** of Project 81, the shipbuilder's press release said. The towboats delivery is scheduled for April-May 2014. The Project 81 push tug's displacement is 365 tons, LOA - 25 m, breadth - 10 m. The vessel is designed to perform pushing or emergency towing of barges (project 82) of total displacement of about 5,200 tonnes at a speed of 10 knots. The ship has the on-board coupling ARTICOUPLER KVC3545 manufactured by Taisei Engineering Consultant Inc. The pushers feature high manoeuvrability and controllability thanks to twin controllable-pitch screws and twin rudders. An earlier report said that Nizhny Novgorod-based Krasnoye Sormovo Shipyard on February 27, 2013 secured contracts for the construction of ten self-propelled dry cargo barges for transportation of bulk cargoes. The barges contracts will be funded through lease financing scheme: the barges Customer is Gazprombank Leasing that will charter out the newbuilds to LLC P.TransKo. The **push tugs** for these barges will be built by Sredne-Nevsky Shipyard. OJSC Sredne-Nevsky Shipyard was created in 1912 as Ust-Izhorsky Shipyard. The company specializes in building warships and civil vessels manufactured of nonmagnetic steel, aluminum and fiberglass: corvettes, mine sweepers, coastal patrol boats, workboats and passenger vessels. *(Source: PortNews)*

DAMEN INTRODUCES NEW ASD TUG AND STARTS BUILDING FOR LAUNCHING CUSTOMER PETERSEN & ALPERS

Introducing the ASD Tug 2913 – compact, powerful and ideal for busy ports. Damen Shipyards Group is launching a new vessel type in its ASD Tug series. The ASD Tug 2913 has been designed primarily as a highly manoeuvrable, powerful tug, ideally suited for busy harbours where space is limited. Petersen & Alpers (Germany) is the launching customer for the new tug, which will be delivered end 2014. The new type answers market demand for more powerful tugs as vessels continue to get larger and for more spacious accommodation.

Damen Shipyards is proud to announce that it already has a launching customer for the new tug, the highly esteemed German towage operator Petersen & Alpers, which is one of the oldest maritime companies in Germany. Frank de Lange, Damen Sales Director South, North and West Europe, explains why Damen decided to introduce a new tug type in the ASD series. "Vessel sizes are increasingly growing, while ports are still restricted to their physical size. Customers were requesting more powerful tugs, but they still have to be compact so they can operate in harbours which are lacking space." *75 tonnes plus bollard pull*. This new tug Standard slots in between the Damen ASD Tug 2810 with a 60 tonnes bollard pull and the highly powerful offshore terminal ASD Tug 3212, which was recently introduced. Developing a new compact type with a bollard pull of 75-80 tonness was really a logical step for the Damen series, he adds. "For the ASD Tug 2913 we adopted a similar design philosophy as for the new ASD Tug 3212 and although the vessel is primarily a harbour tug, it also has very good seakeeping capabilities." At 13 m wide, the vessel is very stable and very comfortable for the crew. The new type has push/pull capabilities and can be fitted with an aft winch as an option. The tug is also the first Damen tug to have a double hull to comply with the latest safety regulations and to answer customer demand. *Petersen & Alpers launch customer* Peter Lindenau, Managing Director of Petersen & Alpers, is very pleased to be the launching customer for the new tug. This will be the second Damen tug in the company's fleet, following on from an ASD Tug 2411, which has been in operation for the last four years in Hamburg. And indeed, through a previous joint venture via its affiliated company TOWMAR BALTIC in Klaipeda with Smit, Petersen & Alpers also had experience of the Damen ASD Tug 2810. "We have had a good experience with Damen tugs and have also seen our competitors using them!" says Mr Lindenau. "The crew were very happy with our first Damen tug and that is very important to us. The quality of the build, the 2411's performance was what we were looking for. It has proven itself in being able to operate bow-to-bow when a lot of ASD tugs have problems doing this properly." The ASD Tug 2411 is performing well and is great at going alongside, making fast and the thrust is easily controlled with the slipping clutch, he emphasises. "And with Rolls-Royce thrusters and Caterpillar 3516 engines the acceleration is great." "Our new Damen vessel will be particularly suited for the port of Hamburg, which has very small basins", he stresses. "Seagoing vessels are getting bigger and bigger. A highly maneuverable, compact tug with more power was needed. So the Damen ASD Tug 2913 was the right tool for Hamburg." *Ideal for ports* Low maintenance costs are also important, he says. The company has had a good experience with the ASD Tug 2411, which requires only limited maintenance because the coating is such good quality. Crucially, Petersen & Alpers has a great deal of confidence in Damen. "We trust each other, which is the most important. It is not just price but performance, service and maintenance." "We are lucky to be the launching customer. We have been able to have a lot of input, with Damen really listening to our requirements." For instance, Petersen & Alpers requested an oil fired heating system. Mr Lindenau adds: "Perhaps we look at things in a similar way to Damen, both being family owned companies; we are always considering the next generation, so a long-term, trusting relationship is very important." "We are always there to support our clients and we hope we can assist Petersen & Alpers in their success," Mr de Lange says. There has been such a lot of interest in the new Standard that Damen has already started building for stock.

FIRST BLOCK OF VSY ICEBREAKER PROJECT 21900 M IS PLACED ON OPEN BUILDING BERTH

March 4, 2013, The first block of the first from the three Icebreakers project 21900 M being presently under construction at Vyborg Shipyard is placed on open building berth. Main yard capacities are focused now on construction of semi-submersible barge which is intended for hull assembly of icebreakers and other vessels with wide beam. However, all works for the icebreakers 21900 M are performed within the schedule, - commented general director of Vyborg Shipyard Alexander Solovyev. Second IBV block is planned for placing on open berth on March 6, 2013. Total weight of the two blocks is about 600 t. Icebreaker 21900M is an upgraded version of project 21900, icebreaking capability up to 1.5 m. Purpose of the vessel: independent ice escorting of heavy-tonnage vessels; towage, fire fighting on floaters and other facilities; salvage and assistance to distressed vessels; transportation of cargos. Delivery of the vessels is planned for 2015. *(Source: Vyborg)*

WEBSITE NEWS

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Last week there have been new updates posted:

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

   - Damen introduces new ASD Tug and starts building for launching customer Petersen & Alpers
   - Dockwise applies for delisting from Euronext
   - POSH Terasea forms world's largest and youngest fleet for ocean towage service

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