



# ugs owing & Offshore Newsletter

14<sup>th</sup> Volume, No. 17

Dated 31 March 2013

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

## TUGS & TOWING NEWS

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### ADDITIONAL TUGS FOR EXPANDING AND JUBILEE CELEBRATING KOTUG



***KOTUG: 25 years of operational excellence in towage:*** Over the past 25 years international maritime service provider KOTUG has been transformed from a European to a global player in the maritime industry. KOTUG's family history goes back more than a century. In 2013 KOTUG is celebrating its 25 years jubilee. ***From European to global player:*** As a fast growing towage company KOTUG is expanding its innovative services to ports and terminals in Europe, West-Africa and Australia. With a young and powerful fleet of 40 tugs, KOTUG operates in a variety of markets, including towage services in ports and at sea as well to the salvage, offshore and dredging industry. KOTUG's strategic objectives include expanding its global presence through strategic partnerships, acquisitions and organic growth. KOTUG has started

towage operations in Germany's new deep sea port Wilhelmshaven (September 2012) and will be serving its clients at the oil and gas terminals in London on the River Thames, UK (as from July 2013). Next to Europe, KOTUG started in Cameroon, West Africa (January 2013) and Australia (July 2012). Australia is a key growth market for KOTUG. To strengthen its position, KOTUG has formed the joint venture KT Maritime Service Australia Pty Ltd. with Teekay Shipping Australia. KT Maritime has been established to provide marine towage solutions to the Australian energy and nature resources industry. Currently 4 powerful 80+ bollard pull Rotor®tugs are operating in Port Hedland on behalf of BHPBIO Minerals. Two more 80+ bollard pull Rotor®tugs RT Sensation and RT Inspiration will join in Port Hedland during the coming months. ***Additional young and powerful fleet:*** As part of the global strategy, KOTUG continues to invest in modern and powerful tugs to provide high quality services with well trained, dedicated and certified crew. KOTUG operates one of the youngest and most powerful fleets in the world. The average age of KOTUG fleet is 6 years.

KOTUG is proud to announce the introduction of the following modern and powerful tugs that will support its global growth:

*April 2013, SD Salvor:* **SD Salvor** is a Rampart, 3200 Robert Allan design Sterndrive deep sea tug with a bollard pull of 67 tons. **SD Salvor** will join the fleet to strengthen KOTUG's seagoing and offshore activities.

*April 2013, SD Sparta:* **SD Sparta** is a new build Rampart 3200 Robert Allan design Sterndrive harbour tug with a bollard pull of 66 tons, built by Medmarine Shipyards Turkey.

*June 2013, SD Dolphin:* **SD Dolphin** is a new build Damen 3212 Sterndrive harbour tug with a bollard pull of 80 tons. KOTUG needed an additional powerful harbour tug quickly and Damen could deliver her from stock".

*Mid 2014, four new designed Rotor@tugs "ART 80-32" will be built:* The revolutionary new ART 80-32 Rotor@tugs are designed by KST B.V. and Robert Allan Ltd. The Rotor@tugs are 32 meters long and have a bollard pull of minimum 80 tons over the stern and bow. The order for these four new ART 80-32 Rotortugs has been placed at two shipyards, Damen Shipyards and Cheoy Lee Shipyards. Two new build hybrid Rotor@tugs will be constructed by Damen Shipyards in Europe. It is the first time that Damen Shipyards constructs a Robert Allan design hybrid Rotor@tug. These Rotor@tugs will be equipped with Aspin Kemp & Associates' (AKA) XeroPoint Hybrid Propulsion System, similar as the first E-KOTUG, **RT Adriaan**. The other two new build Rotor@tugs will be built at the well-known Cheoy Lee Shipyards Hong Kong. It is the first time that Cheoy Lee Shipyards constructs a Robert Allan design Rotor@tug. All four vessels will be delivered in 2014. KOTUG will charter this newly designed harbour tugs from Elisabeth Ltd. *(Press Release Kotug)*

*Left to right: Edward Gatt/Elisabeth Ltd, John Eldridge/AKA, Ard-Jan Kooren/Kotug, Arnout Damen/Damen Shipyards, Tod Barber/Robert Allan Ltd, Evan Willemsen/KST b.v.*



## COAST GUARD RESPONDS TO GROUNDED TUG NEAR PETIT BOIS ISLAND

The Coast Guard is responding to a report of a grounded tug taking on water outside Horn Island Pass near the western side of Petit Bois Island Friday. Watchstanders at Coast Guard Sector Mobile, Ala., received a report that the uninspected towing vessel **Martha T** grounded at approximately 4 a.m. with five people aboard while making its way inside the channel of Horn Island Pass. The **Martha T** was pushing two empty red-flag barges. The barges are not grounded with the vessel.



Though grounded, the vessel is not in any danger of sinking. There are no reports of pollution, and the five people reported no injuries or medical concerns. A Coast Guard Station Pascagoula boatcrew responded with a dewatering pump to assist with any potential flooding, if necessary. A pollution response and investigation team from Sector Mobile attended the vessel to conduct damage assessments, and an overflight was conducted to look at the sheen. The Coast Guard is working closely with the Mississippi Department of Environmental

Quality, Gulf Island National Seashore, Jackson County Emergency Management and the National Oceanic Atmospheric Administration to respond and mitigate any potential harm to the environment. The Coast Guard is investigating the cause of the incident. *(Source: USCG)*

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### *BOA NJORD RENAMED SD SALVOR*

Last week Sunday 24th March was seen entering the Rotterdam waterway from Stavanger the Maltese tug **Boa Njord**. The **Boa Njord** is bought by Kotug – Rotterdam and will be renamed **SD Salvor**. The tug sailed to the Shiprepair Yard van Brink (Damen) – Pernis; Rotterdam for her new livery outfit. It is further reported that the above (Kotug press release) tug **SD Sparta** is on her way to Rotterdam and expected time of arrival will be April 8, *(Photo: Willem Holtkamp)*



### *HISTORY OF TUGS: VOITH SCHNEIDER PROPULSION (VSP)*

The Voith Schneider propulsion system is based on an invention by Ernst Schneider, an Austrian who designed it for use as a hydro-electric turbine. Although it proved to be no improvement on





existing turbines for hydro-electric generation, a chance meeting with the Voith company led to it being developed as a propulsion system where its enhanced manoeuvrability potential was realised and then proven by trials on Lake Constance. The manner in which the system works is too complex to detail in this article but basically vertical blades mounted on a rotating plate are angled to generate thrust which can be directed in any direction. For

those interested, information and animations can be viewed on the Voith website ([www.voith.com](http://www.voith.com)) In 1929 a German minesweeper became the first ever vessel to be fitted with VSP and this was followed in 1931 by the first commercial vessel called the Kempten, an excursion vessel, owned by the German State Railway Company. The advantages of VSP came to the attention of the Southern Railway Company who had Britain's first VSP vessel, the MV *Lymington* constructed by William Denny and Bros in Dumbarton in 1938. Fitted with twin Voith units this vessel served on the Lymington – Yarmouth service between the Isle of Wight and the mainland between 1938 and 1972. In 1974 she was purchased by the Scottish Western Ferries company and renamed *Sound of Sanda* serving on the Hunter's Quay to McInroy's Point run until 1989 when she was switched to ferrying cement lorries to the Faslane naval base until 1992. Since then, despite attempts to restore and preserve her, she was stripped of her engines and abandoned as a hulk on mooring buoy. Despite the evident advantages for manoeuvrability, tug companies were slow to adopt the Voith propulsion system with, so far as I can ascertain, the first Voith tug being the *Stier* constructed for German owners in 1955. The UK was then quick to realise the advantages of the VSP with several companies commissioning them in the 1960's. One of the major advantages of this type of tug is that with the drive units being placed forward, the risks of "girting" and capsize were dramatically reduced. Voith tugs are also referred to as "tractor tugs" In the 1980's the twin Voith configuration enabled more power to be delivered and thus facilitated their use on larger tugs and they rapidly started to replace the traditional screw tug as the tug of choice for ship handling and they also serve well as sea towage tugs. In London I was still a junior pilot when the first Voith tug (*Waterloo*) arrived to join the Alexandra fleet in 1992, closely followed by the *Sun Anglia* in 1993. I recall that when their impending arrival was announced there were mutterings from some of the old pilots that they would never be any use on the Thames because of the strong tides. How wrong they were! These craft rapidly proved themselves to be not only excellent tugs but also they were popular with the tug skippers, a factor that cannot be overlooked when considering safe tug operations! For us pilots, the capability to put a tug on a single line on a centre lead aft and move it from one quarter to the other in a few seconds made for safer and easier ship handling so we were all delighted when more Voith tugs appeared and by 1995 we were normally allocated at least one Voith tug for manoeuvring. By 2000 all the Thames tugs were Voith tugs but currently, the new tugs being introduced by Svitzer towage (who currently manage the main Thames tug fleet) as the older Voith tugs are replaced are Azimuth drive tugs. The *Svitzer Anglia* only left London last October and is currently for sale, laid-up on the Tees. *(Source: The Pilot – Whither Towage: John Clandillon-Baker: Photo: David Berg; <http://www.pilotmag.co.uk/2013/02/24/whither-towage-john-clandillon-baker/>)*—(To be continued in the next issue)

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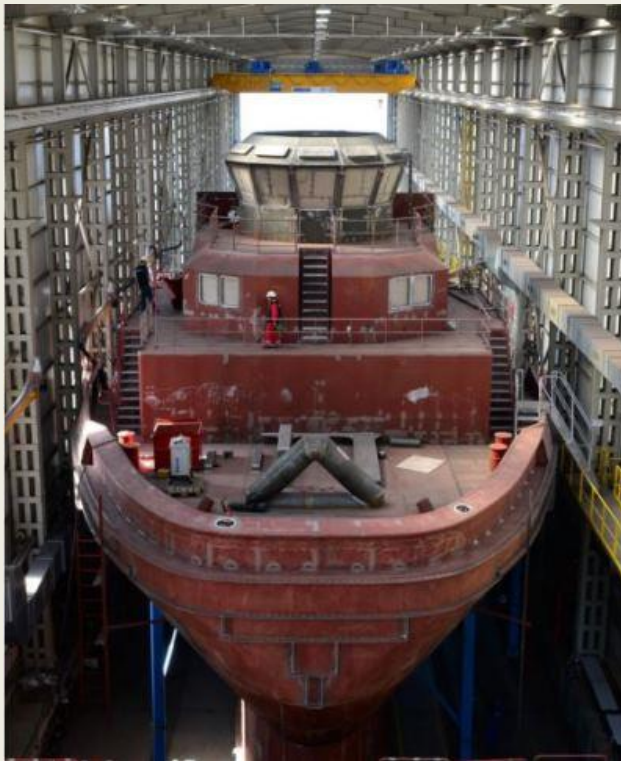
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## FIRST LNG POWERED TUG OF THE WORLD AS OF END OF MARCH



Cooperation Smooths Path to Gas Powered Tugs. Sanmar, Turkey's leading pioneering tugboat building specialist, reports that its new build contract to deliver the world's first Liquid Natural Gas (LNG) powered escort tugs for Buksér og Berging AS of Norway, is proceeding smoothly despite it being 'ground-breaking' technology for the tug sector. Sanmar's Board Member, Ali Gürün, explained: "Cooperation between the shipyard team, the owners and designers Bukser og Berging, the classification society DNV and the Norwegian Maritime Authority is proceeding well. Some 90 per cent of the steel construction is already finished and the critical process of installing the LNG tanks and engines has been completed successfully without any hitches. The rest of the outfitting continues as planned. "Furthermore, we do not anticipate any slippage of the original delivery schedule

despite the 'learning curve'. Both vessels will be in service by the end of this year on long term charter with Statoil ASA, the international energy company, and Gassco, the operator of the gas transportation network off the Norwegian coast." The LNG system has been designed by AGA Cryo and integrated with the Rolls-Royce propulsion system. This single tank LNG system has got full gas redundancy i.e. no diesel back up is required. The vessels will also be equipped with two Rolls-Royce azimuthing Z-drives. A cleaner engine room, less waste oil and no 'switch over' problems are amongst the operational benefits of a gas fuelled propulsion system. Other environmental benefits with the spark ignition gas engines incorporated in the new design include 92 per cent reduced NOx emissions, 17 per cent reduced greenhouse gas emissions, 98-100 per cent reduced SOx emissions and 98 per cent reduced particulates. The system is compliant with Tier III regulations. The vessels will measure 38m x 14.5m, have accommodation for 5 persons and achieve a static bollard pull of 70 tonnes with about 20 per cent greater efficiency than standard designs. Furthermore, the hull and layout design has been optimised for the potential installation of 9-cylinder engines to give a bollard pull of 70 tonnes. Moreover, a DNV Classified 120 tonnes steeringforce at 10 knots is not just a revolutionary result but will have considerable appeal in the escort tug market. *(Source: Sanmar)*

## *TUGBOAT EXPLORER CREW GETS RECOGNITION FROM U.S. COAST GUARD*

The captain and crew aboard the tugboat **Explorer**, which is managed by Crowley Maritime Corp, were recently recognized by Coast Guard Rear Admiral William Baumgartner, who serves as commander of the Seventh Coast Guard District in Miami, for their humanitarian actions, unwavering determination, professionalism and skilled seamanship after they assisted a vessel that ran out of fuel 30 miles west of Providenciales, Turks and Caicos Islands, in December. The Jacksonville-based crew, which included Captain



Andrew Smith; David W. Keefe, chief mate; Robert A. Malouin, chief engineer; Marcus Huntley, A/B; Raymond A. Petterson, A/B; and Richard C. Smith, ordinary seaman, arrived on scene shortly after the vessel became disabled. They responded to the stricken crew by giving them water, lifejackets, flashlights and a hand-held radio until the Coast Guard arrived on scene to provide additional assistance. Following the incident, Baumgartner issued an official letter of thanks to Capt. Smith, expressing his sincere appreciation for the Crowley crew's assistance. In it, he wrote: "The humanitarian actions taken by the crew of the tug **Explorer** are in keeping with the highest traditions of professional mariners. Please accept my personal thanks to you and your entire crew for a job well done!" The **Explorer** was the third Crowley vessel to be recognized for at-sea rescues in recent months. In January, the crew aboard the Crowley-owned and -operated articulated tug-barge (ATB) Achievement/650-8 pulled a man drifting out to sea from Tampa Bay, Fla. Before that, in November 2012, the Crowley crew aboard the company-owned and -operated tugboat Guard, rescued a man struggling to stay afloat in the frigid waters of the San Francisco Bay. Both rescues were successful and resulted in lives saved. "All of us at Crowley are tremendously proud of this crew," said Crowley's John Hourihan, senior vice president and general manager, Puerto Rico liner services. "The **Explorer**'s quick response to fellow mariners in need is a tribute to their character and training. We congratulate them and thank them for their service." Each of Crowley's vessels are fully trained and prepared to respond to a variety of emergency incidents. In addition to meeting defined regulatory training requirements, the company's crewmembers participate annually in the Crowley Safety Program, a custom training event designed exclusively for mariners. The program provides training in cold-water survival tactics, shipboard fire fighting, medical incidents and other relevant topics give the mariners the skills and confidence they need to survive in emergency situations. The **Explorer**, homeported in Jacksonville, is a Crowley Puerto Rico Services tugboat that works with company-owned barges to carry cargo from South Fla. to Puerto Rico on a weekly basis. (Source: Crowley)

## *AGROMARE DELIVERS 'FIORE DEL LEVANTE'*

A new multi-purpose work boat delivered from Agromare. Salerno-based boat builder Agromare has delivered the '**Fiore del Levante**', a work boat built for the protected marine area (MPA) of Capo





Rizzuto, near Crotona in South Italy. The boat is used to transport technical staff (up to 12 people and three crew), as well as monitoring, positioning, rescue, and patrol of the MPA. A multi-purpose boat for a range of duties, the work boat/survey vessel

measures 12 metres in length and a beam of 3.8 metres. With a hull and superstructure constructed of aluminium, the '[Fiore del Levante](#)' looks graceful and modern, yet at the same time is solid and robust. The craft can also be used for the transport of non-perishable goods (up to two tonnes), and features a towing capacity of up to one tonne. The telescopic crane – located on the aft main deck – can bear a load of up to one tonne and enables technical staff to carry out positioning services, survey operations, buoy recovery and maintenance. A pair of Fiat FPT diesel engines provides propulsion, rated for 344kW and turning 4-blade propellers via shaft-lines. This engine package allows the '[Fiore del Levante](#)' to reach speeds of up to 25 knots. *(Source: Baird- Stefano Fermi)*

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## tugs & Offshore






## WILLIAM C DALDY

The [William C Daldy](#) is a historic steam engine tugboat operating on the Waitemata Harbour, in Auckland, New Zealand. Named after [William Crush Daldy](#), an Auckland politician, she was built in 1935 and is still kept up as an active vessel by an enthusiast preservation society which charts her out for functions and cruises. The tug [William C Daldy](#) was built in 1935 by Lobnitz & Company in Renfrew, Scotland for the Auckland Harbour Board.



She has a bollard pull of about 17 tons, and is fired by two coal-burning boilers, making her one of the strongest such tugs still afloat today. One of her finest moments was in 1958, when she preserved one of the pre-assembled main sections of the Auckland Harbour Bridge (then just being constructed over the Waitemata Harbour) from being damaged or lost in a major storm. Strong

winds had come up as a construction barge was floating the 1,200 ton structure section into place, and manoeuvring boats were unable to keep it under control. The **William C Daldy** took up station and kept up the pull for over 36 uninterrupted hours before the wind subsided, burning 40 tons of coal. In 1977, the vessel was to be scrapped, but was instead leased in 1978 (and in 1989 purchased for \$1) by an enthusiast society which has since kept her in working trim and hires her out for functions and charter cruises. The vessel is currently normally docked at the Devonport Wharf (Victoria Wharf), though she has had a number of berths around the harbour over time. *(Photo: Maarten Versluijs)*

## COLOMBIAN DEPUTY MINISTER CHRISTENS PUSHER IN AMSTERDAM



It happened not often that a Minister christens vessels external in Netherlands, but today it was double celebration in Amsterdam: the Colombian vice Foreign Minister, mw. Londoño Jaramillo, baptized two pushers. The boats, which were given the names **Impala Barrancabermeja** and **Impala Barranquilla** are built by shipyard De Kaap - Meppel in the Netherlands and will be soon on transport to Colombia, where they will transport barges with raw materials as coal etc. "These ships are typical

examples of the durability and quality that we deliver as yard" says Thelca Bodewes, Director of Shipyard De Kaap. "What these ships are made so special is their low weight and shallow draft" continues Bodewes. "The transport over water grows in Colombia and these ships can sail rivers by their low draft on which to date could not be put to use by the Colombians. These vessels are the first two of an order of nine vessels, of which some are even lighter and can sail on even shallower waterways. Like many Dutch companies in the maritime sector Shipyard De Kaap choose not to compete with the low prices of Asian yards, but instead, fast high quality. In addition, the maritime cluster is strong in developing ships and installations with a specialist task. That there arises now the opportunity that a Colombian Minister can baptize the vessel, they find not only at Shipyard De Kaap particularly. Also a number of employees of the company that the boats in Colombia should go use are especially for this occasion stay little longer in The Netherlands. Mrs. Londoño Jaramillo, who is in The Netherlands for the international celebration of world water day, find it a great honour that they could baptize the vessels here in The Netherlands. They indicated that this is a special event that the growing economic links between Colombia and Netherlands





underlined. In addition, the purchase of these boats are also a sign of the growing importance of water transport in Colombia, said the Deputy Minister. In recent years there has been increasing interest of Dutch companies for Colombia. Particularly in the area of the top sector water (maritime industry, delta engineering and water technology) are there many chances given. In addition, the Colombian and Dutch Governments working together to various issues in the field of integrated water resources management in Colombia. *(Source: via Jos Haver)*

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### *HVS BEGINS CONSTRUCTION OF THREE 3,200HP TUGS*

On March 22, 2013, Hyundai Vinashin Shipyard (HVS) held a steel cutting ceremony at the Hull Processing Shop No 2, for Hull Nos. **S900, S901 & S902**, the series of three 3,200HP Tug Boats to be built for HVS's mother company Hyundai Mipo Dockyard Co., Ltd. of Korea. The representatives of the owner, KR Class and HVS attended the ceremony. Mr. Kang Cheol Soo, President & CEO of HVS, together with KR's representative pressed the NCP No 3's start button to cut the 1st steel plate corresponding to the Block No. B11, marking the beginning of a shipbuilding process. As scheduled, keel laying will be in late May, launching in late July and delivery in early September 2013. *(Source: Hyundai Vinashin Shipyard)*

### *NAVRUZ UNDER TOW*



The floating Hostel "**Navruz**" was seen last week under the towage of the AHT "**Meric**" and assisted on the stern by the AHT "**Aral**" The transport tow was from Port Bautino; Kazakstan to Russia at

the North Caspian Sea Sector for operation directly to the Filanovsky project. All vessel are under management management of Enka İnşaat ve Sanayi A.S, Kazakhstan Branch. They has got the contract from Saipem -Lukoil Filanovsky Epic Oil & Gas export line project, Caspian Sea for 2 years. Which is each year 7 month summer period. The F/H "Navruz" owned by Doga Shipping B.V. has a 400 person accommodation capacity, with a helideck and classed RMRS. The 30 ton bollard pull multipurpose anchor handling tug Meric is owned by Bogazici Shipping B.V. The 30 ton bollard pull multipurpose anchor handling tug Arak is owned by BRK Overseas Trading B.V. The **Meriç** and the **Aral** are both built by the Shipyard Gebr. Kooiman – Zwiijndrecht as **Dutch Pride** and **Dutch Power** in 2003 and 2004 under yard number 165 and 166 respectively and delivered to vof F.J.M. Hubregtse–Van den Berge – Scharendijke; Netherlands. The sisters have a length of 28.16 mtrs a beam of 9.50 mtrs and a depth of 3.10 mtrs. The two Caterpillar 3512B-DITA main engines produces a total output of 2,240 kW (3,042 bhp). The have a speed of 12 knots. *(Source: ENKA İnşaat ve Sanayi A.Ş.)*

### ONE INJURED AND THREE MISSING AFTER TANOTO SHIPYARD FIRE



One man has been seriously injured while three are still missing due to a fire that broke out yesterday at Tanoto Shipyard off Shipyard Road in Jurong, Singapore. As Straitstimes reports, according to the Ministry of Manpower (MOM) the Tanoto fire started from a **tug boat** and later spread to three other vessels that were adjacent to it. The Singapore Civil Defence Force (SCDF) managed to put the fire under control within just 90 minutes. Officers led by the MOM's

Occupational Safety and Health Inspectorate have commenced investigations into the incident. *(Source: World Maritime News Staff)*

### SD IMPULSE

Serco operate tugs under contract in support to the Royal Navy in and around the Dockyards and bases in the UK. A new white colour scheme is being "rolled out" for the fleet. One of the older tugs in the Clyde fleet the **SD Impulse** was repainted during her recent drydocking and is seen being assisted by one of the recent built Damen tugs **SD Resourceful** still in original RMAS/MOD buff colours *(Source: Tommy Bryceland, SCOTLAND)*



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## JAPAN'S FIRST ECO-FRIENDLY TUGBOAT ENTERS SERVICE



On the 27<sup>th</sup> March, Wing Maritime Service Corporation held a ceremony in Yokohama Port to mark the entry into service of the NYK Group's tugboat "**Tsubasa**" (Gross Tonnage: 256 tons) featuring a hybrid propulsion system. A tour of the "**Tsubasa**" was also held on the same day and was attended by Yokohama deputy mayor Nobuya Suzuki and a number of other guests. After the tour, the vessel was presented with a video provided by the tugboat builder

Keihin Dock Co. Ltd. and Niigata Power Systems Co. Ltd. Since March 15, "**Tsubasa**" has been used in towing operations which help large vessels get into and out of ports, mainly at the port of Yokohama and Kawasaki. She is equipped with a motor generator and high-performance rechargeable batteries in addition to conventional diesel engines. Capable of operating solely on her diesel engines or on her electric-motors depending upon the operating power needed, a fuel-efficient and low CO<sub>2</sub> emission performance is achieved. In addition, the batteries can be charged not only by the onboard power generator, but also via electric-power from land. With these environmentally-friendly features, the new tugboat is expected to emit 20 per cent fewer CO<sub>2</sub> emissions in a port. "**Tsubasa**" is owned and operated by the NYK Group Company, Wing Maritime Service Corporation. She was built by the NYK Group's tugboat builder Keihin Dock Co. Ltd. and Niigata Power Systems Co. Ltd. Niigata Power Systems developed and manufactured the hybrid propulsion system. The NYK Group continually strives through the Group-wide efforts to involve itself in measures that reduce the environmental impact of port facilities and marine vessels.

*(Source: NYK)*

## YOUTUBE FILM OF THE WEEK

### MR. LOUIE UNDER TOW

1960s. Towage of oil rig **Mr. Louie** from New Orleans to Bremerhaven. The film starts near the



Azores, where the tug [Zwarte Zee](#) take over the tow from the tug [Ierse Zee](#). Click [here](#) [@PKFV](#)

## ACCIDENTS – SALVAGE NEWS

### COAST GUARD IDENTIFIES SUNKEN FISHING VESSEL MISSING SINCE 1972



The Coast Guard has identified a sunken fishing vessel missing since 1972. The Schmidt Ocean Institute research vessel [Falkor](#) in concert with Bureau of Ocean Energy Management found an unknown sonar target object December 2012. The research vessel sent a remote operating vehicle to investigate. [Katmai](#) was discovered in 8,920 feet of water approximately 200 miles offshore. After receiving data of the discovery from BOEM, the U.S. Coast Guard Investigations

National Center of Expertise initiated a cold case investigation. Oskar Joos, his wife, eight-year-old child and deckhand Clinton Hollevoet departed Mobile for Anchorage, Alaska on the fishing vessel [Katmai](#) Feb. 18, 1972. [Katmai](#) was constructed by Bender Ship Building for Joos in 1972. The INCOE discovered as part of its investigation that the vessel never arrived at its destination, and was presumed to have sunk in the Gulf of Mexico. Sector Mobile investigators located and contacted the surviving family of Hollevoet and Joos and helped bring closure to the loss of their family member. *(Source: USCG)*

### COAL TO BE CLEANED UP AFTER BARGES PARTIALLY SANK ON MISSISSIPPI RIVER

Paducah Coast Guard Public Affairs official Lt. Dan McQuate says coal in three partially sunk barges on the Mississippi River is mainly contained in the barges and not floating out into the river. On Sunday, around the 60 mile marker in Union County on the river, the tug [Sheila Johnson](#) carrying 25 barges hit something in the water and 13 barges broke loose. McQuate said three barges were damaged and had partially sunk. Two of the barges partially sank at the 57.4 mile marker and one barge partially sank at the Cape Riverfront.



According to McQuate, equipment is on the way to clean up the coal. He said this process will take some time to get all the coal and barges cleaned up. A total of seven barges broke off near the Cape Girardeau area. Missouri Dry Dock was called in to tie up four loose barges. One barge was roped off

because it could cause a danger if the rope the barge is tied to snaps. The Bill Emerson bridge that leads from Cape Girardeau into Illinois was closed due to the barges being loose, but is now reopened. (Source: <http://www.kfvs12.com/story/21779233/barges-loose-on-mississippi-river>)

## SALVAGE CREW REMOVES USS GUARDIAN'S BOW SECTION



U.S. Navy and contracted salvage personnel embarked aboard M/V **Jascon 25** have begun dismantling and sectioning the hull of the grounded mine countermeasures ship Ex-Guardian. The bow section was safely lifted and removed from Tubbataha Reef to an awaiting barge, March 26. This work has been accomplished in close coordination with the Philippine Coast Guard, Philippine Navy, and Tubbataha Reefs Natural Park. The remaining

three sections will be removed over the coming days as weather and safety permits. "Preparing the ship for this sectioning has been extremely challenging. We have had to painstakingly clear about a two foot path inside the ship, removing everything that is in our way," said Supervisor of Salvage, Capt. Mark Matthews. "Once the path is clear, the hull cutting is done manually by Navy divers and salvage contractors using chainsaws and reciprocating saws, and some of this cutting is underwater using hydraulically driven tools." Since the *Guardian's* grounding, the Navy has been working meticulously to salvage any reusable equipment and remove any potentially harmful materials including petroleum-based products and human wastewater. "The lifting of the first large hull section was a significant accomplishment. Each of these sections weigh about 250 tons," said Matthews. No fuel has leaked since the grounding and all of the approximately 15,000 gallons aboard *Guardian* were safely transferred off the ship. "We continue to work closely with the Philippine Coast Guard, Navy, and Tubbataha Reef Park Rangers, and we are grateful for the support and advice we have received to remove *Guardian* and minimize further damage to the reef," said Matthews. There were no injuries when *Guardian* ran aground Jan. 17 following a port visit to Subic Bay while in transit to Indonesia. Along with the **Jascon 25**, the **USNS Safeguard** (T-ARS 50), the **SMIT Borneo**, the **Trabajador**, the **Intrepid** and the **Archon Tide** remain on scene supporting the salvage operation. (Source: *U.S. Pacific Fleet*)

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## DANIO REFLOATED AND UNDER TOW OFF DUNSTANBURGH

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The "**Danio**" was refloated in the morning of Mar 28 and was under tow off Dunstanburgh. Salvage experts were already hopeful they would get the needed break in the weather soon after winter storms and unsuitable tides had prevented the rescue teams from carrying out their task since the vessel was grounded on the Farne Islands on Mar 15. However, the ship has coped well with the bad weather - protected from the worst of the waves by nearby Longstone, while it was stuck in a stable condition on a flat reef between Little Harker and Blue Caps. There was a hole in the hull but there has been no fuel leak so the danger to wildlife was minimal. Its cargo of 1500 tonnes of wood also remained on board, adding to its stability. The ship's crew which remained on board had been in touch with Humber Coastguard every three hours to keep them informed of the situation. *(Source: Vesseltracker)*

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## OFFSHORE NEWS

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### ZHENJIANG SHIPYARD HANDS OVER NEW OSV TO NANJING SUMEC

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Zhenjiang Shipyard successfully delivered, on March 22nd 2013, the 10,000 kW multi-purpose Offshore Supply Vessel named **Xing Yun Yang** to Nanjing Sumec Shipping Co. The vessel is equipped with DP2 automation and can meet the requirements of Unattended Machinery Space (UMS) in unrestricted area. *(Source: Zhenjiang Shipyard)*

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### EASTERN NAVIGATION TAKES DELIVERY OF 'ENA SAMURAI'

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Singapore-based marine services provider Eastern Navigation group has recently celebrated the delivery of its newest deep water anchor handler, the '**ENA Samurai**'. Built in Japan for use worldwide, the '**ENA Samurai**' is designed for deepwater



anchor handling, rig support and supply and standby operations. With over 11,900kW, the vessel is fitted with DP2 dynamic positioning and is "well equipped for the challenges of the offshore oil and gas industry". Mr Tan Ser Giam, managing director of the Eastern Navigation group, commented:

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“With this latest acquisition joining our fleet of AHTS and supply vessels, our marine business is well positioned to support our customers as they venture into deeper water, and we look forward to supporting them in the near future”. *(Source: Baird)*

## NAM CHEONG SELLS SIX OFFSHORE VESSELS



The Board of Directors of Nam Cheong Limited announced that Nam Cheong International Ltd., a wholly-owned subsidiary of Nam Cheong, has secured sale contracts with a total value worth USD72.1 million for **two units of Anchor Handling Towing Supply** (“AHTS”) vessels and **four units of Emergency Response and Rescue Vessels** (“ERRVs”). The two AHTS vessels were sold to subsidiaries of

Icon Offshore Berhad (“Icon Offshore”), one of Malaysia’s largest Offshore Support Vessel groups with a portfolio of 32 vessels providing various logistic, oil and gas services in Southeast Asia and the Middle East. These vessels will be deployed in Malaysian waters. The AHTS vessels are being constructed as part of the Group’s build-to-stock series. The four ERRVs will be sold to a Singapore-based company that provides ship management and chartering services. The ERRVs will be deployed in the North Sea, and constructed under Nam Cheong’s build-to-order model. The six vessels are all of American Bureau of Shipping (ABS) class and will be built in one of Nam Cheong’s subcontracted yards in China. They are scheduled for delivery between the second quarter of 2013 and the fourth quarter of 2014. Revenue from the Contracts will be recognised over the relevant contractual period in accordance with the Group’s revenue recognition policy. The Contracts are expected to contribute positively to the earnings of the Group for the financial years ending 2013 and 2014. With the Contracts, Nam Cheong’s order book stands at approximately RM1.3 billion to date. None of the Directors or controlling shareholders of Nam Cheong has any interest, direct or indirect, in the above transactions other than through their shareholdings in Nam Cheong. *(Source: Nam Cheong)*

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## CSL DELIVERS PSV ‘SEA TANTALUS’

Cochin Shipyard Limited (CSL) delivered a high specification Platform Supply Vessel, “**Sea Tantalus**”, bearing the Hull No. BY-089, to PSV Holding Inc., Liberia. This is the first of a series of four similar vessels being built for the same client. The Protocol documents of the ship were signed

by Capt. R.S. Sundar, Director (Operations) on behalf of Cochin Shipyard and Mr. John Arne Johnsen, Project Manager, on behalf of PSV Holding Inc., in the presence of Cmde. K. Subramaniam, CMD, Shri Ravikumar Roddam, Director (Finance), Shri P Vinayakumar, Director (Technical) and other senior officials from CSL. These vessels are of PSV 05L CD type, designed by Vard Group AS, Norway, and are classed under the Rules and Regulations of Det Norske



Veritas (DNV). This 82.2 x 17.00 x 7.60 meter vessel is a high end Diesel Electric PSV equipped with four 1200 KW Diesel Generator sets and two 1600 KW input power azimuth thrusters. The vessel has been assigned the 'CLEAN DESIGN' notation by DNV signifying the highest levels of environmental compliance. This is the first ship built by CSL to be fitted with Ballast Water Treatment Plant to prevent and ultimately eliminate risks to the environment arising from the transfer of harmful aquatic organisms and pathogens. The vessel with accommodation for 28 persons also meets the requirements of COMF class signifying high comfort levels and very low levels of noise and vibration. The vessel also has fire fighting capability to meet FIRE FIGHTER-1 Notation. The Vessel with notation OILREC can also act as an oil recovery vessel in event of an oil spill, LFL\* notation assigned means the vessel can carry Low Flash Liquids like methanol on specially inserted stainless steel tanks. These vessels are being used as supporting platforms to Rigs/Oil platforms. These features make 'Sea Tantalus' a very high technology vessel. (Source: CSL)

## WINDFARM NEWS

### FOURTH HIGH-SPEED SUPPORT VESSEL FOR MARINECO



The 'Marineco Thunderbird' is UK based Marineco's fourth FCS 2610 Twin Axe. Marineco was the first customer to buy one of these vessels nearly two and a half years ago, based on a design for an Offshore and Offshore Wind support vessel which Damen really believed in. The recent purchase of Thunderbird is proof of the concept and its future. Siemens will be deploying Thunderbird off the west coast of England, at the

same latitude as Barrow, where it will be used to perform installation and maintenance work for Walney Offshore Windfarms. The vessel's superstructure is spacious, offering sleeping accommodation (four two-person cabins) and making it possible for the crew to stay on-site for

longer periods of time. *FCS 2008*: The FCS 2008, a smaller version of the FCS 2610, will be introduced on the market in the summer of 2013. Smaller size, lower fuel consumption and an attractive purchase price will make this vessel a strong competitor for other makes of comparable size. *Marineco*: Damen Shipyards has had a long and solid relationship with Marineco. Every vessel in Marineco's fleet is a Damen vessel. This enables their experienced crews to offer optimum service in the fields of towing, anchor handling, cable laying, dredge-pipe connection, ship-to-ship transfers, coastline restoration and pushboat handling. *Fast Crew Supplier (FCS) 2610*: The Twin Axe FCS 2610, which is 26 m x 10 m, has accommodation for crew in a maximum of five cabins and a capacity for transporting 12 technicians. Depending on the sea state, the maximum speed is 26 knots with a range of 1,200 nm. With ample working and storage space on deck it is suitable for a variety of cargoes, including containers and has a large 20 tm deck crane, a spacious rescue platform, HP cleaning unit, a three-point mooring system and extra mooring winches. It can be used to deliver cargo to platforms and carry out crew transfers to and from the turbine. The standard version has a 14.2 cu m fuel tank, which can be increased to 20.0 cu m using the aft trim tanks. Classed by Bureau Veritas, it operates under the Workboat Code, Category 1 in the UK, or any other Classification Society or Flag State if required. *Twin Axe design*: The Twin Axe design is a further development of Damen's pioneering and highly successful Sea Axe concept. This unique hull form provides excellent seakeeping behaviour and means that the vessel can travel at full speed (26 knots), while still providing a safe and comfortable ride for the crew. The vessel can easily handle 2.5 m significant wave heights, without losing any performance and extensive tests have proven that the vessel reduces bow slamming entirely under certain conditions. Introduced to the market in June 2011, the Damen Twin Axe Fast Crew Supplier 2610 is already establishing itself as "The Industry Standard" for the offshore wind industry. "Damen was delighted when a major wind turbine manufacturer put out a tender requiring that companies deploy Twin Axe vessels when handling its turbines," he says. Damen is the only Twin Axe manufacturer. *Building for stock*: And although the vessel has been eagerly adopted by the offshore wind industry, the vessel is suitable in multiple roles and provides a very stable platform for diving support for instance. It can easily be converted back into a FCS overnight. To meet demand for the Twin Axe FCS 2610 Damen builds them continuously for stock. *(Press Release Damen)*

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## YARD NEWS

### SHC WAVEDANCER PRESENTS NEW REVOLUTIONARY CATAMARAN DESIGN

At the dawn of a new era in offshore support vessels, **SHC Wavedancer™** provides a world-first





with its new patents pending design making it the only vessel on the world capable of transforming from a high speed catamaran to a semi-submersible platform. This innovation has enormous global potential for use in the offshore energy markets, such as platform personnel transfers and wind farm maintenance, offshore survey, inspection and installation works. The patents pending Submersible Hull Vessel (SHV <sup>TM</sup>) concept is owned by OSSeas Ltd and is the

only vessel which can change its own internal volume. One application of the technology is the Submersible Hull Catamaran (SHC <sup>TM</sup>). Named the “**SHC Wavedancer**”<sup>TM</sup> this is essentially a high speed catamaran similar to large ferries of that class. It can transit to and from a site at around 50 knots (90 Km/h) and once on site can transform by jacking the superstructure up on vertical struts and ballasting down the two hulls. This moves the superstructure up above the wave tops and the hulls below the wave energy zone, resulting in a very stable work platform in sea conditions other vessel would find unworkable. Recently the Submersible Hull Catamaran (SHC <sup>TM</sup>) concept received great interest and many positive comments during exposure to the maritime market. Its potential was fully recognised by all the companies and individuals concept was presented to during a Middle East trade tour by Missionkraft, who are licensed to market the concept. It was also displayed on the Missionkraft stand at the prestigious British Innovate U.K. 2013 Exhibition in London. The inventor, Dennis Knox, (OSSeas Consulting) is experienced in senior management in the offshore oil, gas and renewable energy, installation and construction industry. A mariner for over forty years Dennis had first-hand experience in managing offshore projects and believes that the Submersible Hull Catamaran will become the vessel of choice for the offshore energy industry. *(Source & Image: SHC)*

### *FIREBOAT CHIEF SEATTLE DELIVERED AFTER MAJOR OVERHAUL*

Naval Architecture and Marine Engineering company Guido Perla & Associates, Inc. (GPA) announced the completion on time and within budget of a major renovation of the fireboat **Chief Seattle** at Vigor Marine in Everett, Washington. Under the direction of the City of Seattle’s Department of Finance and Administrative Services (FAS), GPA’s team managed the project from initiation to delivery, working closely with FAS, Vigor Marine and the Seattle Fire Department. The 96 feet 6 inches **Chief Seattle**, built in 1984, replaces the **Alki**, built in 1927, as the city’s primary freshwater fireboat. The overhaul extends the vessel’s



service life by about 20 years. GPA developed contract specifications and plans and assisted the City of Seattle administrate the refurbishment of the fireboat to NFPA 1925 Type II standard. This included a new superstructure and pilot house with an emergency command center, complete replacement of electronic navigation and communication equipment, plus an infrared surveillance system, a new medical treatment room, crew day room and head, as well as a new rescue boat and boat recovery system. The renovation also included the replacement of three 1012 hp propulsion engine with pump drives with two 1522 hp propulsion engines, reduction gears, new shafts and propellers. Furthermore, two 715 hp fire pump engines with four 2500 gpm pumps, new fire-fighting system with foam capability, one new motorized fire monitor, two refurbished under-wharf motorized monitors, three manual monitors and three hose manifolds were installed. **Chief Seattle** is now equipped with systems, engines and pumps capable of pumping 10,000 gal/min compared to 7,500 gal/min before the overhaul and can travel at a top speed of 22 knots. The delivery completes Seattle's fireboat fleet upgrade, which added two additional vessels in recent years, the **Engine One** and **Leschi**. The completion of the **Chief Seattle** enhances the Seattle Fire Department's ability to protect the Seattle maritime community both on the freshwater and on the saltwater. We are proud to be part this local project that boosts the firefighting capabilities to handle not only fires but also water rescues, and Port Security," says Guido Perla, Chairman Perla & Associates, Inc. The renovation project adds to GPA's high level of experience providing design and engineering services for emergency response vessels operating in various ports in the US. Such new build and renovation projects include fireboats for the Honolulu and Seattle Fire Departments, as well as multiple offshore vessels certified with FiFi capabilities operating worldwide for a variety of offshore clients. (*Press Release Guido Perla*)

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## BAE SYSTEMS STARTS CONSTRUCTION OF PSV FOR GULFMARK

Executives and employees from BAE Systems and GulfMark gathered recently at the BAE Systems' facility in Mobile to oversee the initial cutting of steel for the vessel's first module, which is expected to be delivered in the second half of 2014. The BAE Systems-built 300-Class Green DP2 vessels are designed by MMC Ship Design & Marine Consulting, Ltd. of Poland and will be based on similar PSVs currently under construction for GulfMark abroad. The new vessels will be U.S. flagged and will support the anticipated future demand in the Gulf of Mexico offshore market, as well as other areas around the world. "GulfMark is excited to begin construction of its new, environmentally friendly, 300-Class PSVs for the Gulf of Mexico," said Quintin Kneen, executive vice president and chief financial officer for GulfMark. "We look forward to working with the BAE



Systems team in Mobile to construct these state-of-the-art vessels that will be the largest and most technologically advanced vessels in our U.S. fleet.” “This start of construction confirms our entrance into the offshore new construction commercial market and further signifies our long-term commitment to our valued customers in this highly competitive arena,” said Gene Caldwell, BAE Systems’ director of New Construction. “We now have four vessels under construction, and we

continue to solidify our workforce in Mobile.” In addition to the two PSVs for GulfMark, the company is building a 356 feet long dredge, which is scheduled for delivery in mid-2014 and two 295 feet long dump scows. BAE Systems in Mobile currently has approximately 850 employees and expects to reach 1,500 workers by the end of 2013. *(Source: BAE Systems)*

### *SEAMAR ORDERS MULTIPURPOSE OFFSHORE SUPPORT VESSEL AT SHIPYARD DE HOOP*



SeaMar Subsea BV has entered into a contract with Shipyard De Hoop for the construction of a Multipurpose Offshore Support Vessel. Custom designed to stringent environmental control, the diesel electric powered 65metre vessel will be constructed for low fuel consumption, clean ship / green passport / SPS2008 and high comfort class notation, making it the first offshore vessel to be built in the Netherlands to this specification. The DP2 class vessel provides ergonomically designed accommodation for a total of 52 personnel in single or double cabins, complete with conference rooms, working offices, recreation rooms and a gymnasium. The vessel will be manned and operated from the Netherlands, sailing under the Dutch Flag and registered in Den Helder. The vessel’s main propulsion system consists of two 900kW azimuth thrusters at the stern and two bow thrusters, one of which is a 600kW tunnel thruster and the other a 400kW retractable azimuthing thruster. Four 995kW generators, with caterpillar C32 prime movers, power all of the above. The state of the art multipurpose OSV will be completed and delivered in the second quarter of 2014. It



incorporates several innovative design features, which will provide support to the offshore oil & gas and renewables markets. These features include a long jib length crane, triple moon pools, large under deck workshops and a four point mooring system. The vessel provides a total working deck space of 500m<sup>2</sup> at a rated load of 5t/m<sup>2</sup>. In addition to this, the deck is strengthened locally at the stern to accommodate a 20t A-frame and around the moon pool where it is increased to a loading of 60t/m<sup>2</sup>. *Principal particulars:* Nationality: Netherlands; Port of Registry: Den Helder; Length, over all: 64.80m; Breadth, moulded: 15.77m; Summer draft: 4.50m; Deadweight at a draught of 4.50 m: 1,500t; Working deck space: 500 m<sup>2</sup>; Moon pool with hydraulically operated door: 4 x 4 m; Complement: 52 persons in 12 single and 20 double berth cabins; Propulsion plant: Two azimuth thrusters, 900 kW each : One retractable thruster, 400 kW : One (tunnel) bow thruster, 600 kW; Power generator: Four main generators with CaterpillarC32 diesel engines, 995 kW each; Classification: Bureau Veritas; : Clean Ship – Green Passport : Comf-VIB-1 / Comf-Noise-1 : SPS 2008; Dynamic positioning: Kongsberg type K-POS-DP-21 Green DP. (*Press Release Shipyard De Hoop – Seamar*)

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## GREAT LAKES SHIPYARD COMPLETES WINTER WORK ON AMERICAN COURAGE



The **American Courage** of American Steamship Company departed Cleveland Saturday, March 23 after two months of lay-up at Great Lakes Shipyard. The Shipyard was contracted by American Steamship to perform winter work services on their vessel. Such work included miscellaneous steel work, generator maintenance, main drive unit maintenance, and other various repairs and maintenance. The **American Courage** is the last of three

lakers to complete their winter work at Great Lakes Shipyard this season. Interlake Steamship Company's **ATB Dorthy Ann** and **Pathfinder** was the first, and Inland Lakes Management's **S/S Alpena** was the second; both departed in early March. (*Source: Great Lakes Shipyard*)

## SIMEK YARD NUMBER 130 UNDER CONSTRUCTION

Simek announced that the hull for **Yard no. 130** is almost completed and the stern, forward part and superstructure will be assembled together soon. The ship will be delivered during the fourth quarter of 2013 to Gulf Offshore Norway. The ST216 design will be named **North Cruys**. (Source: Simek)



## TWO VSP FOR WORK BOAT WITH X-BOW DESIGN



The "**Siem Moxie**", an infield support vessel (ISV), will be put into operation in spring 2014. She is the first work boat with the Ulstein-designed X-BOW to be fitted with two Voith Schneider Propellers (VSP). X-BOW vessels are characterised by the absence of a bulbous bow. Their bow slopes backwards above the water line which results in

reduced resistance and improved wave slamming characteristics on the foreship. Since 2006, forty vessels with the X-BOW design developed by the Norwegian vessel designer Ulstein Design AS have been delivered or are currently being built. One of them is the "**Siem Moxie**". Designed for specific tasks in wind farms in the North Sea as well as in the Atlantic, the work boat with a length of 74 meters and a beam of 17 meters will be the first X-BOW vessel equipped with Voith Schneider Propellers. The "**Siem Moxie**" will be fitted with two electronically controlled VSP of the size 28R5 ECS/234-2. They have a propulsion power of 1,850 kW each and will be arranged in the stern. The two Voith Schneider Propellers will also be used for active roll stabilization as well as for dynamic positioning (DP class 2). The entire propulsion system as well as the DP system are controlled centrally. The interfaces for propeller and roll stabilization control will be provided by Voith. For the "**Siem Moxie**", model tests were carried out at the Hamburg Ship Model Basin. The vessel is designed for a speed of 14.5 knots. The favorable interactions between the VSP and the X-BOW design result in lower vibrations, a reduction in fuel consumption and therefore in reduced emissions. For the operating company, the "**Siem Moxie**" will not only allow faster transfers of the up to 60 crew to the wind farms but will also ensure more efficient operation under DP conditions. Given the more stable position of the vessel, even adverse sea and wind conditions still permit work to be carried out on the 200 square meter work deck as well as close to the offshore units. Once the "**Siem Moxie**" has reached her operating site, engineers can safely cross to the individual wind turbines using a gangway with a wave compensation unit – a process during which the advantages of the Voith roll stabilization and the two VSP are at their most impressive. In addition to wind

farm tasks, the Norwegian owner Siem Offshore AS intends to use the "**Siem Moxie**" for cable laying operations in the North Sea and in the Atlantic. The vessel is currently being built by the Fjellstrand AS shipyard in Norway. *(Press Release Voith)*

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## THE LAUNCHING OF THE NEXT OFFSHORE VESSEL HAS TAKEN PLACE AT ZALIV



A solemn launching of the next shipbuilding order took place at Zaliv shipyard on March 19. The platform supply vessel **Blue Protector** (project PX121, LOA -83, 40 m, beam – 18 m, Moulded depth – 8 m., launching weight of the Hull is 1 818 t.) became the thirteen in succession from the series of offshore vessels built over the last six years for Norwegian company Ulstein Hull AS. In spite of inclement weather conditions such as strong wind, a bottle of champagne has been broken successfully in the first attempt. The launched vessel is alongside the building berth of Zaliv at the moment and after arrival of a tug-boat from the customer it will head to Norway, to the place of final outfitting. *(Source: Zaliv)*

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



- [New Power In The Heart of the Beast](#)
- [SeaMar orders Multipurpose Offshore Support Vessel at Shipyard De Hoop](#)
- [Bollinger delivers the CGC Margaret Norvell the fifth fast response cutter to the USCG](#)
- [Damen and Cheoy Lee building Rotortugs](#)
- [Great Lakes Shipyard completes winter work on "American Courage"](#)
- [Fourth high-speed support vessel for Marineco](#)
- [Fireboat Chief Seattle Delivered after Major Overhaul](#)
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