

TUGS & TOWING NEWS

HALIFAX'S NAMESAKE TUG



Tugs are a big part of the daily drama of Halifax Harbour which plays out in front of our waterfront museum. A favourite of museum staff was the tug **Point Halifax**. We recently acquired a large model of the port's namesake tug. The real **Point Halifax** worked for decades as a harbour tug. She was designed here but built in 1986 at Bromborough, England. **Point Halifax** was the first tug in Eastern Canada with azimuth drives (swivelling propeller pods.) She was twice as powerful as any tug in Halifax when she first arrived. For

years she was the flagship of Eastern Canada Towing (known as ECTUG), the main tug company in Halifax and successor to the famous tugs of the Foundation Maritime Company. In 2009 a model builder named Murray Petitpas from Pointe-du-Chêne in New Brunswick donated a large radio-controlled model of **Point Halifax** to the museum. The model is built to a large scale (1:18). A "GI Joe" toy figure would feel right at home! Almost 3 metres long and powered by a gasoline engine from a ride-on lawnmower, the model was big enough to move small fishing boats around in the harbour at Pointe-du-Chêne! Mr. Petitpas built the model from plans provided by the engineer of the tug. It is outfitted with all the gear needed to safely move ships in the harbour: a working winch, lights, tires and all the necessary miniature safety equipment. Cabin windows even have the traditional curtain colours: red for port side windows, green for the starboard side. Mr. Petitpas brought the model to the museum on a small trailer. Just as we unloaded the model in the museum courtyard, we heard the throaty growl of big diesel engines as the real tug **Point Halifax** happened to pass by the museum - almost as if she was checking out her scale depiction. Models capture a ship at one particular moment in their career, but ships are always changing and this tug has seen plenty of recent changes. Mergers and new owners added new paint schemes and emblems. **Point Halifax** left her namesake city in 2010 to work in Cape Breton. She was sold to McKeil Marine in 2012, renamed **Leonard M.**, and now works out of the Gulf of St. Lawrence in that company's white and blue livery. In March 2013, an elevated wheelhouse was added for barge work. However, back in our steam gallery, Mr. Petitpas' model preserves the look of this tug when she was still the "big kid on the block " in Halifax. We recently installed the model in a dramatic perch in our steam gallery right beside the office sign recently donated by Svitzer Canada which hung above the tug wharves in Halifax. *(Source: The Marine Curator- <http://marinecurator.blogspot.ca/>)*

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GOLDEN CROSS

Looking very neglected and unloved is the tug **Golden Cross** (Imo 5133034) a much travelled old lady. In recent times she has broken away from her mooring in a Scottish Sea Loch and ended up on a nearby beach. She is now lying at an MOD mooring bouy in a more sheltered part of the Clyde to await a decision about her future. The **Golden Cross** was launched in 1955 by Scott & Sons (Bowling) Ltd – Bowling under number 407 and delivered to Tees Towing Co Ltd managed by Wm. Crosthwaite & Son – Middlesbrough. In



1968 sold to Newport Screw Towing Co Ltd – Newport and renamed **Dunheron**. In 1971 sold to Cory Ship Towage Ltd – Newport. In 1972 sold to A.C. Cranes Ltd – Dublin. In 1977 in bare-boat charter to Bangma Nautico - Joure; Netherlands and renamed **Orca**. In 1978 sold to Carmet Tug Co Ltd – Bromborough. In 1991 sold to Tyne Towage (Mick Devlin) – Newcastle. In 1994 sold to Lawrence & Co – London. In 1997 escort tug to the HMY Britannia British Royal yacht on her final voyage. In 1996 sold to Pounds Shipowners & Shipbreakers Ltd – Portsmouth. In the same year for preservation to Captain White at London (owned by actress Suzie Wong). In 1997 re-renamed **Golden Cross** (classed as a yacht having had her towing gear removed) In 1997 an attempt to lift her out of the water was abandoned because of the possible damage by the strain on the hull. In 2007 classed as yacht (towing hook dismantled), accepted as member of the Royal Air Force Yacht Club with warrant to fly the defaced Blue Ensign, however Clause AW 2.4 states: 'Commercial Use-A yacht which is ever used for any commercial purpose is ineligible for a warrant'. This ensign must always be flown with the Club Burgee at the Masthead, raised at 0800 Summer, 0900 Winter and always lowered at Sunset. In 2010: put for sale (*Source: Tommy Bryceland, SCOTLAND*)

SMIT LAMNALCO SETS 14-YEAR OMAN MILESTONE WITHOUT INCIDENT

Smit Lamnalco has passed a significant milestone in Oman after celebrating 14-years of continuous marine and offshore support services with no Lost Time Incident (LTI). The 5,100 days record covers support to Single Point Mooring operations 10 km off Muscat Cove for the Petroleum Development of Oman (PDO). The services, which have run since 1998, are offered by a joint venture between



Smit Lamnalco and Omani partner Suhail Bahwan Group. 14 years of zero LTI Suleiman Al-Maany, PDO Pipeline Infrastructure and Oil Terminal Manager, said: “To reach 14 years zero LTI is indeed a remarkable achievement.” The occasion was marked by a celebration at the Crowne Plaza Hotel in Muscat, attend by key officials from DPO, Suhail Bahwan Group and Smit Lamnalco employees including vessel crews, and other Oil & Gas and Ports industry representatives. The joint venture’s SHE-Q Manager, Abdullah Al

Maamari paid tribute to the skills demonstrated by the diving crews supporting PDO’s Single Point Mooting operations. “This record could not have been set without their outstanding efforts,” he said. Developing local resources Vivek Seth, Smit Lamnalco Managing Director Middle East & Indian Subcontinent, said: “This milestone is a source of particular pride, given Smit Lamnalco’s continuous commitment to developing excellence locally to match the standards we set across our organisation. Our company is fully committed to maximizing the local content of our operations. Nearly 90% of our local employees are Omanis.” *(Source: Smit Lamnalco)*

DUTCH PIONEER

We have had the **Dutch Pioneer** this week on the Clyde. She towed away a loaded barge for Rotterdam today from her berth at the Old John Browns Shipyard at Clydebank birthplace of many Cunard liners. *(Source: Tommy Bryceland, SCOTLAND)*



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View the youtube film of the Alphabridge for tugboats on <http://www.youtube.com/watch?v=hQj6hFDcHW4&feature=plcp>

HISTORY OF TUGS: A NOVEL FORM OF TUG! – (FINAL)



The last week's quarter's feature on tugs was collated from various sources and I hope that it has helped to update readers on the various types of tug, their advantages and limitations. Henk Henson provided me with some useful contacts but a particularly valuable resource was a presentation on tugs by the well-known tug expert and author, Jack Gaston, who kindly

gave me permission to plagiarise his work* and to use the picture below. Jack is a skilled model maker and he explained that his daughter presented him with the, originally static, duck display model as a challenge to transform it into a remote controlled model, which, as you can see, was achieved without problem much to the delight of Jack's grandsons and, no doubt, all the onlookers at the local pond! Tugs Towing & Offshore thanks John Clandillon-Baker for his permission to use the article for into the Newsletter. *Jack's presentation can be accessed at: http://www.britishtug.org/BTA_2011_6.pdf

(Source: *The Pilot – Whither Towage: John Clandillon-Baker:* <http://www.pilotmag.co.uk/2013/02/24/whither-towage-john-clandillon-baker/>)

SEASPAN VENTURE INBOUND VANCOUVER

In the past week the Seaspans International 2001 built Canadian Flag tug **Seaspans Venture** was seen inbound to Vancouver Harbour on April 28 2013. The tug has a length of 18.00 mtrs and a beam of 7.00 mtrs. The two Cummins KTA38-M0m mainengines develops a total output of 1,268 kW by 1,800 rpm which results in a speed of 11.6 knots. (Photo: Robert Etchell)



FIRST SEABULK TUG EQUIPPED WITH JONRIE LAUNCHED

The first of four Seabulk Tugs complete with JonRie deck equipment was delivered to East Boothbay in Maine in the north-eastern United States from local boat builder Washburn and Doughty. The 70 tonne tugs are complete with a JonRie Series 220 double drum escort winch and a JonRie Series 512 towing winch on her stern. The bow winch has a brake with the capacity of 175 tonnes, a 15 tonne line pull, and a 30M/m line speed and the capacity to spool 150M/60mm rope. The towing winch



has a brake with a 125 tonne capacity, 50 tonne line pull and 15M/m line speed, as well as the capacity to spool 900M/60mm wire complete with an independent drive level wind and gypsy. In the pilothouse are three tension meters and a JonRie foot control for the bow winch. The bow winch also features an active heave compensation feature with constant scope.

(Source: Baird)

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ASAD ASSIST VOLGA

Captain Hans Bosch forwarded the Tugs Towing & Offshore Newsletter last week a picture of the tug **Asad** (Imo 9400605). The tug is seen during in docking assistance operations at the Dubai Drydocks (Drydocks World Dubai) of the vessel **Volga**. The Volga's bulb was damaged and will be repaired in Drydock dock No. 1. The **Asad** built in 2008 contracted by Damen Shipyards –



Gorinchem; Netherlands under number 512215 is an ASD 2411 design tug and built by Song Thu – Da Nang; Vietnam. She was delivered to DP World Port Authorities – Jebel Ali; United Arab Emirates. In 2010 transferred to P&O Maritime FZE – Jebel Ali Free Zone – Dubai. She has a length of 24.55 mtrs a beam of 11.49 mtrs and a draft of 3.50 mtrs. The two Caterpillar 3516B-TA-HD/D main engines

develops a total output of 4,200 kW (5,632 bhp) at 1,600 rpm. The speed is 13.2 knots and the bollard pull 68.2 tonnes. The grt is 243 tonnes and the dwt is 150 tonnes. The tug is one in a series of four with **Namer**, **Timrar** and **Al Minsaf**. *(Photo: Hans Bosch)*

CREWS RAISE MISSING TOW BOAT FROM WATER IN OCEAN CITY

Crews have pulled a tow boat from the water that sank off the coast of South Jersey, but the captain of the vessel remains missing. The 45-foot **Cape Hatteras** was raised Sunday April 28, five days after it sank off the coast of Ocean City. The boat, with 32-year-old Dave McAuliffe aboard, was reported missing Tuesday morning after the U.S. Coast Guard received a distress alert from the vessel. Officials say there was no response to cell phone or radio calls. McAuliffe left Farley State Marina at 7:45 that morning, heading to Somers Point, but he never arrived. The Coast Guard conducted a search by air and sea for two days, covering 400 square miles, but it was called off Wednesday night. The ship was located Thursday night upside down, just south of the Great Egg Harbor inlet. There was no word on when or if the search for McAuliffe would resume. *(Source: Philadelphia Global)*

BON SECOURS III AND LE VAILLANT

Two oldies were spotted by Tugs Towing & Offshore Newsletter reader Peter Zeeman at Rouen; France. He wrote "The tugs **Bon Secours III** (Imo 7006455) and the tug **Le Vaillant** (Imo 7017818) are seen berthed for quite a long time. Several components are already removed and they wait probably for demolition at the breakers". The **Bon Secours III** was built in 1969 by Scheepswerf Hoogezand BV (Jac. Bodewes) – Bergum; Netherlands under number 503 and delivered to Société de Remorquage Louis Thomas & Cie – Rouen; France. The **Le Vaillant** was built in 1970 by Ateliers Francais De L'ouest Nantes Saint Nazaire, France. *(Photo: Peter Zeeman)*



BUKSÉR OG BERGING ORDERS ASD TUG FROM VARD BRAILA

Norwegian tug operator Buksér og Berging has placed an order with Vard for the construction of one Azimuth Stern Drive (ASD) offshore tug. The vessel is scheduled for delivery in first quarter 2015 from Vard Braila in Romania. The vessel has been developed by Buksér og Berging, and will have a length of 42.5 meters with a beam of 15 meters and a bollard pull of approximately 115 tons. Vard CEO and Executive Director Roy Reite, said, "We welcome our new customer Buksér og Berging to Vard, and we look forward to cooperating with their team. Our shipyard in Braila has a long shipbuilding tradition going back many decades. Building on this experience, certain types of vessels are being delivered fully outfitted from Vard Braila. The yard has delivered several tugs during the last few years, and our team in Braila is proud to have secured the new contract for Buksér og Berging." Buksér og Berging is a market leader in providing specialized towage vessels for the marine, oil and gas industries. The company aims to have a modern fleet ranging from AHTS to harbor tugs in order to provide marine services within ports and terminals, ocean towage, offshore work and complex marine operations. Buksér og Berging has 30 vessels in operation. *(Source : MarineLog)*

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NEW PAINT FOR SMIT SIYANDA

Last week it was reported by the Captain of the **Smit Siyanda** (Imo 9479709) that the vessel went into the EB&H owned ELDOCK in Durban South Africa drydock for her survey. The tug received a new paint as is seen on the picture. The 2009 built Anchor Handling Tug of the Rampage 5000 type is the sister of the **Smit Angola**, who was recently



repainted in the Boskalis colours. The vessel was



built by Keppel Nantong Shipyard Co. Ltd. – Nantong – China under number H027 and delivered to Smit Shipping Singapore Pte. Ltd. – Singapore and managed by Smit Amandla Marine Pty. Ltd. – Cape Town. She has a length of 49.50 mtrs a beam of 15.00 mtrs and a draft of 5.20 mtrs. Her two 8 cylinder Wärtsilä type 8L26A2 main engines develops a total output of 5,440 kW (7,392 bhp). She has a grt of 1,438 tonnes and a dwt of 1,127 tonnes and is classed Bureau Veritas. *(Photo: Capt. Michael Skinner)*

REPAINTING CONTINUE

Last week was seen the **Smit Barracuda** in her new Boskalis outfit. With the paint still not dry up she departed from the Eemshaven. The observant viewer discovered the Smit logo not been removed as seen on the picture. *(Photo: Ton Nahuijsen)*



LIGHTSHIP TEXEL BACK TO MUSEUM DOCK



Towed by the **Breezand Y 8018** of the Royal Netherlands Navy and the **Jutter** of Acta Marine the lightship *Texel* returned to the Willemsoord Museum Dock in Den Helder, the Netherlands. Last August the *Texel* had to leave so that the museum dock could be deepened by a dredging contractor. During that time the lightship was moored in the harbour of the naval complex in Den Helder. *(Source & Photo Paul Schaap)*

TUGGY DAY



Four tug were seen waiting in the Eemshaven for their next job in the BARD windfarm, some 60 miles NNW off Borkum island. The tugs seen are the **Isa** (Imo 9394038), **Andre B** (Imo 9451252), **RT Spirit** (Imo 9190054) and **Red Wolf** (Imo 9361419). The 2007 built Dutch flag with call sign PISA tug **Isa** is owned and managed by Vof Isa – Wijk bij Duurstede; Netherlands; The 2008 built Dutch flag with call sign PHON tug **Andre B** is owned by BMS Holding – Noordgouwe; Netherlands and managed by Bouwman W – Schuddebeurs; Netherlands. The 1999 built Dutch flag with call sign PIAE tug **RT Spirit** is owned by K & K Interntional BV – Rotterdam; Netherlands and managed by Kotug Europe BV – Rotterdam; Netherlands. The 2006 built Spanish flag with call sign EAPW tug **Red Wolf** is owned and managed by Repasa – Tarragona; Spain. *(Photo: Ton Nahuijsen)*

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SEACONTRACTORS SIGNS A CONTRACT FOR 2 NEW SHOALBUSTERS

On the 2nd of May 2013 in Flushing, the Netherlands Seacontractors signed a contract for two newly built Shoalbusters named the **Sea Delta** and the **Sea Hotel**. They are the 2nd and 3rd Damen Shoalbusters of the 2709 type additional to the existing fleet of 6 Damen Shoalbusters. The **Sea Delta** and the **Sea Hotel** are expected to be delivered in July and September this year by Damen/Yard Albwardy in Dubai, the United Arab Emirates. Both workboats have a bollard pull



of 40 tons and have a maximum speed of 12 knots. The **Sea Delta** and **Sea Hotel** are each equipped with 2 Caterpillar 3512B engines type TA/A with a total kW of 2238 and have a hydraulic deck crane type Heila HLRM SL140-4, 5.3 tons (m) m@ 18:03. From the 1st of January 2013 Seacontractors is sailing in a new direction, the nautical service provider has laid its focus on a global coverage of services. These two workboats are part of a large expansion of services within the group, says owner Xander Schanssema. *(Press Release Seacontractors)*

HAMBURG PORT GETS NEW WORKBOATS

Two additional workboats have gone into operation in Hamburg to support some of the wide range of ship services in Germany's biggest universal seaport. Daniel Kaiser at Unterwasserservice Hansataucher told Maritime Journal his firm, which this year marks the 45th anniversary of its founding in 1968, was "very satisfied" with its newly acquired crane and diving support workboat **HT8**. The 30m long **HT8** is 8.65m wide and draws 0.9m, making it particularly suitable for shallow and narrow waterway work. The pontoon style vessel, built in Duisburg in 1990, joins a

Hansataucher fleet which Mr. Kaiser said currently consisted of 15 boats and ships including dredgers, crane-ships, barges, tugs and pushboats. Propelled by two Schottel drives, each of about 200 hp, **HT8** has replaced a retired diving pontoon of the same name but offers much higher capability than its predecessor as well as better manoeuvrability, Hansataucher said. The vessel was acquired along with a stern mounted 20 tonne capacity Sennbogen crane already installed for heavy lift jobs. There is



also a 60 tonne bow winch. Mr Kaiser said all the diving control panel components and compressors were fitted by Hansataucher after purchase. He also said there were at present no plans for further ship acquisitions at Hansataucher, which bills itself as the only concern of its kind in Germany guaranteeing “a complete service to international shipping.” **HT8** is now in use for a wide range of port work mainly associated with diving ships and pontoons, the firm said. “Since our work covers all sectors, underwater work like welding, repairs, cleaning, suction and armaments removal are among our daily tasks, as well as diving and recovery work”, Mr Kaiser explained. The firm also lists measurement and photographic certification work among its accomplishments. A milestone in the firm’s impressive reference list was diving work carried out over two years on the construction of Hamburg’s Elbe Tunnel in the 1970s. During that time Hansataucher deployed a team of 15 divers in round the clock operation. Also now up and running in Hamburg is the new €1.7m pilot transfer boat **Lotse 4** for the Hamburg Port Authority (HPA). That 17.97m long and 4.82m wide newbuilding draws 1.25m and brings to four the number of pilot boats in service with the HPA. Built at the Schiffswerft Hermann Barthel in Derben, **Lotse 4** has two MAN D2876 LE407 360kW diesel engines operating a hydraulic rudder plant and developing a top speed of 20 knots. HPA said the engines had been chosen specifically to reduce emissions. Another environmentally motivated feature, it said, was lubrication of the crankshaft bearings with water instead of conventional oil. The ship’s aluminium structure and special hull shape are also said to reduce water resistance and increase fuel economy. *(Source: Maritime Journal By Tom Todd; Photo: Mercator Media)*

OCEAN SKY AND OCEAN SUN DELIVERED IN MAY



The Crowley newbuilding **Ocean Sky** (DPII) being towed by tugs Thad A & Captain Mike off the dock from Amelia, LA Bollinger Marine Fabricators through the Bayou to the sea buoy where she took on ballast for her first run to Bollinger Fourchon, LA. This week the **Ocean Sky** will commence sea trials with delivery scheduled for mid-May. Her sister **Ocean Sun** (below) was delivered to owners May 2 in Fourchon, Louisiana.



Crowley latest fleet addition **Ocean Sun** was delivered May 2nd (Photo: Robert Socha Bollinger Marine Fabricators ©)

YOUTUBE FILM OF THE WEEK

WHEN THINGS GO WRONG

Documentary on the salvage of the cargo vessel I UGO and her cargo - for Dutch Ministry of Waterworks. ©2001 PKFV. To view the youtube film click [here](#)

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ACCIDENTS – SALVAGE NEWS

SALVAGE OPERATIONS ON REMAINING BARGES CONTINUE

Salvage operations led by the Unified Command continued Saturday to remove the three remaining barges submerged near the Marseilles Dam. An additional crane arrived Saturday morning to offload cargo from one of the sunken barges. The removed cargo is placed into a receiver barge. When enough of the cargo has been removed to refloat the submerged barge, the process to safely remove the barge from the area will begin. That process is expected to begin Sunday. Four of the seven barges were successfully removed earlier this week. Meanwhile, as the Unified Command continues salvage operations in the wake of the barge incident at Marseilles Lock and Dam, the U.S. Army Corps of Engineers is monitoring the dam to ensure its public safety. "Although the probability is very slim, there is a slight chance that there could be significant damage to the dam that we haven't yet been able to determine," said Col. Mark Deschenes, commander of the Corps' Rock Island District. "If there is serious damage, it could pose a threat to the structure and to the safety of the public we serve. Our first and always number one priority is public safety." Due to high river levels and interference by sunken barges, the most critical public safety damage assessment is scouring of



the riverbed. Abnormal or accelerated scouring could undercut the dam's foundation and result in a catastrophic failure. The Corps plans to assess the full scope of damages as soon as possible. "If a failure were to occur, there are many commercial vessels, recreational craft and river-based structures that could be damaged due to the receding pool," said Mike Cox, operations division, Rock Island District. "Additionally, river structures below the dam could be impacted by debris. However, such a failure should not result in any

widespread downstream flooding as the dam is not a flood control structure and it does not retain water like a reservoir." In order to protect vessel traffic above the dam and ensure that salvage operations remain unimpeded, the Coast Guard has modified the Illinois River safety zone originally implemented due to high water conditions. The new zone prohibits all vessel traffic between the Marseilles Lock and Seneca, Ill., that isn't specifically involved in salvage operations. A larger section of the Illinois River, between Lacon, Ill., and the Brandon Road Lock at Joliet remains closed to recreational vessels due to high water and excessive river debris. Illinois River projections currently indicate that the 9-foot navigational pool level between the Marseilles and Dresden Dams will be maintained through May 7. The Unified Command consists of representatives from the U.S. Coast Guard Sector Lake Michigan, the U.S. Army Corps of Engineers Rock Island District, and Ingram Barge. *(Source: Marex)*

OCEAN BREEZE REFLOATED AFTER EIGHT MONTHS ON THE BEACH

On Apr 26, 2013, the "*Ocean Breeze*" was pulled off the beach of San Antonio by the tugs "*Rhea*" and "*Puelo*", which were supported by the "*Caballo de Trabajo*". Titan Maritime, acting under the supervision of the Gobernación Marítima de San Antonio, managed to free the ship at 5 a.m. after deballasting 48000 tons of sea water which had stabilized the ship on the



ground. 5 anchors had been installed on the seabed in a distance of 928 meters from the bow to the west, which helped pull the ship around. The vessel was moored 1000 meters off the beach in Llolleo. On Apr 25 around 9 p.m. the salvage had started and was completed within 47 hours. On Apr 27 at 7.30 p.m. the vessel was moved to an area which was approximately 6 miles south west of San Antonio. The operation went smoothly and was supported by good weather. *(Source: Vesseltracker)*

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GARDLINE AND OCEANPACT ANNOUNCE JOINT VENTURE AGREEMENT



Gardline Marine Sciences, the world's largest independently owned survey group, and OceanPact, Brazilian leading oil spill response company in Brazil, today announced the establishment of a joint venture. The new company is to be called Gardline Marine Sciences do Brasil S.A, and is a 50/50 joint venture between Gardline Marine Sciences (South America) Ltd and OceanPact Serviços Marítimos Ltda. This strategic alliance will see the two companies sharing

their marine expertise and resources in order to pursue marine survey projects in Brazilian waters. Gardline Marine Sciences do Brasil S.A will focus on fully integrated survey packages including geophysical, hydrographic, environmental, oceanographic and geotechnical surveys. The company will provide a wide range of integrated marine science services including: 2D seismic exploration, 2D/3D high resolution data acquisition and interpretation, shallow gas hazard analysis, seabed mapping, shallow to deep water soil investigation, near shore and coastal surveys, water flow measurement and water quality. Gardline has been providing clients with a comprehensive set of offshore integrated survey services for over 40 years. By combining this expertise with the significant Brazilian market presence of OceanPact, the joint venture will provide clients with the global experience, knowledge and resources needed for any marine survey. Both companies have a strong reputation for health and safety, ensuring that projects are delivered safely, without incident or impact on the environment, on time, on budget and to the highest industry standards. Gardline & OceanPact already have a proven track record of working together to provide services to the Brazilian energy sector. The two companies undertook a pioneering project for Petrobras in 2012 in which for the first time, mini-CPT data and vibrocorer samples were acquired for pipeline route design instead of using traditional Piston Coring which has no efficiency in sand. The Petrobras project drew on the extensive industry experience of Gardline and OceanPact to successfully meet

the needs of the client. The joint venture aims to continue upon this success by providing world-class services to more clients in Brazil. John Wenlock, Director of Gardline Marine Sciences (South America) Ltd said “As a leading service provider in the Brazilian energy sector, OceanPact is the ideal partner to help spearhead our expansion into the burgeoning Brazilian market”. Wenlock added “We are very excited about the growth opportunity for Gardline in Brazil, and we are confident that this joint venture with OceanPact will bring important synergy and expand our service offering in the Brazilian market”. Flavio Andrade, CEO of OceanPact and of Gardline Marine Sciences do Brasil, also shared his vision: “OceanPact invests heavily in continuous innovation and improvement. This new joint venture is an important part of the growth strategy of OceanPact Group.” *(Source: Gardline)*

UP AMBER

Last week was seen in the South African Port of Cape Town the 2013 built Panama registered with call sign 3FMX5 Offshore Supply Vessel **UP Amber** (Imo 9443657) The vessel is undergoing drydock services at the Sturrock drydock. The vessel is owned by Gracebay – Rio de Janeiro; Brasil and managed by UP Offshore Apoio Maritimo – Rio de Janeiro; Brasil. She has a grt of 2,917 tonnes and a dwt of 4,167 tonnes. *(Photo: Aad Noorland)*



VROON'S VOS APOLLO BEGINS TWO-YEAR CHARTER WITH GUPCO



Vroon announced that its Offshore Services **VOS Apollo** will commence a two-year charter with Gupco this week. Gupco (Gulf of Suez Petroleum Company) is a 50% BP joint venture with Egypt's national petroleum company. **VOS Apollo**, currently in Port Suez awaiting the start of this charter, is an anchor-handling tug-supply vessel built for Vroon in 2011 at Fujian Southeast Shipyard, Fuzhou in China. The vessel is equipped with retractable gangways on both port and

starboard sides to facilitate 'walk to work' for the Gupco engineers. These gangways can be extended to a maximum 14m. **VOS Apollo** is under ship management with VOS Pte Ltd in Singapore, with

commercial and operational management undertaken by Vroon Offshore Italia. The vessel will operate from Ras Shukeir in the Gulf of Suez. *(Source: Vroon)*

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ASPIN KEMP & ASSOCIATES (AKA) RECEIVES CONTRACT TO SUPPLY DIESEL-ELECTRIC HYBRID POWER AND PROPULSION SYSTEM FOR DIVE SUPPORT VESSEL

Aspin Kemp & Associates (AKA) is pleased to announce that it has been awarded the contract to supply a Diesel-Electric Power and Propulsion System for Bhagwan Marine's Dive Support Vessel (DSV) that will be constructed in Singapore. With headquarters in Western Australia, Bhagwan Marine services the oil & gas industry with its fleet of support vessels and landing crafts. Designed by Australian naval architects, Incat Crowther, the vessel will be a 56 metre, fully integrated catamaran that will perform key duties such as Dive



Support, Geotechnical Survey, Cargo Transport and Safety Standby. The Diesel-Electric (D-E) System incorporates AKA's DC Centric approach used in the company's XeroPoint Hybrid Marine Propulsion System and it includes a back-up battery system supplied by Corvus Energy. In addition to the D-E system, AKA will provide the energy management system (EMS) for the vessel. As required by Bhagwan Marine, AKA's highly configurable EMS will provide the vessel with an unprecedented level of operational flexibility and redundancy. "Given our operational environment, our goal from the onset of this vessel design was to find a power and propulsion system that would allow us to operate at peak efficiency while ensuring safety and emergency measures were in place," explains Allister Stewart, New Projects Manager at Bhagwan Marine. "When we learned of AKA's DC Centric approach to energy and power management, we were delighted with the inherent flexibility and redundancy that we would be able to achieve. Essentially, we can optimize our power plant for each mode of operation that we perform on a regular basis." AKA's Diesel-Electric propulsion system is designed for several customized modes of operation on the DSV, including two "Dynamic Positioning" modes as well as an "Emergency Egress" mode which permits all machinery to be shut down and low speed propulsion and critical hotel loads to be supported by the battery bank. "XeroPoint hybrid has been proven to offer significant benefits in the tugboat market," describes John Eldridge, Hybrid Project Manager at AKA, "the Diesel-Electric system for Bhagwan's

vessel illustrates additional benefits that we hadn't considered before we came upon this project. I believe that a key differentiator for us is our ability to provide our clients with a customized system that allows the operator to configure their power plant based on their specific operational requirements; ultimately resulting in improved performance and safety." AKA and Bhagwan Marine's current collaboration has led to the firms exploring future projects together. Eldridge describes the partnership, "We understand what Bhagwan is trying to achieve and as with all of our clients, we're willing to work closely with them to ensure the system is exactly what they're looking for. This collaborative approach results in a win-win situation for both of us." (*Press Release AKA*)

SEVEN WAVES LAUNCHED



After the inauguration of the new King Willem Alexander and Queen Maxima of the Netherlands on April 30th and Labour's Day on May 1st another normal weekday with the launch of the offshore vessel **Seven Waves** at IHC Merwede yard at Krimpen a/d IJssel; Netherlands in glorious sunshine. The vessel was launched by Godmother Mrs. Lucia Andrade, Vice President Projects & Operations van Subsea7 Brazil. The Captain of the new vessel the well-

known Dutch maritime photographer Jan Plug is very proud to command this giant with 120 workers on board. The vessel is contracted for the time being seven years at Brasil. (*Photo: Joop Marechal*)

The **Seven Waves** is the fifth vessel contracted by Subsea 7 to IHC Merwede's Offshore division. The other ships were launched and delivered under the names of: the **Seven Oceans** (pipelaying); the **Seven Seas** (pipelaying and construction); the **Seven Atlantic** (diving support); and the **Seven Pacific** (pipelaying). Subsea 7 selected IHC Merwede (among others) for this latest vessel due to its efficiency and reliability in delivering all four previous orders on time and meeting the required level of quality. IHC Offshore & Marine designed the ship in close cooperation with Subsea 7. She will have an overall length of 146 metres, a beam of 30 metres and a Class-2 dynamic positioning system. The vessel is equipped with a vertical (tiltable) lay system — with 550t top tension capacity — and twin ROVs. She is fitted with two under-deck storage carousels, with a capacity for 2,500t and 1,500t of product respectively. The lay tower can operate at an angle of up to 10° and is fitted with: two tensioners, each with a 275t capacity, which can both be retracted clear of the firing line, and two wire centralisers. The keel-laying ceremony was held one month ahead of schedule and the delivery of the vessel will be as planned in the first half of 2014.



This pipelaying ship will be used to develop deep-sea oilfields of up to 2,500 metres off the coast of Brazil on behalf of Petrobras. *(Photo: Gerrit J de Boer; On the picture Godmother Lucia Andrade with the Captains John Rudd (left) and Jan Plug.)*

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BUILDING FOR THE FUTURE

HIGHLAND CITADEL RETURNS TO SNS POOL

The platform supply vessel **Highland Citadel**, managed by GulfMark Offshore, has made a comeback in the SNS Pool and is once again operating from Den Helder, the Netherlands. The vessel arrived in Den Helder after being drydocked in Sunderland. During that time the **Highland Citadel** was also painted in the new company colours. Pool Manager Peterson SBS has chartered the supplier for a period of one year. *(Source & Photo Paul Schaap)*



EVOLUTION COMMERCIAL LAUNCHES FIRST CTV



Evolution Commercial announced the launch of the first of 2 Crew Transfer Catamarans, built to service the Oil and Gas industry at Barrow Island. Designed by One 2 Three Naval Architects and built by Evolution Commercial, this team broke all records with this project. The vessel was fully designed ready for cutting in 10 days by One 2 Three Naval Architects and the build to launch time was only 13 weeks. The performance of this CTV has also proven the bona fides on the One 2 Three hull shape and attention to detail as the vessel came within 40kg of the

designed weight, achieved 6 knots more than the contract speed and sits perfectly on the designed trim at 0.5 degree stern trim throughout the speed range. The efficiency of the hull form is also

evident when looking at the wake generated by this uniquely efficient design, or should we say 'lack of wake'. Powered with twin Cat C18 main engines rated at 650 BkW (873 BHP) at 2200 RPM and driving through Rolls Royce 36A3 water jets. The Rolls Royce Joystick control system positioned at the main helm and aft docking station also makes for pin point docking with awesome visibility from both stations. The vessel carries 36 pax and 2 crew and achieved 26 knots at 65% MCR fully loaded. The second of these impressive vessels is due to be launched in about 2 weeks' time. (*Source: Evolution Commercial*)

TERM CHARTER FOR FAFNIR NEWBUILD

Seabrokers reports that Fafnir Offshore, in collaboration with Remøy Management, has already secured a term charter for the newbuild PSV that it placed an order for in March. The **Havyard 832** design vessel has been awarded a six-year back-to-back time charter contract with the Governor on Svalbard that will incorporate at least 180 days of work per year. The fixture comes with two further two-year options, and is valued at NK2 329.3 million (£36.7 million). The vessel will serve the Arctic island of Spitsbergen for 180 days a year, with the first season commencing in the spring of 2014. In addition to servicing Spitsbergen, the vessel will perform patrol functions, prevent pollution, conduct rescue services, and monitor environmental developments in the Svalbard archipelago, Bear Island and Hopen. (*Source: OSO*)

NORTH SEA AHTS RATES SHARPLY UP

Seabrokers reports that volatility in the North Sea spot AHTS market was prevalent again in April, with rates soaring to around NKr 1,000,000 (£111,000) for the second time this year. "With drilling activity picking up, and with new rigs entering the market, diminishing availability allowed Siem Offshore to pick up a rate in the region of NKr 1,000,000 for **Siem Opal** for a Marathon Norge rig move," the broker reported. "Conditions for North Sea PSV



owners are also improving in response to an increase in the number of term fixtures being finalised, both locally and internationally," it said in its latest monthly report. "With a reduction in available tonnage within the spot market recently, rates have risen to more than NKr 180,000 (£20,000) on occasions for larger vessels. "While the PSV order book is still large, there has been a reduction in the number of orders being placed. Owners are now expressing increased optimism for the market, with activity poised to increase in the coming months and years via the pending arrival of a host of newbuild rigs." (*Source: OSO; Photo: C. Romberg*)

WINDFARM NEWS

EDEN ROSE STAYS WITH SHERINGHAM SHOAL

Tidal Transit's personnel transfer vessel, **Eden Rose**, has been on charter to Scira Offshore Energy since May 2012: initially it was transporting construction workers to the site of the Sheringham



Shoal Offshore Wind Farm. Since this 88 turbine power plant was completed late last year, it has been taking maintenance technicians to the wind farm on a daily basis. Announcing that this charter contract has just been renewed for a further 6 months, Tidal Transit's Commercial Director Leo Hambro said: "**Eden Rose** has really proved its worth over the recent period of rough

weather when smaller personnel transfer vessels were unable to sail because of the swell. Maintenance work on turbines is critical, and Eden Rose was able to cope admirably with the adverse conditions." (*Source: Tidal Transit Ltd*)

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SEACAT WINS SEVERAL CHARTER CONTRACTS

Seacat Services, a leading offshore wind farm vessel transfer operator, has won several significant charter contracts for work taking place off the UK and German coasts. The contracts incorporate five separate offshore wind farm projects. During 2013 this will include; the 288MW Meerwind project, located 50 kilometres off the German coast, the 389MW West of Duddon Sands project, located 13 kilometres off the North West UK coast, and the 504MW Greater Gabbard project, located on sandbanks, 23 kilometres from the shore at Suffolk, UK. A further two



projects will be completed in 2014. Collectively, the charters highlight a growing trend by project owners, developers and utilities towards establishing robust, trusted relationships with key partners that provide class leading, certified equipment and crew. The charters also underline a move towards larger crew transfer vessels that offer a greater working load capacity and an ability to extend existing working weather windows. This is a key factor that has traditionally restricted the

service and operational hours worked by some vessels when sea conditions deteriorate. As part of the Meerwind charter agreement, **Seacat Vigilant**, based in Helgoland, Germany, is providing personnel and equipment transfer support for the cable array teams working around the clock, on site. This includes additional support for Normand Flower, the cable lay vessel, through the regular transportation of up to 20 tonnes of associated kit. Meanwhile at Greater Gabbard, **Seacat Reliance** and **Seacat Endeavour** have been redeployed following an initial three-month charter agreement that ended in 2012. Work taking place on the site is focused on providing regular transit support to technicians that continue to undertake vital, ongoing operations and maintenance for the project developers and owners. Finally, and as part of the West of Duddon Sands agreement (WODS), **Seacat Resolute** and **Seacat Defender**, two 24-metre vessels, are currently being prepared for an eight-month charter at the 66 square kilometre site, where turbines are will shortly be installed in the Irish Sea. “As the operational capacity of these renewable energy projects escalates, offshore wind farms are located further and further from the shore, at sites where weather conditions can quickly deteriorate,” said Ian Baylis, Managing Director, Seacat Services. “However, while that’s great news for the wind farm, it presents a growing logistical challenge for wind farm developers, investors and project owners, keen to protect, maintain and safeguard their assets. “Working closely with the construction, operations and maintenance teams on site, with the management teams back at base and with the boat builders responsible for continuing to enhance and build out our existing fleet, these latest charter wins underline our long term commitment to this critical area of the offshore wind energy market.” Thorben Müller, Project Manager of Nexans Deutschland GmbH added, “The offshore wind energy market has come a long way in the space of just ten years. Nevertheless, the construction and installation of equipment and the deployment of trained personnel to undertake these tasks, still carries substantial risk. “As such, it’s imperative that as we continue to deliver value to these critical European energy initiatives, we develop and build trusted, long term relationships with our key suppliers, support staff and crews. With an uncompromising focus on quality and safety, we look forward to working closely with Seacat Services on the West of Duddon Sands charter.” In 2013 Seacat Services will launch and commission two new 24-metre vessels, focused exclusively on the European offshore wind market. **Seacat Defender** will be launched in the Spring, with **Seacat Volunteer** due for launch at the end of the year. *(Source: Seacat)*

GARDLINE’S MARINE WILDLIFE DEPARTMENT CONTRACTED BY E.ON TO CARRY OUT CONSTRUCTION PHASE SURVEYS FOR THE HUMBER GATEWAY OFFSHORE WIND FARM



Gardline’s Marine Wildlife’s Department has been contracted by E.ON to carry out construction phase environmental surveys for the Humber Gateway Offshore Wind Farm. The wind farm will be located 8km off the East Yorkshire coast and will have 73 turbines, with a capacity of up to 219MW. Prior to conducting the

environmental surveys, Gardline is working closely with the client, environmental consultants and a number of government agencies to design a Construction Monitoring Programme. The field work will start in late April 2013 and is predicted to finish in March 2015. Gardline will be conducting Seabird Surveys, Marine Mammal Mitigation, Subsea Noise Monitoring, Herring Spawning Monitoring and Suspended Sediment Monitoring. The Seabird Surveys will consist of boat-based surveys following ESAS methods, Little Tern surveys and land radar surveys. Gardline will provide seabird surveyors, marine mammal observers, passive acoustic monitoring operators, acoustic scientists and metocean scientist, as well as all the necessary equipment for these surveys. While the herring survey and airborne noise monitoring has been subcontracted to leading university and acoustic consultants. *(Press Release Gardline)*

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CWIND WINS CREW TRANSFER VESSEL CONTRACT AT GWYNT Y MÔR OFFSHORE WIND FARM – SIX VESSELS TO GO ON CHARTER FOR SIEMENS

CWind, a leading UK offshore wind service provider, has won a contract for six of its multipurpose vessels to provide crew and load transfer services at Gwynt y Môr Offshore Wind Farm. In what is to date CWind's largest vessel contract win, the six workboats will arrive on site over the next two months as construction activity picks up. The two most recent additions to CWind's charter fleet the "CWind Adventure" and the "SC Buzzard" are the first vessels to join the Siemens team at Gwynt y Môr. Both are of CTruk's proven 20T MPC design, delivering a very cost-effective package, including class leading fuel efficiency – burning half the diesel of a comparable alloy crew vessel. Peter Jorgensen, Managing Director of CWind commented: "I am delighted that CWind has won this contract from Siemens. We have worked on four wind farms with Siemens and this significant contract win confirms that our charter fleet delivers versatile workboats that are highly capable, safe and very cost-effective. To have two of our boats go to one of the largest offshore wind farm project in construction for their maiden charter, in my eyes, is a reflection of the outstanding vessel performance of our existing fleet as well as our committed skippers."



Chris Ventre, Senior Project Manager Siemens for the Gwynt y Môr project, commented on the contract: "This is the largest

crew transfer vessel contract Siemens has awarded to a single vessel supplier in relation to a UK offshore wind farm to date. In awarding the contract we took into consideration vessel performance, fuel consumption and vessel availability rates as well as the team capabilities at CWind. With a project as large and complex as the Gwynt y Môr Offshore Wind Farm it is important for us to have total confidence in the ability of the skippers and their crew and in the quality of the vessels. With CWind we have that confidence.” *(Press Release CWind)*

TIA ELIZABETH TO BE HANDED OVER AT SEAWORKS 2013

Tia Elizabeth, the third vessel in Tidal Transit’s fleet of wind farm vessels, is in the final stages of completion at the shipyard in Spain. The company’s newest personnel transfer vessel is due to be delivered to the UK in time for a formal hand-over to Tidal Transit at the 2013 Seaworks International event to be held in Southampton on 25 – 27 June 2013. *(Source: Tidal Transit Ltd)*

YARD NEWS

SIEM OFFSHORE ORDERS NEW CABLE LAY VESSEL FROM POLAND



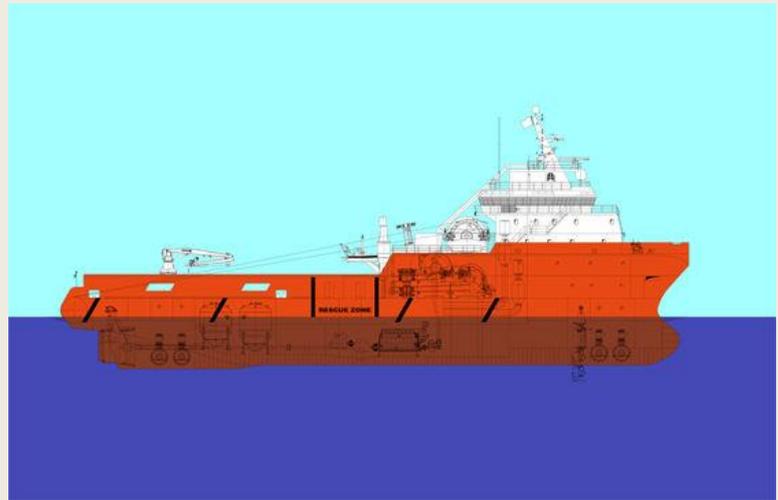
Siem Offshore has entered into a shipbuilding-contract with Remontowa Shipbuilding S.A. in Poland. The contract has been signed for the construction of a dynamically positioned Cable Lay Vessel (“CLV”) scheduled for delivery in April 2015. The associated gross project cost for the first vessel, ready for operation, is approx. USD 85 million. The CLV has been designed in close cooperation with VARD Design and will have

an overall length of 95.3 meters, a breadth of 21.5 meters, a cable payload of 4,250 tons and an accommodation for 60 persons. The CLV will be equipped with a state-of-the-art diesel-electric propulsion system consisting of four main generators providing power to two azimuth propulsion thrusters, two tunnel thrusters and one retractable thruster, ensuring excellent station-keeping capability as well as environmentally-friendly and fuel efficient marine operations. The focus for the design of the CLV has been to meet the challenging requirements of the installation, repair and maintenance of medium and high voltage submarine cable systems within the offshore renewable energy and offshore oil and gas markets. The contract for the CLV is the next step within the long-term strategy of Siem Offshore to support its subsidiary Siem Offshore Contractors (“SOC”) with high-end installation and support assets to further strengthen its ambition to become the leading provider in the area of submarine cable installation services. The CLV is hereby planned to work in combination with the installation support vessel (“ISV”) ordered by Siem Offshore in October 2012.

(Source: Siem Offshore)

NEW CHALLENGES FOR FINARGE SRL

We are pleased to inform that Finarge Srl, a company belonging to Rimorchiatori Riuniti Group, placed an order for one AHTS vessel plus one in Owners option of **MOSS 919 design** at SPP Shipbuilding Co. Ltd., Korea. The vessel, Clean Design, with a length of 83 m and a breadth of 19.5 m, will have a power of 21.700 BHP able to provide a BP of 220 t. In order to match the latest technical requirements of the most important



Players in the offshore sector the vessel will be equipped with 2 cargo rail deck cranes, two huge secondary winches (1600 m of rope dia 203 mm each), FIFI II system, DP II, Oil Recovery. The newbuilding vessel is scheduled to be delivered the fourth quarter of 2014. *(Press Release Rimorchiatori Riuniti)*

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VARD NABS OSV CONSTRUCTION CONTRACT FROM ISLAND OFFSHORE



Vard Holdings Limited, one of the major global designers and shipbuilders of offshore and specialized vessels, announced that it has entered into a new contract with Island Offshore for the construction of one advanced offshore support vessel of Rolls-Royce design. The value of the contract amounts to approximately NOK 400 million. Delivery is scheduled from Vard Brevik in Norway in Q3-2014. The hull of the vessel will be delivered from Vard Braila in Romania. The Island Offshore Group is a

leading provider of services to the offshore industry managing a fleet of 23 high quality vessels with an average age of less than four years, currently operating in Brazil, Mexico, USA and in the North

Sea. VARD has delivered close to 30 vessels to Island Offshore in the past, in addition to seven vessels currently under construction. *(Source: Vard)*

HARVEY GULF ACQUIRES AND ORDERS VESSELS TOTALING \$540 MILLION

Chief Executive Officer of Harvey Gulf International Marine, Shane Guidry announced the execution of three agreements for vessels totaling five hundred forty million dollars (\$540,000,000.00). These purchases will raise the total capital expenditures of Harvey Gulf to one billion seven hundred million dollars (\$1,700,000,000.00) since August of 2008. The first agreement is between Harvey Gulf International Marine and Eastern Shipbuilding Group for the construction of two (2) STXCV 340' x 73' x 29.5' Heavy Lift Construction Vessels. The vessels will be named the Harvey Sub-Sea and the Harvey Blue-Sea, both vessels share the following features: 1. A two hundred fifty (250) metric ton Active Heave Compensated Crane for deep water lowering. 2. Twelve thousand (12,000) square feet of usable deck space. 3. Accommodations for one hundred twenty (120) crewmembers in single and double occupancy quarters, along with three (3) lounges, two (2) gymnasiums, three (3) conference rooms, a forty-eight (48) person theater and a heli-deck rated for a Sikorsky S-92 helicopter. The two vessels are in addition to a STXCV 310 Light Construction Vessel, the Harvey Deep-Sea also constructed by Eastern Shipbuilding Group. Harvey Gulf International Marine will take delivery of the Harvey Deep-Sea in July 2013. The second agreement is between Harvey Gulf International Marine and TY Offshore for the construction of the sixth Dual Fuel Offshore Vessel to be owned and operated by Harvey Gulf International Marine. This addition will enable Harvey Gulf to become the largest owner/operator of clean burning LNG Offshore Support Vessels in the world. The last agreement is the signing of an asset purchase with Gulf Offshore Logistics of Lafayette, Louisiana for eleven (11)



Dynamically Positioned Class 2 Offshore Supply and Fast Supply Vessels. CEO Shane Guidry commented, "I am very pleased with the transactions I signed today, especially the acquisition agreement with Joel Broussard, of Gulf Offshore Logistics. Joel's company philosophy of safety first is one we both share. The Gulf Offshore Logistics acquisition will complement our existing fleet of vessels, but most importantly it will bring additional diversity to Harvey with the addition of Fast Supply Vessel's. The two heavy construction vessels will allow my company to maintain its position as the largest United States flag owner of vessels with the ability of deploying over one hundred thirty-five (135) metric tons to water depths of three thousand five hundred (3,500) meters with lifting hook heights of forty (40) meters above the main deck. My commitment to our clients, the environment and our industry is clear. We are the only company in America building Offshore Supply Vessels utilizing liquefied natural gas (LNG) as its fuel source regardless of the fact that these vessels have a construction cost of twenty (20%) percent higher than a conventional Offshore Supply Vessel. On May 4, 2013, I will open a sales and engineering office in Houston, TX to help support my company's growth. "At Harvey Gulf, we take time to clearly listen to our client's needs, demands and desires and that's what we buy or build." said Mr. Guidry. The Houston team will be

designing new vessel concepts while supporting new build growth and client needs. Following today's announcement, Harvey Gulf International Marine will own (46) Deep Water, DPS-2 vessels with an average age of less than 5 years old. (*Source: Marex; Photo: Harvey*)

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

- [Havyard orders MacGregor offshore cranes for a new Nigerian IMR vessel](#)
- [Resolve Maritime Academy Announces New State-of-the-art engine room simulator](#)
- [Gardline and OceanPact announce joint venture agreement to expand presence in Brazil](#)
- [Wikborg Rein appoints new partners in London and Singapore](#)
- [Lilaas brings integration under control](#)

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