



TUGS & TOWING NEWS

TUGBOAT TAPUHI BEGINS WELLINGTON VOYAGE



CentrePort's new tug **Tapuhi**, constructed in China, is expected to arrive in Wellington Harbour about the time of the 45th anniversary of the sinking of the *Wahine*. CentrePort's Captain Charles Smith oversaw final delivery checks in China last week and said **Tapuhi**'s scheduled *Wahine* Day anniversary arrival in Wellington was particularly appropriate. For on the

morning of the *Wahine* storm on April 10, 1968 the old **Tapuhi**, of World War II vintage, made valiant attempts to assist the *Wahine*. She was too light to be of any real assistance and her towing gear proved to be too puny. She had been built to undertake routine berthing operations around Wellington's wharves and was unable to be of any real assistance in attempts to tow *Wahine* off the rocks at the entrance to Wellington Harbour in the howling southerly. Captain Smith said in 1969, a year after the disaster, the then Wellington Harbour Board ordered the first of three new, larger tugs. "Had they been there on *Wahine* day, the outcome for the *Wahine* would have been entirely different. "The new **Tapuhi** is now in the East China Sea and is well on her way to Wellington. The old **Tapuhi** served in the port for 25 years starting in 1947. "**Tapuhi** made valiant attempts to assist *Wahine* when she foundered in 1968," Captain Smith said. The new **Tapuhi** is capable of pulling 68 tonnes and has been bought to ensure CentrePort will be able to service larger vessels such as Cunard's Line Queen Mary 2, which arrives in Wellington tomorrow morning. CentrePort chief executive Blair O'Keeffe said the new **Tapuhi** had been built at the Damen shipyard in Changde and was 250 gross tonnes. It completed a lengthy series of tests on the Yangtze River before embarking on its 5374 nautical mile delivery voyage. In Maori **Tapuhi** means 'to nurse or care for.' **Tapuhi**'s fellow tugs in Wellington will be the modern **Tiaki** which was built in Vietnam and, like **Tapuhi**, has a bollard pull of 68 tonnes. **Toia** and **Ngahue**, both built in New Zealand, have Voith Schneider propulsion systems and have a bollard pull of 28 tonnes. All up the **Tapuhi** project is expected to cost CentrePort \$12 million. *(Source & Photo: Stuff)*

TUG MALTA TOWS RIG NOBEL HOMER FERRINGTON INTO MARSAXLOKK HARBOUR

Rig Nobel Homer Ferrington arrived in Malta on 10th March 2013 to carry out its routine maintenance interventions. The rig started its voyage from Haifa, Israel on 26th February and was towed to Malta by the AHTS **VOS Atlantis**, with AHTS **VOS Challenger** standing by, up to the pilot's station 1.5 nautical miles south east of Marsaxlokk. From there on tugs **Spinola**, **Pawlina**, **Sea**



Salvor and **Wenzina** took over, towed into the harbour the rig and assisted same until it was safely berthed at Freeport Terminal 2 Roro berth. In total the operation employed 12 hours, with tugs **Spinola** and **Pawlina** remaining engaged till completion of operation at 18.30Hrs. *(Press Release: Tug Malta)*

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PORT OF KAOHSIUNG TO GET NEW TUGS

The Taiwan International Ports Corporation (TIPC)'s plan to purchase **two new 5,200hp harbor tugs** is part of Port of Kaohsiung's overall strategy to enhance Asia's regional transshipment, comprehensive logistics and vessel handling services and to expand port and harbor facilities to meet the needs of increasingly large cargo vessels. The new tugs will replace outdated models and ensure port capabilities to service post-Panamax ships. The plan is being implemented in three phases between January 1st, 2011 and December 31st, 2013. The final bid approval was made on August 10th, 2011 with an approved budget of NT\$419.9 million. A delivery contract was signed with the bid winner, CSBC Corporation, on August 19th, 2011. Blueprints were then approved according to the contract. The 4 contracted construction phases include the work commencement phase (finished on June 1st, 2012); keel construction phase (finished on November 23rd, 2012); launch phase (tug 1: to be finished on March 21st / tug 2: to be finished on April 22nd, 2013); and final delivery (tug 1: to be finished on July 6th / tug 2: to be finished on August 7th, 2013). The project is proceeding according to schedule. Once delivered, the new tugs will be able to handle modern container vessels up to 10,000 TEU. Their addition to the Kaohsiung Port work fleet will increase service efficiency and safety and further enhance Port of Kaohsiung's international competitiveness. *(Source: TIPC)*

LES ABEILLES' EXPERTISE AT THE FORE IN A WORLD FIRST: TOWING THE WORLD'S LARGEST CONTAINERSHIP, THE CMA CGM MARCO POLO



On March 9th, the crew on the **Abeille Bourbon** successfully completed towing operations on the **CMA CGM Marco Polo**, the jewel in CMA CGM's crown and the largest containership in the world (capable of carrying up to 16,020 TEUs(*)), as part of an exercise organized by the Atlantic French Maritime Prefecture. The **Abeille Bourbon** is a tug specializing in salvage and assistance and chartered by the French Navy to protect the French coastline. The vessel provided its services for an Atlantic

French Maritime Prefecture exercise to test the latest generation of the **CMA CGM Marco Polo** containership's emergency towing arrangement. The containership is 396 m long, weighs 186,000 tons and has a 16,020 container capacity. As part of the exercise, the **CMA CGM Marco Polo** simulated damage to its propeller system when leaving the Ouessant traffic separation scheme. The vessel naturally positioned itself across the wind. Its size provided a large surface for wind impact and the containership soon began to drift. The crew on board the **Abeille Bourbon**, headed by the Captain Thierry Choquet, launched a fast tow procedure and focused on tug maneuvers to turn the **CMA CGM Marco Polo** head to wind. The Salvage tug therefore moved closer using a line-throwing gun and a pass rope to link up with the **CMA CGM Marco Polo**. In adverse weather conditions, this maneuver is risky as it requires the high seas salvage tug to be very close to the ship it is assisting. The **Abeille Bourbon** reached a speed of 6.7 knots with a bollard pull of approximately 90 t. "The operation went perfectly. This new experience is an asset to the **Abeille Bourbon** crew's expertise. The **Abeille Bourbon**, with over 21,000 horsepower and 200 t in traction, has once again demonstrated its ability to assist new types of vessels e.g. latest generation containerships," says Christian Quillivic, Managing Director of Les Abeilles, BOURBON's affiliate in charge of assistance, salvage and anti-pollution. (Source: *Bourbon*; Photo: *Marine Nationale - A. Monot*)

WILL TUG CREW MAKE IT SAFELY BACK TO LAGOS?

There is growing concern for the safety of the crew of an unseaworthy tug that has gone missing, just weeks after it set sail from Manx waters. Detention notices were served on ex-Admiralty vessel **Juliette Pride II**, and its sister ship **Juliette Pride I**, (ex SD Sheepdog-2012; Sheepdog 2008) preventing them from setting sail from Newlyn, Cornwall. Both Tanzanian-flagged vessels were deemed unsafe following an inspection by Coastguard surveyors who found numerous defects and deficiencies, many relating to safety equipment. But in the early hours of Sunday, March 3, both boats jumped detention. They are believed to be heading for Lagos, Nigeria, where their new owner Prince Akoto is based. But neither vessel has been spotted since – sparking fears about the crew's safety. Five Georgian crew members of the **Juliette Pride II** were stranded in the island for months after the boat



arriving here in mid-December, having encountered engine problems. With the seamen running desperately low on food and money, the Salvation Army stepped in to provide food parcels. Negotiations conducted via harbour officials subsequently resulted in the mariners receiving their unpaid wages totalling \$35,000 and air fares home to Georgia. Before they left, they thanked the Manx authorities for all their help. The vessel, with a Ghanaian replacement crew, set sail last month on the next leg of its passage to Nigeria, only to be impounded on its arrival at Newlyn where it had rejoined its sister vessel. Jo Rawlings, of the Maritime and Coastguard Agency (MCA), said: ‘Following inspections, we issued detention notices on the **Juliette Pride 1** and **2**, preventing them from setting sail. These notices are issued when vessels are deemed unsafe. ‘In the early hours of Sunday, March 3, both vessels jumped detention from Newlyn harbour. We are now looking into this matter. We issue detention notices for a reason. We only do this if we are really concerned. We deemed them to be unsafe – certainly not safe enough to set sail. There is an obvious concern that wherever they are heading, they may not make it in one piece. It’s not looking too hopeful we are able to track them down, especially if they’ve left UK waters and gone into international waters – we don’t have the power to bring them back.’ Coastguard officials believe on-board tracking equipment may have been deliberately disabled. *(Source: Isle of Man Today; Photo: B.Clark)*

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BY KEEPING N.Y. REAL-ESTATE WOLVES AT BAY, ‘TUGBOAT ALLEY’ STAYS A WORKING WATERFRONT

In recent times, the pressure to acquire industrial waterfront property and to develop it into an urban environment has been unrelenting. But, so far, “Tugboat Alley” on New York City’s Staten Island has survived. And things look brighter for the



island’s north shore industrial waterfront lining Kill Van Kull and Arthur Kill, two channels that separate New York from New Jersey and form the entrance to both harbors. Not very long ago, the waterfronts lining America’s port cities were, for the most part, the domain of heavy industry — wharves, warehouses, factories, shipyards, fish processors, chandlers, tugboat companies and the like. Greasy spoons, bars and bordellos shared an environment ripe with the smell of diesel fuel and

rotting fish, often referred to as the smell of money. The genteel roamed elsewhere. Today the aroma wafting along urban shores and caressing the balconies of condominiums rising up from waterfront walkways, punctuated by green parks and marinas, often comes from upscale waterfront restaurants. Tugboat Alley is home to many of the country's major tug companies including McAllister, Moran, Penn Maritime (recently bought by Kirby Corp.), Reinauer, Bouchard. Smaller companies with a tug or two, such as Brown Towing, are located there. Related industries such as Great Lakes Dredge & Dock, Caddell Dry Dock, Bay Shipyard and Clean Waters, a barge and bilge cleaning company, occupy the shoreline accessed by Richmond Terrace. For Steve Kress, vice president of operations for McAllister Towing and vice chairman of the Port of New York and New Jersey's Tug and Barge Committee, balance is the answer in the struggle between industry and urban development. "The north shore of Staten Island is full of tug companies and is very vibrant," said Kress. "There are hundreds of people employed in our business along the Kills. Everybody wants access to the water. I'd like a place on the water. We understand that, but there has to be a blend of the two: commercial interests and the aesthetics of the waterfront. We're not saying that we own the waterfront. We're saying the water has to be shared." Kress recalls when McAllister had Tug & Barge Dry Docks, the company's repair yard at the foot of Pavonia Avenue in Hoboken, N.J. Until 1986, that is. "The city foreclosed on the property and kicked us out. By eminent domain the city of Hoboken turned Tug & Barge into condos and office buildings." But the relationship between the Staten Island waterfront industries and the New York City Economic Development Corp. (EDC) is much improved. "The city and the EDC are on board with us now and are very helpful," Kress said. "They understand the need to share the waterfront. That's a big change from the past. We've gone from no contact to constant contact. Now they are in the forefront and we take politicians on tugboat rides so they can see the issue from the water side." With Caddell Dry Dock close by and Clean Waters a stone's throw away, Kress is in tugboat heaven. He says that if Caddell had to move it would be a disaster for the local tug companies. "It's a godsend," he said. "And then there is Clean Waters, a place to discharge our gray water and black water, and to clean our bilges. It's the only place to properly dispose of it. This is an ideal home base for us. "We have very limited options left to us when it comes to places to move to if it came to that. We'd have to increase our costs, and then so would our clients, and ultimately the consumer would pay more. This place along the Kills is the key to the way we live. We've been squeezed out of places before, but here is where we make our last stand." Miller's Launch is located adjacent to the St. George Ferry Terminal on Staten Island, facing Manhattan. Although the location is around the corner from the Alley, Glen Miller is as concerned about waterfront development as his colleagues on the Kills are. Miller boasts 70 pieces of floating equipment, ranging from launches, crew boats, tugboats and truckable tugs, to a TowboatUS



franchise with five rigid-hulled inflatable boats. Miller, on a tour of the harbor aboard the 95-foot crew boat Rosemary Miller, explains the value of his location and describes the diversity of infrastructure projects that Miller's Launch provides in the harbor. "Most companies focus on crew boats or tugboats, etc., but we have boats from every column, from 25 to 190 feet. Our focus is not being focused. We are the small-boat providers of New York." We idle to observe Gabby L Miller, a 26-foot, 700-hp truckable tug that is moving construction barges on a waterfront development project for the contractor Phoenix Marine. Miller's yard crew builds the little tugs at the

company's shop. It's shallow-water work. We use the heck out of these little boats. If one isn't

enough we put in another one. We do the support work moving the crane barges and demolition barges around. I have another four boats up Newtown Creek doing survey work. They're the platform for shallow-water work." At Homeport, Capt. Adam Clark was at the helm of the 68-foot conventional tug Susan Miller, working with a Weeks Marine barge on the new FDNY Marine Nine facility. At Governors Island, a redeveloped Coast Guard base that is now a city park, Miller built and deployed a 70-foot gangway that will hold 50 tons of rolling stock. The gangway has a ramp to accommodate a drop transom on Sorenson Miller and Rosemary Miller. So far the company has landed heavy equipment for the park development, a Corning Museum of Glass exhibit, 18-wheelers loaded with film industry equipment and the trucks for a Dave Matthews Band concert. "I need to be in the harbor, especially for my launch service," said Miller. "My clients are there. If I had to move I'd be out of business. I've been moved twice. I'm in my third location. The first was when the Navy moved into Homeport. Now they're gone and they're building condos there. It's a bit annoying to find out that the



condos might win, but now the city seems to be seeing our worth." In the Kills we cruise by several of the tug companies, shipyards and a mountain of salt at Atlantic Salt's storage site where the road salt waits, ready for the slippery city streets this winter. "Take that away and it will drive up the cost of salt," said Miller. "But the good news is it isn't too late. The city is getting it. I'm an entity and there is a struggle between condos and commercial interests and the city is seeing that we are a part of the infrastructure and we make it happen." Capt. Eric Johansson is executive director of the Port of New York/New Jersey's Tug and Barge Committee and an associate professor holding an award for Excellence in Teaching at the State University of New York (SUNY) Maritime College. He also founded the Towing Forum, held at SUNY Maritime College for the past 12 years. "We've already lost a lot of commercial waterfront in the battle between condos and commercial interest," he said. "We can't lose any more. Once you lose it you can't get it back." Johansson relates how a Maritime Support Services Location Study compiled by SUNY Maritime College staffers for the EDC resulted in saving the Brooklyn Navy Yard from a complete redevelopment. GMD Shipyard, which boasts



the largest dry docking facility in New York City, is alive and well sharing the historic site with a host of redevelopment projects. "Prior to the report, the EDC and other government bodies were not aware that the maritime industry was still vibrant and alive in New York Harbor," said Johansson. "They thought it was dead and the waterfront it had occupied was ready for redevelopment. Now they understand that it is alive and is needed by the city as part of the infrastructure." Johansson explains that there are no dry bulk or general cargo docks, nor is there a heavy lift access site remaining in the city. "What if Con Ed needs to bring in a transformer?" Johansson said, referring to the electric utility. He further

states that the city needs the efficient distribution of petroleum and aggregate that tank and deck barges provide. “One small 20,000-bbl tank barge is equivalent to 168 5,000-gallon-capacity fuel trucks on the road. One scow takes the place of 60 18-wheelers. And we pay good taxes and put a lot of people to work. The city has begun to recognize the significance of the loss if medium- and small-sized ports within the larger port disappear.” Infrastructure for the efficient transport of essential cargoes within a port seems simple enough to grasp, but both Kress and Johansson emphasize the statistics that color the marine industry much greener than truck and rail. “The Europeans have it down to a science,” said Kress. “They’ve taken the trucks off the roads and put the cargo on barges, doing what we call ‘short sea shipping.’ If you put 400 boxes on a barge you take 400 trucks off the road. If you take the trucks off the road, you take away traffic jams. The thing about the Marine Highway is that it is a win, win, win. A win for the environmentalists, a win for our industry and a win for the consumer. *(Source: Professional Mariner story and photos by Brian Gauvin)*

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FIRST IN A SERIES OF FOURTEEN ON SEA TRAILS



The first view of the new building from the Astilleros Armon, S.A.. for their client ACP Panama. The tug, named **Cerro Itamut**, was seen on the 13th March during her sea trails. The tug is the first one in a series of fourteen tugs for the Panama Canal Authority which was ordered in October 2011. The contract was awarded to Astilleros Armon offering the best value proposal. The contract involves the construction,

testing and staggered delivery of 14-tugs of 70 tons bollard pull. The tug will assist larger vessels transiting the Canal current and expand transit operations, anchoring and other manoeuvres in the waterway. *Main Characteristics:* Length o.a. 28.90 mtrs; Length b.p. 28.10 mtrs; Design breadth 13.50 mtrs; Depth to main deck 5.17 mtrs; Design draught 3.24 mtrs; Maximum draught 6.18 mtrs. The two General Electric 8L250MDA10 main engines develops a total output of 4,666 kW at 1,050 rpm. This generate a bollared pull of 82 tonnes and a speed of 12.5 knots. She is classed American Bureau of Shipping, class notation: ✘ A1 Towing Vessel ✘ AMS ✘ ACCU *(Source & Picture: Armon)*

POPULAR BOAT: POPULAR ENGINE

On the Mississippi and throughout the US inland waterways **pushboats** of about 70 feet and with around 2000 hp are ubiquitous. They can be seen in barge fleeting operations along the riverbanks for pushing one or two 30,000-barrel oil barges. In recent years the standard power package has been a pair of Cummins' popular KV38-M engines. These V-12-cylinder 2300-cubic-inch displacement engines have evolved over the years to take advantage of new technologies and, more recently, to meet new environmental standards. Gary



Eymard has been around the inland towboat world for some time also. His most recent boat is building on spec at his facility on the Ship Canal in Harvey Louisiana. He builds his hulls upside down and then flips them up on the bank beside the canal before putting the first two levels of deckhouse on. The wheelhouse, for his current 72x30-foot hull will have a 35.5-foot eye level elevation above the water. It will be added later. With the 7-inch shafts in place before the hull was flipped, he will now add the two Cummins KV38-M main engines with their Twin Disc MGX5321 gears with 5.96:1 ratios. Before launching the 74x58-inch four-blade props will be added. Also added to the Entech and Associates-designed vessel will be the main and flanking rudders. Calvin Klotz, Vice-President of the Marine Division of Cummins Mid-South reports, "In 2012 we sold a total of 230 of the legendary KV38-M engines to the off-shore and inland river markets. Of these, 170 engines went to 85 push boats. This was a record year for the Tier 2 compliant, 38-liter engine. We look forward to continuing to serve our loyal clients and new customers with our new EPA Tier 3 compliant QSK38-M engines with the recently improved common rail fuel systems." When Eymard's new towboat is ready for delivery in August of 2013 it will have accommodation for a crew of seven in four cabins. Tankage will include 18,100 gallons of fuel, 12,900 gallons of water and 820 gallons of lube oil. In addition to the mains there will be two 65 kW gensets. On deck there will be a pair of Patterson 40-ton barge winches. *(Source: Alan Haig-Brown; Photo courtesy of Eymard Marine Construction and Repair)*

FAMILY OF TUG CAPTAIN SUSPECTS FOUL PLAY REGARDING MISSING PERSON CASE

One month after the new captain boarded the "**Skua**" at the port of Luderitz and then vanished, the man from Bhavnagar is still missing. Two investigations, conducted by the shipping company and Namibian police, simply declared him missing, though his family members insisted they wanted to know how he went missing from the docked ship. According to a report sent by the Dubai-based company, Jampur International FZE, to India's external affairs ministry Gohil boarded the vessel which was docked four nautical miles from the port at 10 p.m. on Feb 12, 2013, met the port pilot and then proceeded to inspect the vessel. At 1 a.m., the port control asked the vessel to set sail, but Gohil informed they intended to set off only in the morning due to poor visibility. The vessel, which had come from Brazil and docked two days before Gohil joined, was bound for Mauritius.

Gohil was last seen at 5 a.m. on Feb 13. At 6 a.m., when the vessel was ready to sail, he was reported missing. Gohil's family members said he was not new to the profession. He had worked for 14 years and worked in various shipping companies in Dubai, Singapore, South Africa, and Nigeria. Circumstances under which he went missing suggest something went wrong with him, family members were placing the blame to the company which they said was not forthright in cooperating with them or with Namibian or Indian authorities. Company officials said he might have fallen into the sea, in which case it is hard to survive because the sea there is shark-infested. The ship left on Feb 24. Gohil might also have committed suicide by jumping off the ship, though his family members said there was no apparent reason to indicate he might have committed suicide. A report, prepared by the Namibian police, said he was last sighted smoking heavily in his cabin. He was a forthright person who could not have accepted anything wrong. Officials of external affairs ministry said they contacted India's high commission in Namibia and sent their officials to the site from where Gohil went missing, to prepare a report. The company to which the ship belongs has not been encouraging any further investigation into the matter. The company was initially reluctant in sharing any information. *(Source: Vesseltracker)*



BOGAZICI DELIVERS TWO TUGS



The 65+ bollard pull ASD Multi-Purpose Escort Tug boat “**Gladiator**” (ex-Bogazici 11) which has been built and delivered to her Italian owner at the end of December 2012 by Bogazici Denizcilik San. ve Tic. A.S. (Bogazici Shipping) of Turkey started giving service at Trieste Port of Italy. Following above unit,

M/Tug “**Metro Tug 12**” (ex-Bogazici 12) has been also successfully and timely delivered by Bogazici Shipping to her new Panama owner at the end of February 2013. *(Press Release Bogazici)*

GSP SATURN DEPART FROM THE IJMOND

In the afternoon of March 12 the drilling rig *GSP Saturn* departed from Ijmuiden; Netherlands to the North Sea. Where the South of the Netherlands was covered under a thick cloud layer, from which a lot of snow has come down, in Ijmuiden the heaven was tight blue. The leading tug **Boulder** from Tschudi Offshore (former ITC) was assisted by the Iskes tugs **Brent, Ginger, Triton** and **Argus**. Between the piers the tugs **Triton** and **Argus** were released, the tugs **Brent** and **Ginger** went to sea to assist the *Saturn* to her location. On the picture is seen the *GPS Saturn* with in front the **Boulder**.

Behind the **Boulder** is seen the **Arca** which was active with survey work. The **Brent** and portside forward the **Ginger**. After the rig is seen the **Argus** and the **Triton** some were hiding herself behind the **Saturn**.
(Photo: Jan Plug)



POINT COMFORT TOWING GETS A NEW TUG BOAT



“I christen the tug, **Carl**,” said Lorrie Robinson, as she broke a bottle of champagne on the new tugboat. With over 175 people in attendance, a new tractor tug named **Carl** was christened at the Port of Port Lavaca-Point Comfort on Wednesday afternoon. Robinson is the wife of recently retired Capt. Larry Robinson, the long-time leader of Matagorda Ship Channel Pilots Association. Also during the ceremony, several local dignitaries spoke. *(Source: Port Lavaca Wave)*

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SMIT ABACO SOLD

It has been reported that on the 1st February 2013 the 2004 built Argentina registered with call sign LW2637 tug **Smit Abaco** (Imo 9305257) has been sold to Antares Naveira S.A. – Buenos Aires and renamed in **Diaguita**. The tug was built by Keppel Singmarine Pte. Ltd - Singapore under number

270 as **KST Sedna** for Keppel Smit Towage Pte. Ltd – Singapore. On 11th July 2005 sold to Smit-Lloyd (Antilles) NV" and managed by Smit International Bahamas Ltd – Freeport; Bahamas and renamed **Smit Abaco**. In February 2011 Smit International Argentina – Buenos Aires. The tug has a length of 27.90 mtrs a beam of 9.00 mtrs and a depth of 3.80 mtrs. The two Niigata 6L22HLX diesel engines develops a total output of 1,323 kW (1,800 bhp). The speed is 12 knots and the bollard pull 46 tonnes. *(Photo: S.Siebel)*



ACCIDENTS – SALVAGE NEWS

EX-USS GUARDIAN WRECK REMOVAL CONTINUES



The U.S. Navy-contracted vessels **Jascon 25** and the tugboat **Archon Tide** are positioned next to the Avenger-class mine countermeasures ship ex-**Guardian** (MCM 5) during salvage operations. **Guardian** ran aground on the Tubbataha Reef Jan. 17. The U.S. Navy continues to work in close cooperation with the Philippine authorities to safely dismantle **Guardian** from the reef while minimizing environmental effects. *(Source & Photo: U.S. Navy Mass Communication Specialist 1st Class Anderson Bomjardim).*

Update: Salvage team begins cutting of **USS Guardian**'s engine room. The **USS Guardian** dismantling operation continued during the weekend in preparation for the cutting of the US Navy minesweeper's engine room, according to the spokesperson of the Philippine Coast Guard. Lieutenant Commander Armand Balilo, also chief of the PCG's public affairs office, on Sunday said the US Navy-contracted salvage team was "in the process of clearing the **USS Guardian**'s engine room and the lower deck of equipment, loose materials and debris." In a text message to the Philippine Daily Inquirer, he also disclosed that "good weather in the Tubbataha Reef (in the Sulu Sea) has allowed the salvage operation to progress." "Wind speeds of 10 to 15 knots and waves of 0.6 to 1 meter are prevailing in the reef area," noted Balilo. The salvage team "has dismantled over 50 percent of the **USS Guardian**," said the Coast Guard's Palawan district in a report to the PCG headquarters in Manila. The Coast Guard search-and-rescue vessel **BRP Romblon** (SARV 3503) is closely monitoring the salvage operation, led by the main crane ship **Jascon 25**, according to Balilo. Seven other ships were in the vicinity: the US Navy supply ship **Wally Schirra**, **USS Salvor**, crane ship **SMIT Borneo**, barge **Seabridge S-700**, tugs **Archon Tide** and **Intrepid**, and the Malayan tow vessel **Trabajador 1**. Last week, the **USS Guardian**'s four engines, as well as its two diesel generators and fantail cranes, were successfully removed and transferred to the **Seabridge** by the **Jascon 25**. The salvage team is expecting favorable weather conditions in the reef area in the next three to four days

that would allow it to continue work on the 68-meter US Navy vessel, which ran aground on the reef on January 17. *(Source: Philippine Daily Inquirer)*

UBC SACRAMENTO HELPED TO SAVE CREW OF BLAZING CARGO SHIP

Enroute Cartagena-Barranquilla the "UBC Sacramento" on Mar 10, 2013, at 9 a.m. was contacted by the Barranquilla Port Control while approaching Barranquilla anchorage area if they could assist in a MayDay situation. The position received was rather unclear, because the first was a inland position. However the ship



proceeded northward and could see grey and white smoke arising at the horizon after 10-15 minutes five miles off Bocas de Cenizas. When coming closer the crew received info from the port control that the crew of the "FM Express", 770 dwt (IMO: 7330076) was abandoning ship and drifting at the stern in the liferaft. The smoke became really thick. The fiercely burning "FM Express" was approached in dead slow speed, against 30 kn winds, making about 1.8 kn. The "UBC Sacramento" stopped for a moment when the starboard quarter came into view. There was a raft but nobody visible inside. A small Coast Guard boat did not see anything either. The freighter crew then spotted a red dot 1,1 miles North which was the roof of another life raft. The "UBS Sacramento" proceeded behind the Coast Guard boat with full speed. On the way the Coast Guard boat broke down with one engine. The "UBC Sacramento" was manoeuvred about 1 cable to the wind side. Both side pilot ladders were down into the water, lifebuoys and heavinglines on stand by. Bringing out the rescue boat would have been a last option if needed. Then the Coast Guard boat managed again to approach the life raft. The "UBC Sacramento" stopped in the position being with the hope that the wind would not push the ship too quick onto the raft. The people managed rather quick to get from the raft to the Coast Guard vessel. By that time the freighter was only about 30-40 m away from the raft with the starboard aft quarter. On full ahead and hard-a-starboard the "UBS Sacramento" managed to get clear again. On the way back it made another pass at the burning ship because nobody could tell if the raft still attached to the vessel was empty or not. However the Crew could not see anything further. Then they received message from the Port Control that the crew of the "FM Express" was supposedly seven persons and that's what was counted from the bridge of the "UBS Sacramento" when they were pulled into the Coast Guard boat. The crew said a short circuit cause a fire in the engine room. The "FM Express" had been carrying a cargo of 300 tons consisting of appliances, dishes and food bound from Colon in Panama to Puerto Nuevo in La Guajira. *(Source: La Tarde; Vesseltracker; Photo: Captain Ted)*

OFFSHORE NEWS

TETHYS SUPPORTER FOR BUNKER CALL IN MALTA



The 1978 built Panama flag offshore support vessel **Tethys Supporter** underway to OPL Malta for bunkering operations on Tuesday 12th March, 2013. She's the former Swedish Coastguard support vessel **KBV 004**.
(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)



Nationaal Sleepvaart Museum Maassluis

DOF SUBSEA SELLS CONSTRUCTION SUPPORT VESSEL 'GEOBAY'

DOF Subsea Group has entered into an agreement where the 1978 built D2 multipurpose construction support vessel **Geobay** is sold to a Middle East buyer. The selling price is slightly above book value of the vessel. The sale is expected to be completed after the ongoing project utilizing the vessel is finalized in May 2013. (Source: *DOF Subsea*)



ICEBREAKING SUPPLY VESSEL 'VITUS BERING' ON ITS FIRST ASSIGNMENT

On 7 March Sovcomflot's new multifunctional icebreaking supply vessel **Vitus Bering** set sail on her first scheduled crossing from the port of Kholmsk to engage in work on the Sakhalin-I project as part of a long-term agreement with Exxon Neftegas Ltd. In mid-January, **Vitus Bering** left Saint-Petersburg and travelled approximately 13,000 nautical miles in 45 days, arriving at her area of



permanent operations in the Sea of Okhotsk on 1 March. Following loading and bunkering at the port of Vanino, the vessel proceeded to the Orlan drilling platform situated in the north of the Sea of Okhotsk on Sakhalin Island's coastal shelf. It took a total of 2.5 days to reach the platform. **Vitus Bering** is to be engaged in the year-round support of offshore drilling platforms and will service the Orlan platform as well as supplying the Berkut platform. This supply vessel will operate in challenging

climatic conditions and ice of up to 1.5 metres in thickness. The crew consists of 21 shipboard personnel, all of whom are citizens of the Russian Federation. In January this year a grand naming ceremony took place in Saint-Petersburg for SCF Group's new supply vessel **Vitus Bering**. The Russian flag was hoisted aboard the ship – a joint construction project involving both Russian and Finnish shipbuilders. The ceremony was attended in person by Russian President Vladimir Putin. *(Source: SCF Group)*

RETURN FROM TRAILS

In the afternoon of March 12, the new building Seismic Support vessel **Astra G** (Imo 9648491) was seen returning from her technical trails. The vessel is built by Damen Shipyard group and fitted out at Stellendam; Netherlands. She will be handed over after completion to her owners Rederij Groen B.V. – Den Helder; Netherlands. She is Panama registered with call sign HP8120. The vessel has a length



o.a. 40.00 mtrs a length b.p of 36.80 mtrs a beam 9.30 mtrs a draught of 3.30 mtrs and a depth of 4.60 mtrs. Her grt is 499 tonnes and dwt is 250 tonnes. The two Caterpillar C32 Acert delivered a total output of 1,940 kW. *(Photo: Willem Koper)*

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ESVAGT CELESTE



Last week was seen in the South African port of Cape Town the new building Safety Standby vessel **Esvagt Celeste** (Imo 9641651) underway from Singapore to the North Sea. She is owned and managed by Esvagt – Esbjerg; Denmark. The vessel made a bunker call . The Danish registered vessel with call sign OWKR2 is built by ASL Marine Holdings – Singapore. She has a grt of 963 tonnes and a dwt of 647 tonnes and is classed Lloyds Register of Shipping. *(Photo: Aad Noorland)*

YARD NEWS

BERGEN GROUP FOSEN SECURES AHTS OUTFITTING CONTRACT

Bergen Group Fosen has signed a contract with NFDS Offshore 1 AS for outfitting and commissioning of a new and modern anchor handling tug supply vessels (AHTS). NFDS Offshore 1 AS is a subsidiary of Det Nordenfjeldske Dampskibsselskap AS, a company where BOA Offshore holds the majority share. The contract is valued at more than NOK 600 million, and ensures NFDS Offshore 1 AS a fully commissioned and operational



ship by the end of the 1st quarter of 2014. All the necessary funding and board approval for the project is clarified. The contract also includes an option for outfitting and commissioning of a similar vessel. The modern anchor handling offshore vessel, a **VS 491 CD AHTS design**, has a length of 91 meters and a beam of 22 meters. The hull, which is already constructed at Nantong Mingde Heavy Industries in China, is expected to arrive Fosen in late Q2 this year. The contract will generate outfitting work at Bergen Group Fosen from summer 2013 to the end of Q1 2014. Bergen Group Fosen now has an order book that provides a stable outfitting activity until Q2 2015, with two newbuilding deliveries in 2013 (both cruise ferries to Fjord Line) two deliveries in 2014 (OCV for Volstad and AHTS to NFDS/BOA) and a delivery in the first half of 2015 (OCV for Volstad). Bergen Group Fosen has previously delivered two advanced offshore 3D EM- vessel to BOA Offshore; **BOA Thalassa** in 2008 and **BOA Galatea** in 2009. *(Source: Bergen Group)*



EDDA ACCOMMODATION ORDERS NEW VESSEL FROM HYUNDAI HEAVY



Edda Accommodation, operated by Østensjø Rederi, has placed an order for a new mono hull accommodation vessel plus one optional vessel at Hyundai Heavy Industries Co., Ltd. By placing this order Edda Accommodation is expanding the commercial and technical success of its existing accommodation vessel, **Edda Fides**. This next generation Offshore Accommodation Vessel, designed by Salt Ship Design, is 155 meter long and will have a total accommodation capacity of 800 persons in one or two men cabins.

The interior of the vessel is of executive standard, and will include 850 m² office space as well as recreation areas, such as modern gym, sauna, two swimming pools, conference rooms and an auditorium. Delivery of the first vessel will be in June 2015. The newbuild will be equipped with a heave compensated telescopic gangway at a length of 55.5 meters. In addition, a cargo deck area of 2000 m², a 120t rig support crane and two supply cranes, will make the vessel highly suitable for cargo handling and construction support. When finished, the vessel will provide construction support and additional living quarters for support personnel during commissioning, maintenance and decommissioning of offshore installations world-wide. The vessel is also designed for operating in artic areas. The decision of ordering a new monohull accommodation vessel is a result of the successful experience with the company's existing accommodation vessel, Edda Fides. Since the delivery in March 2011, **Edda Fides** has proven the capabilities of a mono-hull accommodation design, by successfully completing projects in the North Sea, the Mediterranean and Australia. *(Source: Østensjø Rederi)*

WEBSITE NEWS

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Last week there have been new updates posted:

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

- [Fender Innovations supplies fenders for new KNRM lifeboats](#)
- [Boskalis posts record revenue for 2012](#)

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