Tugs Towing & Offshore Newsletter

14th Volume, No. 18 M I D W E E K – E D I T I O N Dated 03 April 2013

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

TUGS & TOWING NEWS

A NOVA SCOTIA TUGBOAT

Last week was seen the Svitzer Canada tug with call sign CFK3107 **Point Valiant** (Imo 9203435) which is based at Point Tupper ,Nova Scotia. The tug was built in 1998 by Ocean Industries Iles Aux Coudres, Canada as **Ocean Jupiter**. She has a grt of 178 tons and is classed Lloyds Register of Shipping. *(Photo: Jack Ronalds)*

FAIRMOUNT SUMMIT DELIVERED RIG SSV CATARINA OFFSHORE ANGOLA

Tug **Fairmount Summit** has delivered rig *SSV Catarina* offshore Angola. The rig has been towed from Okpo, South Korea, via Strait of Malacca and Cape of Good Hope towards Angola. *SSV Catarina* is a brand new sixth generation semi-submersible drilling rig for ultra deepwater operations. The rig is constructed by Daewoo Shipbuilding & Marine Engineering in South Korea. *SSV Catarina* is designed to drill up to depths of 10,000 meters. The rig has a length of 118 meters and a width of 78 meters. When hooked-up with the *SSV Catarina* the tow sailed via Malacca Strait en Cape of Good Hope towards the Angola, where it arrived after covering a distance of over 10,000 miles with an average towing speed of 6.9 knots. During the voyage bunker stops were made in Singapore and Mauritius. At Mauritius the **Fairmount Summit** performed a cargo run between the port and the *SSV Catarina*. *(Press Release Fairmount)*

AKA DELIVER HYBRID SYSTEMS FOR ROTOR TUGS

2 x Hybrid ART80-32 for Elisabeth Ltd
March 25th 2013

Aspin Kemp & Associates (AKA) are pleased to announce their most recent collaboration with KOTUG International for the newbuild construction of two hybrid Advanced Rotor(r)tugs. Following AKA and KOTUG's successful hybrid retrofit of the **RT Adriaan** to become Europe's first hybrid E-KOTUG in early 2012, the team are partnering once again to provide the next generation of hybrid Rotor(r)tugs for KOTUG's fleet on behalf of Elisabeth Ltd. based in Malta. Given their active "green" policy, KOTUG were keen to incorporate AKA's XeroPoint Hybrid technology in their newbuild program. "We have now witnessed, first hand, the benefits of AKA's hybrid technology. Not only are we reducing our fuel consumption and emissions but we are significantly decreasing our engines' running hours which will result in maintenance cost savings as well," says Ard-Jan Kooren, Kotug's President. AKA's XeroPoint hybrid marine propulsion system will be installed onboard Rotor(r)tug's new and innovative tugboat design, the Advanced Rotor(r)tug, ART 80-32 at Damen Shipyards. The new Rotor(r)tug design is a collaboration between Robert Allan Ltd and KST b.v. (Rotor(r)tug). "Hybrid Advanced Rotor(r)tugs will provide the ultimate combination of operational flexibility and performance efficiency," indicates Evan Willemsen, Managing Director at KST b.v. (Rotor(r)tug), "we believe that the Rotor(r)tug will be the future of towing and escorting, once the industry fully recognizes and adopts the benefits of the concept." The addition of the hybrid Rotor(r)tugs allows KOTUG to strengthen its position as leaders in the maritime tugboat industry. AKA will be working closely with KOTUG and the other strategic partners to ensure delivery of the hybrid tugboats by early 2014 to Elisabeth Ltd. "Our philosophy is to take a collaborative approach with our clients," explains Paul Jamer, VP Corporate Development at AKA, "we share in our partners' successes and challenges and we believe this cooperation provides us with yet another opportunity to strengthen our ties with KOTUG and technology collaborators such as Caterpillar, Corvus Energy and van der leun. The delivery of these two hybrid systems will further our position as the leading provider of hybrid propulsion systems for the marine industry." *(Source: AKA)*

ASPO LAUNCHES TWO TUGBOATS FOR OMS SHIPPING

On March 28, 2013, Astrakhan Shipbuilding Production Association (ASPO, part of Caspian Energy Group) launched two tugboats built to the order of TOO OMS Shipping. According to the press center of the Trade Union of Astrakhan shipbuilders and ship repairers, three more tugboats of the same series will be launched in 2013. The construction is being carried out within the framework of the project of Eurasian Development Bank on establishment of a fleet for support of marine operations at the Caspian Sea. 880-kWR vessels are destined for tugging non-self-propelled barges with displacement of up to 4,000 tonnes and speed of up to 5 knots, for moving of vessels within the ports' water areas, placing of vessels to the berths and participation in rescue operations. Supposed navigation area – Caspian Sea. Major characteristics: length – 24.5 m, width - 8 m, depth – 3.7 m, full-load displacement - 260 tonnes. Astrakhan Shipbuilding Production Association OJSC is one of the largest shipbuilding companies in the region. It builds river-sea going tankers of project 15781 with deadweight of 5,740 tonnes, semisubmersible floating drilling rig of project 10170 (ППБУ 6000/300), block-modules of stationary drilling platforms, different barges and vessels (tankers, container carriers, crane boats, dry cargo carriers etc.). The company is experienced in drydocking and repair of vessels. *(Source: Portnews)*

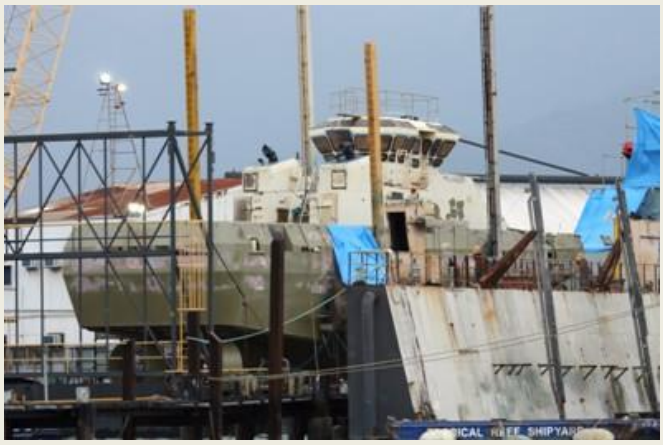
HISTORY OF TUGS: AZIMUTHING STERN DRIVE (ASD)

Also known as Z-pellor tugs and sometimes "reverse tractor", this type of tug is currently a very popular model due to its efficiency and economy when compared to the Voith. Although the azimuthing drive was developed by the Schottel company in the 1950's it was the British company JP Knight who were the first company to introduce an ASD tug in Europe in 1981 with the Japanese built tug **Kinross** which is still in service at Invergordon. With twin drive units that can be rotated through 360 degrees ASD tugs are very manoeuvrable and, at first glance, seem to represent a return to the traditional tug format. However, the difference is that on this type of tug the towing winch is fitted forward rather than aft. The advantages of this arrangement are twofold. Firstly they protect against girting and capsize and secondly they can rapidly change from pulling to pushing mode when made fast alongside on the hull making them ideal for handling tankers and bulk carriers. When made fast on the stern they, along with Voith tugs, perform very well as escort tugs. The big drawback with this type is in their restrictions for use as a bow tug made fast on a centre lead forward. There have been several incidents involving the loss of control of an ASD tug whilst operating in the "bow to bow" mode and pilots operating with ASD tugs should all read the MAIB report into the **Thorngarth**

– Stolt Aspiration incident. The problem for an ASD tug operating in this mode is that if the tug is allowed to drift more than a few degrees of the ship's heading alignment when the ship is moving at speed through the water it can become impossible for the tug Master to recover the alignment and the tug will be swept around under the flair of the bow. There is a very dramatic photograph of this happening to the tug "**Fairplay 21**" on the Internet. Having stated that, there are some ASD tugs with skegs which provide enhanced directional stability when running astern which enables them to operate at higher speeds but generally the maximum recommended speed for these tugs to operate in the bow to bow mode is 4 – 5 kts and some tug companies won't permit their ASD tugs to operate in this mode at all. The consequence of these restrictions is that this can make their use with container ships largely impractical when made fast anywhere other than on a centre lead aft. The reason for this is that container ships are designed to go fast between ports and the large engine and propeller configuration can result in "dead slow ahead" speeds as high as 11 knots. Also the hull design has a large flare on the bow and also a cut away on the stern which results in a very small section of parallel body for a tug to push up on thus making it very inefficient to use tugs in the "push-pull" mode on these ships. This is especially the case for the forward tug which frequently has to move so far aft to be in a position to operate that it's frequently aft of the pivot point! The other problem with these containerships is that they often have no towing bollards fitted on the main deck aft of the fo'c'sle! *(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)*

PELSAERT UNDERGO SURVEY

The Svitzer tug **Pelsaert** (Imo 8704133) undergoing survey work at Tropical Reef Shipyard in Cairns, Queensland, Australia on 23 March 2013. It is the sister ship to the **Beacon** (imo8704121) with both being based at Cairns. The **Pelsaert** was previously based at Dampier in Western Australia. The tug **Burdekin** was moved from Mourilyan to cover for her while she was slipped. Also based at Cairns is the **Babinda**. All these vessels are owned by Svitzer Australia. *(Source: John Regan)*



RECORD ATTENDANCE EXPECTED!

With just over 6 weeks to go, we would like to remind you that Tugnology '13 London is taking place at the Britannia International Hotel, London, on 14th and 15th May. 260 delegates from 23 countries have already registered for the London event. Below you will find a list of the companies represented to date.

ABC - Anglo Belgian Corporation NV; Michael Allen, Consultant; An.Do.Fe Shipping Management SRL; APB Marine Limited; Armon Shipyards; Aspin Kemp & Associates; Atlantic Towing; BA Griffin & Assoc., representing Markey Machinery Co USA; Bay-Houston Towing Company; Beacon Finland Ltd Oy; Berg Propulsion Istanbul Makina Ticaret Ltd Sti; Berg Propulsion Sweden AB; Bogazici Denizcilik AS; Boluda Towage & Salvage SL; Braemar Seascope Offshore; British Marine; Brusselle Enterprises NV; Burchett Marine Inc; Bureau Veritas; Bureau Veritas Marine Nederland BV; Caterpillar Marine Power Systems; Century Marine Services Ltd; Cintranaval-Defcar, SL; Cummins Inc; Daltug Pty Ltd; Damen Shipyards Group; Damen Shipyards Hardinxveld; DMT Marine Equipment; DSM Dyneema; Edwards Marine Services Pty Ltd; Endenburg BV; Far East Towing Co Ltd; Finning (UK) Ltd; Finnish Transport Agency; FORCE Technology Division for Maritime Industry; Foss Maritime Company; G&H Towing Company; Geo. Gleistein & Sohn GmbH; Germanischer Lloyd SE; Gleistein Ropes; Golden Arrow Marine; Greenbay Marine Pte Ltd; Capt Henk Hensen, Consultant; IMC Corporate Licensing BV; International Jack-Up Barge Owners Association (IJUBOA); International Salvage Union; International Tug & OSV; International Tugmasters' Association; Iskes Towage & Salvage; Jastram Technologies Ltd; Jensen Maritime Consultants, Inc; JonRie InterTech LLC; Kotug International BV; Kral AG; KST BV (Rotortug); Kumera AS; Lankhorst Ropes; Lankhorst Ropes UK Ltd; Lloyd's Register EMEA; Logan Clutch Corp; M J Gaston; Mampaey Offshore Industries BV; MAN Diesel & Turbo SE; Marine Services Co, Ltd; Markey Machinery Company, Inc; Mechanical and Aerospace Engineering, Nanyang Technological University; Micanti BV; MTU Friedrichshafen GmbH; NautiCAN Research & Development; Neste Oil OYJ; Newfoundland Transshipment Limited; Niigata Power Systems Co Ltd; Ocean Group Inc; Offshore Ship Designers BV; P&O Maritime FZE; Perge Maritime & Shipping Agency Co. Ltd.; Pon Equipment and Pon Power; Pon Power BV; Redwise Maritime Services BV; Ridderinkhof BV; Riverlake Solutions; Riverside Marine; Robert Allan Ltd; Rolls-Royce Marine; Rolls-Royce Oy Ab; Rosetti Marino SpA; Samson; Sanmar A.S.; SAStech; Schottel GmbH; Schottel Nederland BV; SeaTech Solutions International Pte Ltd; SeaWays Consultants Pty Ltd; Serco Marine Services; Simrad-Navico AS; SMIT; Smit Lamnalco; Andy Smith, Freelance Marine Journalist; Smith Berger Marine, Inc; Solent Towage Ltd; Sotreq Caterpillar; Spar-Lash; Sperre Coolers AS; Süddeutsche Gelenkscheibenfabrik GmbH & Co. KG; Svitzer A/S; Svitzer Australia; Svitzer Marine Limited; Svitzer Middle East Ltd; Systems Interface; The Glosten Associates, Inc; Tidewater Marine, Inc; TOS Energy & Maritime Solutions; Transas Marine International; Trevor Cosh & Associates Pty Ltd; Tug Malta Ltd; Twin Disc International SA; UK Ministry of Defence - Salvage & Marine Operations; Unterweser Reederei GmbH; Uzmar Workboat and Tug Factory; Verhaar Omega BV; Veth Propulsion; Michael Vincent, Tug Broker; Voith Turbo BV; Voith Turbo Schneider Propulsion GmbH & Co. KG; Vulkan Industries Limited; Vulkan Kupplungs und Getriebebau GmbH; Warsash Maritime Academy Ship Handling Centre; Wärtsilä Netherlands BV; Westug; WKM Cornelisse Trading BV; ZF Marine Krimpen bv; Astilleros Zamakona SA.

We have put together a very impressive programme, with papers covering all aspects of tug design,

technology and equipment. Emphasis is given to the key issues currently affecting the industry, including cost control (looking, for example, at remote monitoring and training); emissions and fuel consumption; the latest research into tug stability and safety; operational issues; steering; and rope developments.

http://www.tugandosv.com/tugnology2013-information

We have also negotiated preferential room rates at the Britannia International Hotel for the conference period. Visit the Venue & Accommodation link in the Tugnology '13 section on the tugandosv.com website. There you will find details on how to book rooms at the preferential rates. Please note there are only a limited number of rooms, so early booking is advised. The hotel is only a 15-minute taxi ride from London City Airport. If you need any further information, please do not hesitate to contact us. Garth Manson Managing Director Tel: +44 (0)1225 868821 | Fax: +44 (0)1225 868831 | www.tugandosv.com | garth@tugandosv.com The ABR Company Ltd, The Barn, Ford Farm, Bradford Leigh, Bradford on Avon, Wiltshire, BA15 2RP, UK

GREAT LAKES SHIPYARD LAUNCHES FIRST TUG OF SEACOR'S AURA CLASS

Cleveland, Ohio. Great Lakes Shipyard continues to make progress on the construction of two tugboats for SEACOR Holdings, Inc.'s new Aura Class. Hull 9201 was the first of the tugs to be launched using the Shipyard's 770-ton Travelift. The tugs will undergo various testing over the upcoming weeks. Great Lakes Shipyard was awarded contracts by Caribbean Tugz, LLC, an affiliate of SEACOR Holdings, Inc., to simultaneously build the new state-of-the-art 50-ton bollard pull tugboats. Designed by Jensen Maritime Consultant, Inc., Seattle, Washington, the new tugs are built to the highest standards of the American Bureau of Shipping, the U.S. vessel classification society. Tugs **Aura** and **Atlas** are to be completed May 2013. Great Lakes Shipyard is a full-service yard specializing in new construction, fabrication, and repairs of all types of

vessels and barges. The Shipyard is currently drydocking the Luedtke Engineering tug **Krista S** for repairs and was also recently awarded a repair contract for the United States Coast Guard Cutter *Neah Bay* (WTGB-105). *(Source: Great Lakes Shipyard)*

TWO AMSTERDAM TUGS TO DOMINICAN REPUBLIC

The **Svitzer Bison** and **Svitzer Buffel** will been transferred to the Dominicaanse Republic. The tugs were loaded on the Fagelgracht. Both tugs were built in 2003 and 2004 by Sanmar Denizcilik Makine ve Ticaret Lid Sti - Istanbul as Aytak and Sanmar XV respectively. The Robert Allan designed tug were bought by Svitzer Inland Towage BV – Amsterdam in 2008 for harbour duties at the container terminal. They have a length of 18,29 mtrs a beam of 7.70 mtrs and a draft of 2.90 mtrs. The two Caterpillars 3508-B develops a total output of 1,471 kW (2,000 bhp). They have a grt of 78 tons a speed of 11 knots and a bollard pull of 28 tonnes. *(Photo: Willem Holtkamp)*

COMMENTS ON THE LAST ARTICLE HISTORY OF TUGS: VOITH SCHNEIDER PROPULSION

The current series of historical perspectives on towage in the UK makes interesting reading. However, today's (31 March) article on Voith ignores the true pioneer tug in Britain. The little tug **Bispham** entered service in August 1938, only a few months after the ferry *Lymington*. She was a general tug/workboat at Fleetwood port and owned by another railway company, the London, Midland & Scottish Railway Co - and like Lymington was built by Denny at Dumbarton under yard number 1326. History of the **Bispham:** 21grt 4nrt, 47,8 x 13.1 x 5.2 feet; 1 VSP, diesel Gleniffer Engines, Glasgow 120bhp 9kn. 1938: London Midland & Scottish Railway Co, London (ON 162072, registered & based Fleetwood). 1948: British Transport Commission, London. 1963: British Transport Docks Board, London. 1982: Stanley Seed, Fleetwood. 1987: James Michael Cato, Ramsgate. 1989: Kevin Murgatroyd, Fleetwood. 199x: reengined Gardner 180bhp. 199x: Offshore Workboats Ltd, Glasgow - laid up in Pudzeoch Basin, Renfrew for restoration. c2005: crushed when adjoining slipways were demolished, and subsequently broken up. *(Thanks to David Asprey; Photo: Clydebuilt Database-G.Robinson)*

BOUSTED LANGKAWI RIGHT ON SCHEDULE WITH TWO 16M TUGS

Boustead Langkawi shipyard is making excellent progress with the construction of two Macduff-designed 16m Tugs. The second vessel's hull was turned and the first vessel was complete with its' wheelhouse and bulwarks fitted. The shipyard ordered two 16m tug design packages from Macduff, a

repeat of the successful "**Sally Mcloughlin**" order, in December 2012. Principal dimensions: Length Overall / 16.00m, Length B.P. / 14.65m, Breadth Mld. / 6.20m, Depth Mld. / 2.90m, Main Engine / 2x 800hp @ 1800 RPM, Propeller Diameter / 2x 1700mm in nozzle Bollard Pull / 23 Tonnes. Macduff Ship Design has risen and expanded steadily to become one of the most prolific naval architect / ship design marine consultancies in the commercial and fishing vessel sectors. Since 1993 the company has worked closely with shipyards in the UK, Denmark, Norway, Sweden, Netherlands, Spain, Portugal, Canada, Croatia, Malaysia and Poland. Work carried out has been to the approval of various classification societies including Lloyds, DNV, BV, ABS, NKK and the United Kingdom MCA. *(Shipbuilding Tribune)*

TAMMAR ON THE SLIP

The 1984 built Australian flag **Tammar** (Imo 8310580) was noted slipped in Fremantle on 27 March 2013 undergoing survey work. She was built by the Australian Ship[building Industry – Fremantle for the Australian Navy. At this moment she is operated by DMS Maritime, Australia. She has a length of 25.50 mtrs and a engine output of 1,600 hp. *(Photo: John Regan)*

ACCIDENTS – SALVAGE NEWS

WATCHKEEPER: BIG SHIPS – BIG SALVAGE PROBLEMS

Salvors, said the President of the International Salvage Union Andreas Tsavliris, "are innovators and problems solvers and don't walk away from a challenge". But the difficulties which may be encountered with giant ships, he warned, "may be beyond problem solving". At the annual ISU Associate Members' Day in London last week, it was reported that the total of all pollutants salved by member companies in 2012 was 810,068 tonnes compared with 496,331 tonnes in 2011. However, the trend as viewed over the 18 years, during which time this data has been collected shows the quantity falling, reflecting, says the ISU, a decreasing number of casualties as a result of improvements to both ships and operational safety over the past two decades. A number of professional salvors voiced their concerns about their capacity for dealing with very large ships, particularly the "mega" containerships entering service in considerable numbers. The difficulty of sourcing equipment

capable of intervening in such cases, not least that of cranes capable of discharging cargo from such vessels in exposed situations, was emphasised. A technical innovation that could conceivably be used to lift cargo off a large containership was being developed. This ingenious solution revealed was a method of stabilising a crane mounted on a barge which would enable it to be used safely in a 2 metre wave height, which would otherwise have the load swinging about dangerously. Known as the "Barge Master" this motion compensating platform, upon which a crane could be mounted, eliminates roll, pitch and heave, even when the barge itself is moving. Tested in North Sea conditions last year, the prototype demonstrated that even in a wave height of 2 metres the hook of the crane could be kept "absolutely still". The device can be containerised and thus airlifted, and has the potential to greatly reduce days of operations in offshore, weather-vulnerable situations. The problem of places of refuge continues to be a major difficulty for salvors, said the General Manager of Smit Salvage, John Halfweeg. There was, he said, a "huge disconnect between what is talked about and the reality" of providing shelter for disabled ships which needed a place of refuge, even though the IMO Guidelines were specific about the provision. A major problem, he said was the huge number of interests involved in such cases, and the need for co-operation between all the parties involved. Recent cases, such as the containership MSC Flaminia and the Stolt Valor in the Gulf were, he said "a clear indication that the system doesn't work". Ports, coastal states and terminals, said Mr. Halfweeg, needed to work together, while the compelling requirement from the salvor's point of view was a single focal point that could take decisions. While conceding that the whole issue of places of refuge was a political and economic dilemma for the interests involved, all parties, he suggested, were on the same side, in their wish to see a ship saved and a catastrophe averted. An independent, apolitical assessment of the situation was something that was really necessary. *(Source: BIMCO)*

FINAL HULL SECTION OF EX-GUARDIAN REMOVED FROM REEF

U.S. Navy and contracted salvage personnel embarked onboard the U.S. Navy contracted crane vessel M/V **Jascon 25** completed on March 30th the removal of the grounded mine countermeasures ship Ex-*Guardian* from the Tubbataha Reef. The final section of the hull, the stern section, which weighed approximately 250 tons, was safely lifted from the reef. "As the hull has been removed, the team is now shifting their effort to collecting minor debris that remains on the reef. We also have a collaborative team from the U.S. and the Philippines beginning to assess the condition of the reef," said Matthews. Since Guardian's grounding, the Navy has been working meticulously to salvage any reusable equipment and remove any potentially harmful materials including petroleum-based products, human wastewater and other wreckage debris. "Every salvage operation presents unique challenges. It has been difficult to extract the *Guardian* without causing further damage to the reef, but the U.S. Navy and SMIT salvage team with support from other companies and the government of the Philippines have really done a superb job. I could not be more proud," said Supervisor of Salvage, Capt. Mark Matthews. No fuel has leaked since the grounding and all of the approximately 15,000 gallons aboard *Guardian* were

safely transferred off the ship in the early days of the salvage operation. "We continue to work closely with the Philippine Coast Guard, Navy and Tubbataha Reef Park Rangers, and we are grateful for the support we have received to remove *Guardian* and minimize further damage to the reef," said Matthews. 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 cleanup operation. *(Source: Marex)*

OFFSHORE NEWS

BOURBON ADDS NEXT-GENERATION PSV

A year after taking delivery of its last Bourbon Liberty 200 vessel and 1st Bourbon Liberty 300 vessel, BOURBON has extended its range of services with the Bourbon Liberty 151, built by SINOPACIFIC's Zhejiang Shipyard, the very first vessel in a series of 15 next generation PSVs. BOURBON has been investing in an extensive range of next generation built-in-series vessels since 2008. By the end of 2014, the Group will be able to provide clients with an unprecedented series of 111 standardized, efficient and innovative Bourbon Liberty vessels devoted to offshore activities. Including the Bourbon Liberty 151, BOURBON now has 85 Bourbon Liberty vessels operating worldwide: the entire series of 54 Bourbon Liberty 200 AHTS vessels, the entire series of 22 Bourbon Liberty 100 PSVs, 8 Bourbon Liberty 300 AHTS vessels (20 on order) and the 1st Bourbon Liberty 150 PSV (15 on order). Rodolphe Bouchet, BOURBON Vice President Business Management – Marine Services says: "Bourbon Liberty vessels operate in inter-tropical areas such as Asia, Mediterranean, the Middle East, Brazil, Mexico and West Africa.". *new range of services:* Bourbon Liberty 150 vessels are an extension of Bourbon Liberty 100 vessels. Bourbon Liberty 150 vessels are extremely well-suited to drilling operations and provide clients with additional facilities such as a larger deck space (up to 400m²) and a larger cargo capacity for liquid mud and bulk. The 1st Bourbon Liberty 150 series vessel will operate for Maersk Oil in Qatar. David B. Sinclair, Head of Marine and Export, Maersk Oil Qatar says: "Maersk Oil Qatar has contracted the very first Bourbon Liberty 150 vessel, which is equipped with a DP2 system and a diesel-electric propulsion. It's environmentally responsible and safe design, will help to support our incident-free aspirations and development operations in the Al Shaheen field, Qatar," *High standards of quality and performance:* The Bourbon Liberty series provides the most demanding oil&gas clients (Majors, contractors, National Oil Companies etc.) with high standards of quality and performance: ■exceptional maneuverability and station keeping with 5 thrusters and class 2 Dynamic Positioning system; ■greater reliability due to equipment redundancy (multiple thrusters and 3 main generators) with the support of BOURBON's maintenance network; ■large and flexible cargo capacity (+30% cargo capacity than traditional vessels); ■versatility for deep sea and shallow water operations; ■low fuel consumption due to diesel-electric propulsion. Gaël Bodénès, Chief Operating Officer of BOURBON says: "From the first Bourbon Liberty delivery until now, vessels have been extremely positively received by our clients, reinforcing BOURBON's position in the offshore marine services industry. Bourbon Liberty's success confirms BOURBON's unique fleet strategy, supported by built-in-series

vessels, diesel-electric propulsion and dynamic positioning class 2." *(Press Release)*

CSS OLYMPIA SUCCESSFUL LAUNCHED

MARINE ASSETS CORPORATION (MAC Offshore) is pleased to announce the successful launching of the **CSS Olympia** at the Liya Pingtan Shipyard, a yard under the management of Fujian Mawei Shipbuilding in Fujian Province, Peoples Republic of China. The contract was signed in April 2010, and delivery is due in Nov 2013. The launching of the first accommodation variant of the COMPACT SEMI SUB (CSS), marked a significant milestone in seven year history of the design and development of the program. Block assembly was carried out in Liya Ship Yards Dry Dock, meaning the launching was made effective by the flooding of the Dry Dock and floating out of the **CSS Olympia**. The ceremony was attended by MAC and Shipyard senior management, along with guests from supporting banks, and brokers. With additional accompaniment from the vessel's new owners, Graal Invest of Brazil. During a speech given at the launching ceremony MAC CEO, Mr. Robin Reeves, announced the recent signing for four further CSS Vessels, due for delivery between August 2014 and Oct 2015, The 4 contracts signed with Fujian Mawei, at the shipyard head office on the 14th March 2013, is reported to be the largest single order received by Mawei in their 150 years history. The total contract value was not disclosed, but Mr. Reeves advised the market value of these 4 vessels on delivery would be in the region of $500m USD. MAC is a private shareholding company with offices in Dubai and Singapore. MAC focus's its efforts and expertise on OSV new build projects and currently have over 20 new build vessels under their management and control. *(Source: Robin Reeves-MAC)*

AHTS RED SEA SOLD

Arena Offshore Brokers Ltd.-Istanbul is pleased to announce the delivery of " AHTS Vessel mv **Red Sea** from Egyptian Owners to CMI Offshore Limited. The AHTS was built in 1982 . The vessel has a length of 60.00 mtrs a beam of 12.80 mtrs and a maximum draft of 4.00 mtrs. She is classed American Bureau of Shipping A1 Ice Class C Towing Service AMS. The two MD 16-45-ESD main engines develops a total output of 6,140 hp and a bollard pull of 50 tonnes. *(Source: Arena Offshore Brokers)*

STANFORD MARINE ACQUIRES THREE VESSELS FROM WAHA OFFSHORE

Fearnley Offshore Supply reports that Stanford Marine in the UAE has acquired three three vessels from Waha Offshore in the UAE for an undisclosed price. The vessels are: AHT Waha 1 and Waha 2(both built 2009 - 5,150 bhp), and the tug Waha Mermaid (built 2006 - 5,500 bhp). *(Source: OSO)*

VOS SOUND SOLD

The AHTS VOS Sound (Imo 8209585) has been sold to Nigerian buyers. Fearnley Offshore Supply said the vessel has been delivered and will mobilize for Nigeria in April. The vessel was built in 1983 by Elsflether Werft; Germany under number 405 and named **TS-52 Sound**. In 1993 sold to Smit Internationale NV _ Rotterdam and renamed **Smit-Lloyd Sound** under Bahama flag. In 1994 brought under the Dutch flag. In 1996 sold to Seacor Marine Inc. – Morgan City and managed by Smit Fleet Services – Rotterdam (Dutch flag). In 1997 management changed to Feronia Int. Shipping - Paris. In 2001 changes to Seacor Offshore Supply Ship One Ltd. – Paris and managed by Seacor Marine (West Africa) SAS – Paris. In 2002 sold to Nomis Shipping Ltd. – Aberdeen; Scotland and renamed **Dea Sound**. In 2009 sold to Vroon Offshore ans renamed **VOS Sound**. *(Source: OSO; Photo: John Regan)*

BRAND NEW IN IJMUIDEN

The brand new OSV **FD Unbeatable** (Imo 9636254) was seen in the Ijmond; Netherlands this week. The 2013 built United Kingdom registered with call sign 2GCZ3 Offshore Supply Vessel (OSV) has a length of 82.00 mtrs a beam of 16.00 mtrs a grt of 2,300 tonnes and a dwt of 3,300 tonnes.*(Photo: Joop Marechal)*

WINDFARM NEWS

HOLLAND SHIPYARDS LAUNCHES CHEVALIER FLOATELS' NEW FLAGSHIP

On the afternoon of Tuesday 26th of March 2013, Holland Shipyards successfully launched **DP Gezina,** Chevalier Floatels' new flagship. On 31 October 2012, Holland Shipyards was commissioned to undertake the conversion. Chevalier Floatels specifically selected this shipyard, because of their track record and the need for a fast delivery time. The vessel is now moored along the quayside at the shipyard for final outfitting, set to work and harbour trial. **DP Gezina** is scheduled to be operational at the beginning of May 2013 where it will be used for staff accommodation and transport to offshore wind farms installations. The hull design, in combination with various techniques on board, provides the vessel with very pleasant sea keeping characteristics and 30 days autonomy. **DP Gezina** offers high quality accommodation to 60 people each in single-berth cabins, but the vessel can optionally facilitate 90 persons (partially in double-berth cabins). A self-stabilising Ampelmann personnel transfer platform with a walkway will be fitted on the aft bridge deck. *(Source: Holland Shipyards)*

YARD NEWS

SENTINEL MARINE CONFIRMS ORDER FOR NEW ERRVS

Sentinel Marine has placed orders with Nam Cheong to construct four Multi-Role Field Support Emergency Response and Rescue Vessels (ERRVs). The vessels will feature dynamic positioning, redundancy of propulsion and thruster systems, cargo carrying capabilities and advanced rescue and recovery equipment. Designed to work in the North Sea; one of the harshest environments in the world, particular attention has been placed on seakeeping, crew comfort and fuel efficiency. The vessels will be delivered through Q3&Q4 2014 with a further 4 option vessels included in the contract. Sentinel Marine presently has 2 AHTS and 5 PSV's on order in addition to this new order. *(Press Release)*

WEBSITE NEWS

HTTP://WWW.TOWINGLINE.COM

ARE YOU ALSO INTERESTED IN THIS FREE TUGS TOWING & OFFSHORE NEWSLETTER. PLEASE VISIT THE WEBSITE WWW.TOWINGLINE.COM AND SUBSCRIBE YOURSELF FOR FREE

Last week there have been new updates posted:

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

   - Fairmount Sherpa delivered rig Arctic I in Las Palmas
   - Fairmount Summit delivered rig SSV Catarina offshore Angola

mailto: *jvds@towingline.com*

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

DISCLAIMER