



# ugs owing & Offshore Newsletter



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

## TUGS & TOWING NEWS

### BONA SPES II FOR SALE



Direct from owner is offered the 1931 inland tug **Bona Spes II**. The tug was launched On the 20<sup>th</sup> September 1931 by Scheepswerf De Hoop (Gebr. Thijssen) – Leiden; Netherlands and delivered on the 15<sup>th</sup> October 1931 to A.P. Peters - Lithoijen a/d Maas; Netherlands as **Aloysius**. On the 13<sup>th</sup> May 1942 transferred to To P.G. Peters - Lithoijen a/d Maas; Netherlands. On the 22<sup>nd</sup> October 1954 sold to C.J. Schot

– Rotterdam Netherlands and renamed **Bona Spes II**. In 1957 re-engined with a 4t 6cyl (1956) Deutz diesel (nr.2084249/54) type AM428, 230bhp-169kW. On the 13th January 1969 sold to T. Schot – Rotterdam; Netherlands. On the 7<sup>th</sup> May 1973 sold to A.P.J. van Zoomeren – Almere: Netherlands. The tug has a length of 17.10 mtrs a beam of 4.40 mtrs and a draft of 1.80 mtrs. The tug is in an excellent good condition with all SI (Dutch Inspectorate) certificates valid till 2015. Her last drydocking was carried out in May 2011 by the Shipyard Vooruit Zaandam. Interests and price on request please contact her owner Mr. Arie van Zoomeren - [Bona-spes@planet.nl](mailto:Bona-spes@planet.nl) or the compiler of this newsletter [jvds@towingline.com](mailto:jvds@towingline.com)

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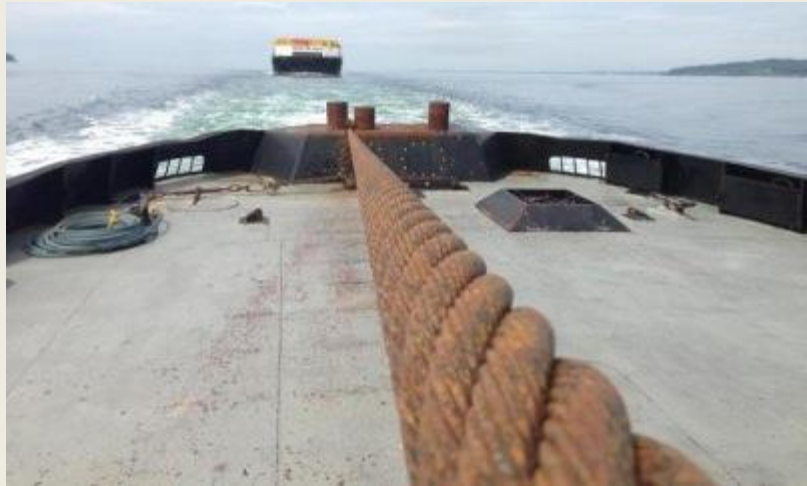


**SANMAR**

### LIFE ON A TUGBOAT

Workboat Academy student documents path to becoming a deck officer, and provides perspective into life on a tug. Mr. Mike Upchurch, a **Workboat Academy** student, is documenting his 2-year

path of becoming a deck officer onboard an ocean-going tugboat and getting back to his roots on the water. His detailed blog, [Back to Sea with Me](#), provides an in-depth view of what life on a tug is all about. MITAGS-PMI is very proud of the Workboat Academy and the efforts from everyone that has continued to make this program relevant. Here is a short excerpt from his latest post on May 16th: “As far



as readiness goes, I felt that my 4 weeks of classes that I had prior to my sea phase, prepared me more than sufficiently for working on a tugboat for the first time. I knew the terminology, understood the processes fairly well, had good expectations and came aboard with a fair amount of confidence and respect for what I was about to undertake. PMI goes a little farther with their classes than most schools so that you are not just getting trained, but that you are comfortable with the subject knowledge and "ready" to implement it. Being fresh out of class, it was nice being able to recite rules of the road, navigation lights, marlinspike seamanship and safety training topics verbatim. I'm sure the freshness will wear off and I too will fall prey to some lost knowledge over time, but for now, it feels good to have at the ready. I term that I use to use quite a bit when I managed an outdoor adventure company, was "withitness". It was coined by one of our rock climbing instructors and I've held onto it ever since. We use it to explain a leader's demeanor with regards to guiding, leading, working in technically challenging jobs that can and will contain elements of risk and or safety. I try to always strive for a certain level of "withitness" and try to have my sh#% together so-to-speak when on the job. Tug boating is no exception, especially when trying to move up the ladder into the pilothouse. My goal in life is to build that "withitness" through training, practice and assessment. PMI did a great job in that regards and I look forward to the remainder of my classroom sessions in June and October this year.” To keep up with Mr. Upchurch and his tugboat adventures, be sure to follow his blog! MITAGS-PMI has expressed immense pride in the Workboat Academy and the efforts from everyone that continue to make this program relevant. *(Source: Marex)*

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### *NEW TUG BOATS PART OF RIO TINTO CAPACITY EXPANSION*

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[Rio Tinto](#) have invested \$90 million in an upgrade to their tug and line boat fleet as part of a planned 290 million tonnes capacity increase at its Pilbara operations. Rio Tinto Pilbara Supply Chain chief operating officer Clayton Walker said the tugs would add to the capability of Rio's existing fleet. These new tugs are bigger, stronger, faster and more stable in the water compared to their predecessors, and this delivery heralds a milestone in the history of Rio Tinto's port operations as the biggest tug build the company has undertaken,” Walker said. The new tugs feature many design improvements and upgrades. They have an **80 tonne bollard** pull compared to the existing vessels rated at 64 tonnes, a different hull shape which increases stability and a variable pitch propeller enabling greater control. Each tug is worth around \$15 million, and built in Turkey (Uzmar). They travelled 29,000kms by sea, taking 70 days to reach Australia. On average Rio Tinto tugs assist four or five ship loadings a day across Cape Lambert, Parker Point and East Intercourse Island terminals - around 1500 ship movements a year. To house the new tugs, Rio Tinto has also built new tug pens

with the capacity to berth four vessels. *(Source: Logistics Magazine)*

## DAMEN SHIPYARD CHANGDE



On the Damen Shipyards Changde was seen the Damen ASD 2009 tug **Springthly** fitting out upon delivery. The tug will sail to Darwin (Australia). A standard ASD 2009 has a length of 21.19 mtrs a beam of 9.43 mtrs. The total engine output is 1,940 bkW. They have a speed of 11.2 knots and a bollard pull of 30 tonnes *(Photo: Clemens Smits ©)*

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# tugs & Offshore






## ESCORT TUGS IN SAN FRANCISCO BAY

Providing Tugs For the Intricate Escort Regulations Of San Francisco Bay. Responding to the oil spills of the Exxon Valdez in 1989 and the American Trader in 1990, California enacted the Lempert-Keene-Seastrand Oil Spill Prevention and Response Act (OPA 90). With this act came requirements for tankers to employ escort tugs whose construction produced the “best achievable technology.” Thus, an evaluation of tractor tug



development and construction on the west coast led to tugs providing bollard pulls of +/-90 tons. San Francisco Marine Exchange (SFMX), a non-profit whose maritime history in San Francisco dates back to 1849, acts on behalf of California’s Office of Oil Spill Prevention and Response (OSPR). They help to monitor the compliance of these OSPR regulations. Escort tugs and tankers work closely with the SFMX to ensure each shipping company, and citizens of the local community a safe tanker



transit throughout San Francisco Bay. Tankers are required to employ an escort under OSPR rules if transporting 5,000 long tons or more of oil in bulk. This requirement is one of the most important. It ensures a safety measure for each tanker during its entire bay evolution, unless secured at a berth or anchored. Within these rules an escort tug must be able to influence a tankers speed and direction if it encounters a steering or propulsion casualty. The goal is preventing the possibility of a grounding, a collision or any risk of spills that may result. In addition, the tug must be capable of stopping a tanker with a speed of 5 knots through the water. Unique to San Francisco, tankers and tugs are matched based on the regions kip system. A kip is 1,000 lbs of braking force. Tugs are given a kip rating based on their static bollard pull and a third party analysis of the tugs design. The SFMX publishes a list of escort tugs and their kips, as well as a matrix of kip requirements. The Bay is divided into six zones; escorts are required in four of those six. The matrix shows the required kips for tankers of a given displacement transiting the four zones during a slack or following current. As displacement, following current, or a combination of the two changes so does the required kips. A tug that can provide the best available technology and a high kip rating is a valuable safety asset to the petroleum industry. This is especially true in San Francisco where a tugs ability to perform during escort is measured by its kips. Baydelta Maritime's [Delta Billie](#) and [Delta Cathryn](#) provide this to its customers and the OSPR system. The [Delta Billie](#) and [Delta Cathryn](#), delivered in 2009, are identical 6800 hp azimuthing stern drive tractor tugs, with static bollard pulls of more than 90 tons. Dimensions of 100-ft. long by 40-ft. wide, deep forward skegs, and deep drafts combined with their bollard pulls give them certified kip ratings of 264 and 266. Of San Francisco's escort tugs the [Delta Billie](#) and [Delta Cathryn](#) provide the most kips, bollard pull and horsepower. [Delta Billie](#) and [Delta Cathryn](#) were built around the local OSPR requirements. The goal: provide as many single tug escorts as possible, without compromising safety. Individually they provide enough kips to allow for one tug during escorts, a cost savings to operators. Baydelta has been in San Francisco since 1982 evolving its operations with changing times. Prior to the [Delta Billie](#) and [Delta Cathryn](#) it operated two other generations of escort tractors, starting in the 1990's and maintaining the best available technology since. San Francisco offers a combination of conditions that many other west coast ports do not. Normal inbound escorts from sea to Martinez are roughly a six hour transit from the time a tug arrives on station outside the Golden Gate Bridge, in zone 1, to the tankers berth in zone 6. Just over 40 nm from the sea buoy. The escort will pass through three bridge spans, may encounter strong currents and winds, navigational channels providing draft considerations, as well as commercial and recreational traffic. There are regulated navigation areas with navigational controls for vessels 1600 GT or more and tug's with tows greater than 1600 GT. Once a tanker crosses through the Golden Gate Bridge after a pre-escort conference is held, a single course is rarely held for more than 3 nm. Ships are required to keep their escort within 1000 ft. ahead or aside, or within 500 ft. astern. Beyond this requirement, Pilots tether the tug astern during the entire trip. This offers the most immediate tug response, as the tug is able to provide immediate steering and braking assistance. The tugs can produce forces in excess of 100 tons in the direct and indirect modes. Tankers and their escorts face environmental and navigational challenges in the bay on their way to any one of approximately 20 different berths able to handle petroleum. The OSPR regulations ensure safety and better facilitation of tanker movement. In a heavily regulated international industry, these requirements are in place for the protection of all ships, owners, charterers, and the San Francisco Bay community. The most important goal is to make sure a tankers call into San Francisco is flawless. Baydelta embodies this and their numbers prove it; it completes 500 to 600 escorts annually with 90 percent of Baydelta's work being tanker related. For every escort there is at least one assist that the escort boat will provide, often being met by a second Baydelta tug for docking. Built to the OSPR specifications was one of two build requirements, the other being to provide excellent ship assist capabilities for tug and barge escorts, container ships, bulkers, military

vessels, cruise ships, flat tows and more. Every berth, Pilot, or tanker, on any given day will produce a dynamic list of considerations. Tugs and their operators must stand out in their ability to adjust to these factors. OSPR has guidelines ensuring escort tugs in San Francisco are up to standards. For the [Delta Billie](#) and [Delta Cathryn](#) to be let loose on the bay, each boat completed a bollard pull test. This included members from the Department of Fish and Game, and AWO RCP auditors. Data analysis of the vessel designs by Glosten Associates, was also conducted. A three year AWO RCP audit is done and educational requirements are followed per OSPR. Four crewmen are required on board during escorts. Baydelta primarily operates with four crewmen at all times for safety and work hour compliance. Of the four onboard, OSPR requires three to be tanker escort qualified. For educational compliance an in house education and training program is in place that each employee undergoes. The tug crews review the program every year. As there are ever changing requirements for tankers, there exists the same for tugs. Baydelta was one of the first to participate in the US Coast Guard Voluntary Uninspected Towing Vessel Examination, in accordance with the proposed Sub Chapter M. Ensuring up to date compliance with all requirements today and those in the future. As the dynamic environment escort tugs work in continues to change, demands of shippers, pilots, and citizens will change as well. It's important for the local escort industry to commit to adapting to these changes so tankers can feel comfortable every time they pass under the Golden Gate Bridge.

*(Source: MarineLink by Trevor Bozina)*

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## PORTLAND TUGBOAT OWNER WINS CONTRACT TO DESIGN TUG-BARGE



The hybrid vessel will provide cargo service between Portland and New York. [McAllister Towing and Transportation](#), which owns [Portland Tugboat](#), was selected to design a new vessel that would provide cargo service between Portland and New York within the next two years. The design contract for the vessel, known as an articulated tug-barge, was funded by a \$150,000 federal grant. The announcement was made by U.S.

Rep. Chellie Pingree, D-Maine. The design of this vessel is the key to bringing increased domestic cargo service to Maine," Pingree said. "This type of vessel will suit the needs of shippers in Maine and

New York. It could cost between one-third and one-half what a more traditional container ship would cost and use fewer crew, thus reducing capital and operational costs." Such service has been absent from Portland since 2009. The last barge service was a different type of operation known as tug-and-tow, which transported wood pulp to New York. The new vessels, called articulated tug-barges, are used in the petroleum industry for moving oil and gas. They have ship-like qualities that make them more stable in high seas than conventional tug-and-tow barges. The new tug-barge service has been in development since 2010. McAllister was one of two companies that submitted proposals for the contract. The other company was [Foss Marine Holdings](#) of Seattle. (*Source: Portland Press Herald; Photo: J.Patriquin*)

## CONSERVATIONISTS AND SHIPPING ENTHUSIASTS UPSET ABOUT TOWING OF GEORG BÜCHNER TO BREAKERS



In the morning of May 28, 2013, the "[Ajaks](#)" started the much disputed tow of the historic combi ship "[Georg Büchner](#)" (IMO: 5060863) from Rostock presumably for breaking up at Klaipeda, in spite of much protest and the attempts of German, Belgian and British interests to develop a conservation concept for the ship which was refused by the mayor of Rostock, Roland Methling. Before, the British Archaeological Trust had raised concerns against the repeal of the monument status for the former Congo-ship "[Charlesville](#)" and asked to

reconsider the decision and allow sufficient time for ways to get the vessel preserved. Before, the Flemish Association for Industrial Archaeology (VVIA), turned on worldwide conservation organizations and explained what was happening in Rostock with the "[Georg Büchner](#)". The VVIA was keen to bring the ship to Belgium, since the selling intentions were announced in December 2012. Also the association "Watererfgoed Vlaanderen" of Eric van Hooydonk, had developed advanced plans. However, the concept of van Hooydonks was defeated and the council of Rostock created a fait accompli with the approval of the sale along with the Heritage Office of Mecklenburg-Vorpommern. Conservationists are very upset about the fact that the city of Rostock has not entered talks with the City of Antwerp about the ship. More about the "[Georg Büchner](#)": [https://www.facebook.com/...de.wikipedia.org/...\(Schiff\)](https://www.facebook.com/...de.wikipedia.org/...(Schiff)) (*Source: Vesseltracker*)

## GEORG BÜCHNER LOST DURING TRANSFER TO KLAIPEDA

The [Georg Büchner](#) was an iconic part of the history of both the city of Rostock and Belgian colonial history, leading to much debate and public participation when it came to decide on its fate. Eventually, [Georg Büchner](#) was towed to Klaipeda for scrap. [Read the story here](#). During transfer, the Tug AJAKS suddenly changed its destination from Klaipeda to Gdansk at 07:55 pm 30.05.2013 at high speed 10kn after trawling the [Georg Büchner](#) from Rostock with approx. 4kn. AJAKS is obviously not connected any longer to the vessel, but there is no other tug around giving its position via AIS. The trail looks like "man over board" maneuver. Polish Coast Guard confirms that [Georg Büchner](#) sank at approximate position 54.55871°N / 18.31,308°E in unknown depth northeast off Rozewie Lighthouse. This is the position indicated in below screenshot. Navigational warnings



issued. FleetMon Explorer indicates ship was lost in obstructed area at depth between 20-30m.  
*(Source: FleetMon Explorer)*

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### CLAUS SOLD CONFIRMED



Be advised that the tug **Claus**, confirmed, has been sold to Muller Dordrecht. After the ex **Tryton (En Avant 10)** Martrade BV of Slidrecht did sell the **Claus**, and will be renamed **En Avant 20**, to Muller. The **En Avant 20** is currently drydocked at Stellendam. Repairs has been carried out. The Schottels are checked and the paint job is done. *(Source Martrade BV Brokers)*

### TUG MARI

Last week the 1983 built Malta registered with call sign 9H5451 tug **Mari** (Imo 8216851) was spotted by Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com). The tug is owned by Tug Malta Ltd – Valletta. She was built by Ishikawajima Ship & Chemical Plant Co. – Tokyo; Japan under number 549 and delivered to Nipponkai Eisen KK – Niigata; Japan as **Ume Maru**. In 1996 sold to Tug Malta. She has a length of 32.82 mtrs a beam of 9.53 mtrs and a depth of 4.30 mtrs. The two Yanmar type 6Z-280L-ST main engines develops an total output of 2.502 kW (3.400 bhp).

Her speed is 13.6 knots and the bollard pull 47 tonnes. The grt is 185 tonnes and dwt 89 tonnes.



*(Photo: Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com))*

## OTAGO ON TRAILS



Last Wednesday was seen the new building Damen Hardinxveld Shoalbuster 3209 yard number 571696 “**Otago**” (Imo 9688659) build for the Tym Group (Thong Yong Marine Pte.Ltd) Singapore. The vessel is seen passing the Breddiep enroute Caland Canal for her Technical trails and bollard pull test. The standard tug has a length of 32.00 mtrs a beam of 9.10 mtrs a draft of 3.30 mtrs. SThe two Caterpillar 3512CTTA HD engines develops a total output of 2,610 kW @ 1600 rpm a speed of 11.7 knots and a bollard pull of 47 tonnes *((Source: Damen-Hardinxveld; Photo: Jan Oosterboer))*

## CASTLE CORNET HOSTS SEA SAFETY SUMMIT

The “*Mancheplan*” is a pact between authorities in France and the UK to work together when there's an emergency. The ceremony is taking place at Castle Cornet. The French ocean salvage and rescue tug “**Abeille Liberte**” is at anchor off St Peter Port today for the 72nd meeting of AFATG, The Anglo French Accident and Technical Group. AFATG is the Search and Rescue Forum where the UK, France, Belgium and the Channel Islands regularly meet to review accidents and incidents which have occurred in for the English Channel.



Peter Dymond, the head of UK Coastguard, and Hugh Shaw, the UK Secretary of State's representative will be at today's meeting. The French delegation is headed by Admiral Bruno Nielly, Préfet Maritime de la Manche at la Mer du Nord, as well as Jean-Pascal Devis, the head of CROSS Jobourg which manages safety of navigation in the English Channel. The Search and Rescue organisations of the Bailiwicks of both Guernsey and Jersey will also be represented. *(Source: Guernsey News; Photo: Meret Marine)*

## ADMINISTRATION TO POSITION TWO EMERGENCY TOWING VESSELS ON COAST

Groundings and collisions on the Indian coasts cause Indian Administration to deploy emergency towing vessels, one each on the East and West coast. As a precautionary measure the Directorate General of Shipping (DGS) not wanting to take chances has decided to deploy emergency towing vessels (ETV) one on each coast of India to attend to any distress calls from stranded or beleaguered vessels which has become a common feature during the monsoons. This move comes as a result of





several accidents that left the administration wishing they could have immediately towed the distressed vessel and saved the situation going from bad to worse. Capt Deepak Kapoor, Deputy Nautical Advisor to the Government of India and Deputy General of Shipping informed that the directorate was in the process of inviting tenders for the two vessel of 60 tons bollard pull. This will be done on getting the sanction of the Ministry of Shipping and which is expected

shortly. The collision between *MSC Chitra* with *Khalijia III* on August of 2010 had led to the disruption of shipping traffic on the West coast with the result and no ship could enter in and move out of the ports of Mumbai and JNPT for more than a week. Later, the m.v. *Wisdom* which was heading to the recycling yard at Alang lost her tow about 10 nautical miles off Mumbai on 11th June 2011. It subsequently got grounded at the Juhu Chowpati beach, a popular tourist attraction spot. It took 20 days for SMIT Salvage International to tug away the vessel after three earlier attempts to salvage the ship during high tide had failed, sparking environmental concerns at Juhu beach. It was these two major incidents that prompted the DGS to have a tow positioned on the West coast. Accordingly, the Ministry of Shipping, Government of India had a vessel deployed to serve as an Emergency Towing vessel (ETV) ready to respond at short notice to deal with any exigencies. The ETV deployed for the first time was owned by SMIT Salvage International and chartered by the state owned, Shipping Corporation of India on behalf of the government. It was equipped with adequate salvage equipment having 80 tons bollard pull and manned by qualified and experienced personnel. This same vessel, *Smit Lumba* flag Singapore was used for pulling the stranded ship m.v. *Wisdom*. The former Nautical Advisor to the government of India, Capt M. M. Saggi commented that just two ETVs are not sufficient. What then is the answer? There has been a suggestion of taking on some of the Anchor Handling Tug Supply (AHTS) vessels operating in the offshore and these could be deployed also for any emergency arising out of any accidents occurring. Only then could there be a proper response. But the question arises who will pay for deploying so many vessels? Till then it is hoped that at least the two vessels could make a lot of difference. (Source: *Maritime Professional* - by J. Fonseca; Photo: Coll. L.Kramer)

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TUGBOAT VERSION

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

## ALPHABRIDGE STANDARD ON KOTUG ROTORTUGS



Kotug (Rotterdam, The Netherlands) has selected the Alphasat AlphaBridge as the standard wheelhouse fit for their new building Rotortugs ART80. After a careful and time consuming evaluation procedure the management of Kotug selected the standard ergonomically friendly AlphaBridge Tugboat design for their upcoming new build program. Unlike in the aerospace industry, every ships bridge differs from the other. Items such

as the vessels controls and displays are always different and on a different location. As navigation, communication and control systems are devices and systems the ships crews have to deal with on a daily basis, a standardisation like AlphaBridge is the solution that will make life easier and operation safer. Since its introduction in 2007, more than 280 AlphaBridge wheelhouse concepts are in service, ranging from small pilot tenders to large rescue gear support vessels for the Australian Defence Force. The Rotortugs will be built at Damen Shipyards and Cheoy Lee Hong Kong. (*Press Release Alphasat*)

## YOUTUBE FILM OF THE WEEK

### THE SINKING OF THE WILHEM GUSTLOFF

On the cold bitter night of January 30th 1945.., just 3 months before the end of World War II (as Germany was in full retreat !).., on the Baltic Sea.., just a few hundred kilometers from the port of Gotenhafen (near Danzig).., the DEADLIEST maritime disaster in all of recorded history occurred !! Yet almost no one.., has ever heard about the sinking of the **Wilhelm Gustloff**.. It has VERY conveniently become an atrocity (in the true sense of the word !).., that has been "Exiled from History" !!! The loss of life on that ship, was equal to more than the sinking of the "**Titanic**" SIX TIMES over !! But yet.., the **Titanic** has been the most widely publicized maritime disaster to date (movies, documentaries, books, memorials, etc.) ! Furthermore.., the sinking of this "refugee ship", the **Wilhelm Gustloff**.., which was loaded to more than FIVE TIMES its normal capacity (with mostly women and children).., and then mercilessly AND cold-bloodedly torpedoed by a Russian submarine.., is by far.., the GREATEST unknown AND unpublicized single disaster in modern history... The link below is one of the most comprehensive web-site on the subject: <http://www.wilhelmgustloff.com/welcome.htm> This documentary is about 44 minutes long and has a "watchable" quality of A9 / V8 As always.., after watching.., do your best to "pass it on"..... !!! Truth Does Not Fear Investigation !!! Also something VERY important to remember is.., "He who Wins the War.., also Writes the History" Yes / No ??. To view the youtube film click [here](#)

## ACCIDENTS – SALVAGE NEWS

### GROUNDING IN FRASERBURGH

It was reported that the "**Vos Protector**" ran aground in Fraserburgh harbour on May 20, 2013. The vessel, which was carrying 12 people, was leaving the harbour at around 6.10 p.m. when it grounded on the breakwater. Aberdeen Coastguard and a Fraserburgh lifeboat were on the scene and managed to tow the boat back to the harbour. (*Source: Vesseltracker*)

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### FULL COSTA CONCORDIA INVESTIGATION REPORT RELEASED



The *Italian Ministry of Infrastructure and Transport* (MIT) released the long awaited English translation of its report on the safety technical investigation into the marine casualty on January 13, 2012 involving the cruise ship **Costa Concordia**. We'll dig through it and get back to you with our feedback shortly, but in the meantime, here it is folks... and it's pretty lengthy. Report on the safety technical investigation: [The full report can be viewed here](#) (*Source: The*

*Italian Ministry of Infrastructure and Transport*)

### FIRE BREAKS OUT ABOARD ROYAL CARIBBEAN'S CRUISE SHIP GRANDEUR OF THE SEAS

A fire that broke out aboard a Royal Caribbean ship Monday did enough damage that the rest of the cruise was canceled and the company said the more than 2,200





passengers will be flown from the Bahamas back to Baltimore where the trip began. The fire that began at 2:50 a.m. Monday was extinguished about two hours later with no injuries reported. A cause wasn't immediately known. The [Grandeur of the Seas](#), which left Baltimore on Friday, never lost power and was able to sail into port in Freeport, Bahamas, Monday afternoon. It had been planned to be a seven-night cruise. Royal Caribbean said on its website and through social media that executives met with passengers in port and that the cruise line is arranging flights for all 2,224 guests on Tuesday. It said passengers will receive a full refund of their fare and a certificate for a future cruise. Aboard ship early Monday, the captain announced that passengers needed to go to their muster stations, rousing Mark J. Ormesher from his stateroom. Ormesher said in an email to The Associated Press that immediately after the announcement, his room attendant knocked on the door and told him and his girlfriend to grab their flotation devices. The attendant said it wasn't a drill. Ormesher, a native of England, who lives in Manassas, Va., said he and his girlfriend smelled acrid smoke as they went to their muster station, the ship's casino. The crew quickly provided instruction. "This encouraged calm amongst the passengers," he said. Passengers were required to remain at their stations for four hours, he said, and the captain "provided us as much information as we needed to stay safe." Ormesher, who is 25 and on his first cruise, said the air conditioner had been shut off, and as the hours passed and the ship got hot, bottled water was distributed. The crew and passengers remained calm, and helped those who needed it. Crying babies were given formula and held while their parents used the bathrooms. In Freeport, Bahamas, passenger Andrea Sanders of Washington, D.C., said she slept on the deck with hundreds of other passengers as smoke billowed out of the stern of the ship. "I was terrified with it being my first cruise," Sanders told The Freeport News as she ate lunch in port. Royal Caribbean said all guests and 796 crew were safe and accounted for. Royal Caribbean spokeswoman Cynthia Martinez said in an email that the company was arranging 11 different charter flights for passengers. Photos show a substantial area of the stern burned on several decks of the ship the length of about three football fields. The company in a statement on its website said it is "deeply sorry for this unexpected development in our guests' vacation. We understand that this may have been a very stressful time for them. We appreciate their patience and cooperation in dealing with this unfortunate situation." Carnival Corp. also had trouble with fire aboard ship earlier this year. The 900-foot Triumph was disabled during a February cruise by an engine room fire in the Gulf of Mexico, leaving thousands of passengers to endure cold food, unsanitary conditions and power outages while the ship was towed to Mobile, Ala. It remained there for repairs until early May when it headed back to sea under its own power. On the Grandeur, after passengers were allowed to leave their stations, Ormesher said he saw water on the outside of deck 5 and in the hallways. The mooring lines were destroyed he said; crew members brought new lines from storage. The damage at the rear of the ship "looks bad," Ormesher said; burned out equipment was visible. Magnus Alnebeck, general manager of the Pelican Bay Hotel, said his staff was asked to hold rooms for passengers, although it was not yet clear how many would stay there. The ship will stay docked in Freeport at least overnight. The National Transportation Safety Board said in a tweet that it will join the U.S. Coast Guard in investigating the fire. Martinez said in a news release that a cruise set aboard the Grandeur of the Seas for May 31 has been canceled so the ship can be repaired. (Source: [http://www.huffingtonpost.com/2013/05/27/fire-breaks-out-aboard-ro\\_0\\_n\\_3342175.html](http://www.huffingtonpost.com/2013/05/27/fire-breaks-out-aboard-ro_0_n_3342175.html) - By Kasey Jones)

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## **ABANDONED RUSSIAN SHIP LYUBOV ORLOVA MAY HAVE SUNK 700 MILES OFF COAST**

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A Russian ship which has been drifting across the Atlantic towards Ireland since Jan 24 is believed to have sunk 700 nautical miles off the west coast. The MV [Lyubov Orlova](#), which had been seized

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by Canadian authorities in 2010 as part of a lawsuit, was being towed from Canada to a scrap yard in the Dominican Republic when the tow cable snapped. The ship then began drifting toward an offshore oil patch and a recovery vessel was sent to divert it away from that location. However, due to bad weather the ship could not be brought under control and it drifted out into international waters. A spokeswoman for the Irish Coastguard said they only got formal notification that the ship was heading towards Ireland on Feb 14. Then in the last few days, a signal from the Russian vessel's emergency position-indicating radio beacon (EPIRB) confirmed that it was 700 nautical miles off the Kerry coast and still in international waters. The EPIRB only signals when it hits the water. It normally acts as a distress signal. The coast guard spokeswoman said a satellite was sent over the location of the last signal from the [Lyubov Orlova](#)'s EPIRB but there was no sign of the ship. That lead officials to the conclusion that it had probably sunk. The air corp is expected to continue to monitor the region to ensure the ship is no longer a threat to Irish waters. *(Source: Irish Examiner)*

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## 16 CREW MEMBER LIVES IN DANGER AS BARGE CAPSIZE AT ESCRAVOS



Report reaching CKN Nigeria from the high sea has it that an [Jascon 4](#) towing an Export Tanker in SBM3 in Escravos Oil field has just capsized this morning with its entire 16 crew on board members floating on the sea with no assistance for rescue. We are calling on the relevant authorities to do all they could to rescue this crew immediately. CKN Nigeria immediate investigation has shown that the company has its registered office at 4

Less Road, Ikoyi Lagos. *(Source: CKN Nigeria)* **Update: One alive after Jascon 4 capsizing** The cook onboard a Chevron-chartered offshore vessel which capsized off Nigeria on Sunday has been found alive. The search continues, however, for 11 other crew members who were onboard the Jascon 4 anchor-handling tug when it capsized in heavy seas off Delta state on Sunday. It had been feared that all 12 onboard the unit, which was assisting a tanker at the time of the sinking, had been lost. However, a statement from Nigerian vessel owner West African Ventures, which lists the tug in its fleet, confirmed the unlikely rescue of one crew member. "We are able to report that divers have found and identified one survivor, Mr Okene Harrison. He was the vessel's cook and of Nigerian nationality. "Mr Harrison was medically examined and he is currently in a stable condition and

under treatment on board the diving support vessel." A spokesperson for WAV-related company Sea Trucks Group confirmed to Upstream that Harrison had been found on Tuesday evening inside the vessel which had capsized but not sank. The spokesperson was not willing to confirm or deny if any of the 11 remaining crew members had been sighted, however. WAV continued: "The search and rescue operation will continue until all crew members are accounted for and we are in the meantime offering all support possible to the families of the missing crew members. We have also commenced a full investigation into the cause of the incident." A Chevron spokesman confirmed on Tuesday that a local unit of the US supermajor, Chevron Nigeria Limited, had hired the vessel. "Initial reports indicated that heavy ocean swells caused the Jascon 4 to capsize while performing tension tow operations of the tanker at SBM 3," the company added. "Emergency Response has commenced, including search and rescue operation with surface vessels, helicopters and divers." The Jascon 4 is listed in the fleet of WAV. Shipping databases also link it with Walvis, also from Nigeria, as manager. *(Source: Upstream)*

## OFFSHORE NEWS

### *EDDA FERD PSV NOMINATED FOR NOR-SHIPING NEXT GENERATION SHIP AWARD*

Nor-Shipping announced today **Edda Ferd** Platform Supply Vessel is nominated for the 2013 Nor-Shipping Next Generation Ship Award. HRH Crown Prince Haakon of Norway will present the award when announced at the Opening Conference on June 4, 2013. The Next Generation Ship Award recognizes the yard, designer or owner with the most promising design idea for a ship that will be at sea in the coming decade. **Edda Ferd** PSV features a new



propulsion concept including diesel generator sets with variable rpm developed together with Siemens' BlueDrive Plus C concept. A hybrid solution with two battery packages further reduces fuel consumption and emissions. The companies behind the **Edda Ferd** include Astilleros Gondan, Siemens Norway, Skipsteknisk AS, Carl J. Amundsen Consulting Marine Engineers and Naval Architects, and Østensjø Rederi. The vessel is under construction at Astilleros Gondan in Spain, and will be delivered in October 2013. OSJ's Environmental Award 2013 Norwegian shipowner Østensjø Rederi AS, the owner of the vessel, in February won Offshore Support Journal's Environmental Award 2013 for **Edda Ferd**. The Environmental Award is awarded to a company, project or product that has made a significant contribution to a reduction in the environmental footprint of the OSV industry. According to the owner, **Edda Ferd**, of Skipsteknisk's ST-920 design, will, once delivered, be the most environmentally friendly PSV in the world. *(Source: Offshore Energy Today)*

### *DELIVERY OF MV ISLAND CROWN EXPECTED BY THE END OF MAY*

Island Offshore announces that MV **Island Crown**, a purpose built Walk2Work Maintenance and Subsea Support Vessel, is due for delivery from Vard Brevik to Island Offshore end of May 2013. The vessel will comply with the SPS code with accommodation for a total of 100 persons. The vessel





is outfitted for offshore Inspections, Maintenance and Repairs in addition to general subsea work. Vessel equipment includes a long-reach offshore crane and a permanent heave compensated gangway system for safe and easy access to and from offshore installations. *(Source: Island Offshore)*

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## *YARD NUMBER 129 LAUNCHED*

On the 25<sup>th</sup> May Yard no. 129 **North Promor** was successfully sealunched at Angholmen today. Two tugs towed the ship safely to Simek in Flekkefjord after the sealaunching. Yard no. 129 will be outfitted and delivered in July 2013 to Gulfmark Offshore Norway. The Tow from Kvinesdal



was safely delivered to Simek Flekkefjord by the tugs **FFS Achilles** and **FFS Atlas** owned and operated by FFS in FARSUND. It was along time since the last launching from the Former Palem Johnson and Kvina Verft which was suffering bankruptcy. Simek has rented the facility to finish yard number 129 and 130 after arrival from Poland. *(Photo: John W Nilsen)*

## *SALE OF 'OTTO EXPLORER 3' COMPLETED*



The Board of Directors of Otto Marine Limited announced that, further to the announcement dated 2 April 2013, the sale of the Multi-purpose Field Support and ROV Support Vessel, "Otto Explorer 3" is completed. The vessel is sold to RY Offshore Limited by the Company's shipyard, through one of wholly-owned subsidiaries, for an aggregate consideration of approximately US\$50 million. The above transaction is expected to have a positive impact on the consolidated net tangible assets per share or earnings per share of the Company for

the financial year ending 31 December 2013. *(Source: Otto Marine)*

### *SURVEY VESSEL FOR SALE*

IMC Brokers announced that they have direct from owners the sale of a Survey Catamaran vessel. The aluminum hull vessel is built in 2011. She has a grt of 21.06 tonnes and a nrt of 17.2 tonnes. The vessel has a length of 14.85 mtrs a beam of 5.36 mtrs and a loaded draft of 0.69 mtrs. The two Yanmar main engines give the vessel a speed of 50 km/hr. The deck load capacity is 1000 kg. The accommodation has three berths



in three separate cabins a kitchen, shower, toilet and survey area in the wheelhouse. Further the vessel is equipped with a moonpool with electrical winch. She is classed for inland waters only. For more information contact [info@imcbrokers.com](mailto:info@imcbrokers.com) number ID-ML59477

### *SENTINEL MARINE INVESTS IN MORE NEWBUILDS*

Sentinel Marine, in partnership with Maas Capital Investments - an investment fund of ABN AMRO Group with a focus on the offshore oil and gas industry - has ordered four new ships, with an option to order a second four. Pareto Project Finance AS was the manager and sole strategist for the equity issue, which formed part of the total project which is valued in excess of £100million. Once launched, the Sentinel Marine fleet will be the youngest and most technologically advanced serving in the North Sea, the company claims. "The fleet will have a desirable edge in environmentally friendly terms, due to the fuel-efficient design of the vessels as well as offering the crews a higher level of on-board comfort," the company said in a statement. The vessels will comply with Pan European industry standards, which will allow the fleet to work in all areas of the North Sea as well as throughout the UK Continental Shelf. Rory Deans, Chief Executive Officer of Sentinel and industry specialist, said: "Sentinel Marine's emergence in Aberdeen will create approximately 200 new seafaring employment opportunities, as well as a further 15 shore-based positions in the coming year. "As well as these employment opportunities, it is expected that Sentinel will establish links



with local businesses to support its operations in the North East of Scotland. This type of investment in the oil industry demonstrates Aberdeen's relationship with the North Sea as being one of solid growth". Mr Deans also has companies in Singapore with orders for **six PSVs and two AHTS vessels** in addition to the Aberdeen-bound Emergency Response and Rescue Vessels. In Aberdeen, Sentinel Marine will be supported by Jonathan Mitchell as Managing Director, and Vincent Slattery as Chief Financial Officer, both who have backgrounds in the North Sea shipping industry. (*Source: OSO*)

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## FD UNTOUCHABLE

On Saturday 18th May, just over a year since building commenced, Ravenna-based Rosetti Marino delivered the new Platform Supply Vessel "**F D Untouchable**" to Naples-based Fratelli D'Amato Spa. This is the Rosetti shipyard's newest arrival built for the Shipping Company owned by Mr. Luigi D'Amato and is tenth of a numerous series of ships. Before taking on its current name, the **F D Untouchable** was registered at the Ravenna Harbour Master's Office with the temporary name of "C. 109 Rosetti" and just like its predecessor **F D Untouchable**, it has a length of 82 metres, a breadth of approximately 16 metres and a deadweight of 3400 t. The ship's propulsion is made up of 2 variable pitch propellers, each with a diameter of approximately 3 metres and set at the end of shafts driven by 2 General Electric diesel engines producing a total power of 5580 kW (approx. 7600 hp). Peak speed is around 14.0 knots with a cruising range of about 3500 miles and excellent manoeuvrability is guaranteed by 4 bow-thrusters controlled by the on-board computer. Moreover, this vessel is fitted with a "dual-frequency" device which enables the ship to reduce fuel consumption by 10% during transfers whilst sailing in 50 Hz mode. Like its preceding sister vessels the **F D Untouchable** boasts cutting edge Rolls-Royce Marine engineering, automation and technology which guarantee the safe operation of the vessel under all weather and sea conditions during supporting activities to offshore oil platforms as well as loading/unloading operations of equipment to/from platforms





located in very rough waters. Four-year old Isabella, Alessandra D'Amato's daughter and Luigi D'Amato's granddaughter cut the ribbon at 11:30 a.m. launching the **F D Untouchable** at Rosetti Marino's San Vitale shipyard in Ravenna, directed by Cesario Mondelli. This brief, private ceremony was held in the presence of the Shipyard and the Shipowner's top management and employees and their families. After delivery, the **F D Untouchable** set sail to its first operational area in the middle of the Mediterranean Sea, off the coast of Cyprus. *(Source: Rosetti)*

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### **CSS 'OLYMPIA' LAUNCHED AT LIYA PINGTAN SHIPYARD**



STX Marine (STXM) reported the launching of MAC Offshore's Compact Semi-Submersible (CSS), CSS "Olympia". The launch took place on the 28th March, 2013 at the Liya Pingtan Shipyard, in Fujian Province, China, a yard managed by Fujian Mawei Shipbuilding. The delivery of the vessel is due in Nov 2013 to CSS Olympia's new owner Graal Invest of Brazil. "We would like to congratulate MAC Offshore on the signing of four additional CSS contracts to be

constructed by Fujian Mawei Shipbuilding with delivery between Aug 2014 and Oct 2015," the company said in a press release. STXM recently signed the engineering contracts with the shipyard to provide the updated design package for each vessel based on the minor modifications to the successful CSS "Olympia". *(Source: STX Marine)*

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### **SEABIRD SECURES CONTRACT FOR 'OSPREY EXPLORER' IN SOUTH AMERICA**

SeaBird Exploration Plc announced that it has been awarded work for approximately USD 16 million in the South America region with the vessel **Osprey Explorer**. In addition, the **Hawk Explorer** has now moved to Uruguay and commenced a 4,000 km survey for Spectrum. This survey will be covered under the current framework agreement. As previously announced, SeaBird will commence the Snospurv survey in the Barents Sea within the next few days. Phase 1 of the Snospurv project is 6,000 km. The survey will be executed with the vessel Harrier Explorer. *(Source: SeaBird)*



### **CUMMINS POWER FOR INCAT CROWTHER CREWBOAT**

Hong Kong based Cheoy Lee Shipyard recently delivered the first of two 36 by 7.6-meter crew boats from their shipyard in Zuhai China. Designed by Incat Crowther the **Swissco Cheetah**'s red mono-hull has capacity for 50 tons of cargo on its 94 square meter after deck. Built to ABS class the vessel's

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tankage includes 57,400 liters of fuel and 21,250 liters of fresh water. Accommodation is provided for ten crewmembers in six cabins and seating for up to 70 passengers. Forward doors in the deck cabin permit the option of transferring personnel from the bow. The Cummins Hong Kong branch supplied the three Cummins KTA38-M3 HD engines that power the **Swissco Cheetah**. Each engine delivers 1007 kW (1350 bhp) at 1900 RPM to fixed-pitch propellers

through Twin Disc reduction gears. This gives the vessel a 24-knot service speed and a top speed of 27 knots. Incat Crowther information points out that, while this is the first of this design built by Cheoy Lee, there is a continuing strong relationship between the designer and builders. A sister-vessel will deliver later this year. At the end of May the **Swissco Cheetah** is based in Singapore preparing for its first assignment. Cummins Sales and Service Singapore Pte Ltd will provide after-market support. *(Source: Alan Haig-Brown)*

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## FARSTAD ANNOUNCES DELIVERY OF PSV FAR STARLING FROM VIETNAM

Farstad Shipping ASA, today announced delivery of '**Far Starling**' (STX PSV08 CD) from Vard Vung Tau in Vietnam to company's subsidiary Farstad Supply AS. A long-term facility has been drawn with Danish Ship Finance to finance the vessel. Farstad Shipping's fleet currently consists of 58 vessels (29 AHTS, 26 PSV and 3 SUBSEA) and 2 PSV, 3 AHTS and 1 SUBSEA under construction. *(Source: Farstad)*



## LAUNCHING VOS FABULOUS



We are pleased to announce the launching today in China of **VOS Fabulous**. This 50-m ERRV (emergency response and rescue vessel) is under construction at Nanjing East Star Shipyard in China. **VOS Fabulous** is the first in a ten-vessel newbuilding programme, with six 50-m ERRVs being built at Nanjing and four 60-m vessels under construction at Fujian Southeast Shipyard, also in China. All vessels have a revolutionary,

wave-piercing bow shape that has been specially designed for Vroon. **VOS Fabulous** is scheduled for delivery to Vroon Offshore Services in early summer and will be operational in the North Sea later this year. (*Source: Vroon*)

## WINDFARM NEWS

### MORE CTRUK WORKBOATS FOR OFFSHORE TURBINE SERVICES

Offshore Turbine Services has ordered two more CTruk 20T MPCs for delivery in spring 2014. The Pontrilas-based offshore wind support provider has proved that CTruk's innovative composite workboat design offers contract-winning features in today's safety and cost-conscious market. The inking of this latest order comes as the company prepare to name their fifth CTruk multi-purpose cat in Brightlingsea this week, the



**Commodore P**. From the start OTS' operations director, Nick Bright, has worked closely with CTruk on enhancing the 20T design to fit their specific requirements. With his years of experience as a commercial fisherman, there is little Nick doesn't know about the demands made on these boats at sea on 24/7 offshore operations. Originally a staunch aluminium fan, he recalls his first experience of the composite 20T as 'a real light bulb moment'. Cruising at 20 knots on the **CWind Alliance**, Nick ran a real-time fuel consumption comparison with his son, who was skippering a 15m aluminium vessel at the time. Their subsequent discovery that the 3.5m larger 20T was nearly 45% more efficient, at the same speed and with the same payload, was a key point in Nick's conversion to composite craft. CTruk is pleased to continue the close relationship it has built with OTS. Chairman Andy White commented, 'It has been an absolute pleasure doing business with the OTS team and I am glad that we can now build on this superlative relationship with these two new orders.' All five



existing OTS vessels are currently at work on CWind contracts around the UK. The innovative CTruk 20T MPC composite workboat is gaining popularity in the offshore wind support sector, and the company will have one of these robust vessels on the pontoon at Seawork in Southampton next month. *(Press Release CTruk)*

## NAME GIVING AND CHRISTENING CEREMONY SERVICE SUPPORT VESSEL “DP GEZINA”



May 17th, 2013 will certainly be remembered for its outstanding atmosphere during the naming ceremony of the “DP Gezina” at Holland Shipyards’ premises in Hardinxveld – Giessendam, despite the heavy rain on the day. The naming of Service Support Vessel “DP Gezina” was performed by Mrs. Gezina Roelofs, and witnessed by the 200 guests attending the event. Mrs. Gezina Roelofs is the mother of the owner of Chevalier Floatels, Marcel Roelofs. With Chevalier Floatels new

flagship, “DP Gezina” completed, both Chevalier Floatels and Holland Shipyards companies have added another remarkable vessel to their track record. “DP Gezina” is truly the first of its kind in the offshore (wind) industry. During the conversion the vessel was lengthened by 9 metres and sponsons were added to improve the sea keeping and make the vessel more comfortable for those onboard. Internally the vessel was completely changed and is now capable of accommodating 60 to 90 persons, in its ‘state of the art’ accommodation facilities. Technically, the vessel was equipped with an additional machinery room to house the Ampelmann system and two additional generators. The generators provide power for the additional loads required to meet the requirements of DP2 notation and the equipment required for the vessel to fulfill its intended role. These equipment’s include retractable bow thruster for the DP2 requirements and an Ampelmann crew transfer system. With the added machinery room, additional bow thruster and increased generator capacity the vessel been able be equipped with a DP 2 system and consequent class notation. The Ampelmann system allows for a significant improvement in operational time and scope compared to more conventional transfer methods. Where other systems are limited to wave heights of 1,5 meters significant, the Ampelmann has the capacity to work in wave heights up to 3 metres significant, thus greatly increasing productivity in the field. On the aft deck a heave compensated work crane has been fitted, with capacity of one tonne at 20 m outreach for servicing offshore installations. Also the vessel has been equipped with the facility to accept a multi beam sonar, thus allowing for works such as cable inspections.



After a relatively smooth building period for 6 months, the vessel has already secured its first charter, and the market is responding positively. Looking to the future “DP Gezina’s” sister ship is currently being converted by Holland Shipyards to serve the same market. *(Press Release Holland Shipyards)*

## THE VG 6000-E, A UNIQUE 'PROVEN DESIGN' FROM CIG SHIPBUILDERS




Central Industry Group (CIG) is a group of 10 companies, all providing industrial goods and services to the international shipbuilding market and to complex architectural projects. Shipkits and Vuyk Engineering Groningen, both subsidiaries of CIG, working together under the name CIG Shipbuilders, herewith proudly present the VG 6000-E, a unique 'proven design' solution for multipurpose demands from the offshore wind energy market. Compared to the traditional use

of Jack-Ups and/or barges (which have to be towed by tugs), the VG 6000-E has the following advantages: The VG 6000-E is faster, easier to handle and cheaper in use compared to the traditional cycle. • Due to DP1 or DP2 it can manoeuvre through the wind farm site and can dock alongside the construction vessel/Jack-Up. • The VG 6000-E realizes more workable days, hence the anti heave and anti roll functionality. • The VG 6000-E itself can perform as a wave breaker and creates a lee for small service or personnel crafts for maintenance with specific wave heights. • The wheel house in front protects the cargo in foul weather. • Usage of a 'smart' passive heave load and unload system.

*Offshore wind farm transport by CIG* In order to cope with the rapid growth of the wind farm construction market, this multi functional, diesel-electric vessel is in most cases the best solution for feeding the offshore wind installation market. CIG's concept is based on vertical transport of monopoles and/or transition pieces. This concept is unparalleled regarding its uptime and thus a much quicker upending of these large items on location at high seas. Due to CIG's ant-heave and anti roll functionality, the work on the spot is much quicker, more comfortable and thus cheaper and favorable compared to the traditional cycles. Another major difference is the lower down time of the concept. The VG 6000-E is a highly redundant platform. *Multifunctional, modular offshore platform* A modular build concept, pre-outfitted with all necessary installation equipment and extra accommodation. This can be seen as a specific modular solution through the whole life cycle of the vessel, or as an integral solution from the start of the building of the vessel. With this concept, the VG6000-E has a multifunctional offshore platform and could be modular outfitted as: • Offshore wind park feeder vessel. • Accommodation vessel. • Cable layer vessel. • Platform supply vessel. (*Press Release*)

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## BOTLEK BRIDGE PASSAGE OF THE TRANSFORMER PLATFORM *DOLWIN-ALPHA*

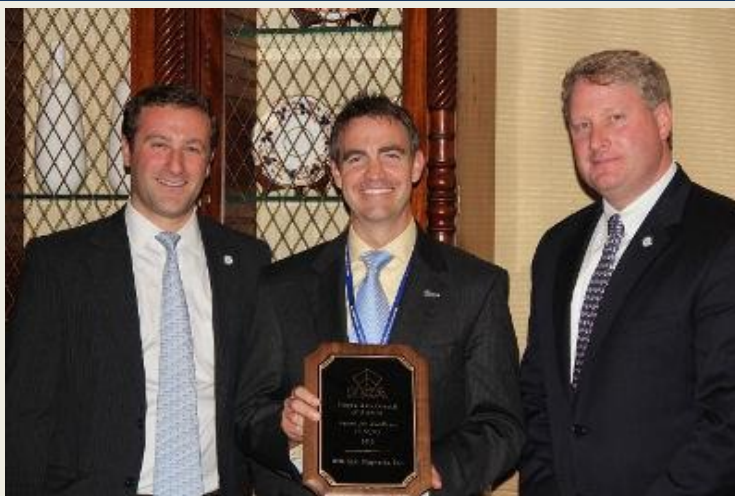
The transformer platform *Dolwin-Alpha*, loaded on a pontoon, departed last Sunday May 26 from Dordrecht to Mammoet Schiedam. Two small passage has been taken during the transport first the Spijkenisse bridge and later the Botlek bridge situated in the river Oude Maas which is seen on the picture. The towage was carried out by the Muller – Dordrecht tugs *En Avant 1* and *En Avant 7* and the tug *Mikida* from Den Boer – Dordrecht in the front of the



transport. As stern tugs the Smit tugs *Smit Ebro* and *Smit Schelde* and *Matricaria*. Further assistance was given by the Muller – Dordrecht tugs *En Avant 12* and *En Avant 32* while the *RWS 24* and the *RPA 2* guide the transport. The transformer platform has a length of 65 mtrs is wide 45 mtrs and 55 mtr high with a total weight of 9.500 tonnes. At the Mammoet premises a crane will mounted and the systems connected after the unit will be tested. The transformer unit will to finally to her destination the wind farm in the German Bight (North Sea). The *Dolwin-Alpha* is built by Heerema – Zwijndrecht; Netherlands commissioned by the Swedish ABB Group. (Source: Jan Oosterboer; Photo: Muller-Dordrecht)

## YARD NEWS

### BOLLINGER RECEIVES THE SHIPYARD COUNCIL OF AMERICA “AWARD FOR EXCELLENCE IN SAFETY”



Bollinger Shipyards, Inc. was awarded the 2012 “Award for Excellence in Safety” by the Shipbuilders Council of America for the eighth consecutive year. On April 11, 2013, The Shipbuilders Council of America (SCA) presented the “Award for Excellence in Safety” to Bollinger Shipyards, Inc. during the association’s Spring General Membership Meeting in Washington, DC. The Award for Excellence in Safety is given to member companies

with the lowest Total Recordable Incident Rates (TRIR) based on a quarterly injury and illness survey conducted by the association. On winning the award, Bollinger’s CEO, Donald “Boysie”



Bollinger said, "For the 8th year in a row, Bollinger is recognized for exceptional achievements and commitment to worker safety in the shipbuilding and repair industry. Thanks to the sustained efforts of our employees, Bollinger continues to be one of the safest shipyards in America." SCA is the national trade association representing the U.S. shipyard industry. SCA members constitute the shipyard industrial base that builds, repairs, maintains and modernizes Navy ships and craft, U.S. Coast Guard vessels of all sizes, as well as vessels for other government agencies. In addition, SCA members build, repair and service America's fleet of commercial vessels. The Council represents 50 companies that own and operate over 120 shipyards, with facilities on all three U.S. coasts, the Great Lakes, the inland waterways system, Alaska and Hawaii. SCA also represents 78 supplier and affiliate members that provide goods and services to the shipyard industry. *(Source: Bollinger)*

### *MACDUFF WINS 23M CATAMARAN FOR BEACON OFFSHORE*

Macduff has signed a contract with Beacon Offshore, Thailand, a specialist diver related business serving the Oil and Gas, Civil Engineering and Merchant Shipping sector in Asia. The contract is for the supply of a complete design and engineering drawing package for a steel 23m catamaran dive support/ supply vessel. 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, either employed directly by an owner/operator or the actual shipyard. Work carried out has been to the approval of various classification societies including Lloyds, DNV, BV, ABS, NKK and the United Kingdom MCA. *(Source: Macduff)*

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## STANDARD OF EXCELLENCE





### *S. KOREA'S SPP WINS US\$120 MLN ORDER FOR TWO SHIPS*

SPP Shipbuilding Co., a South Korean shipyard, said Wednesday that it has won a US\$120 million deal to build two ships. Under the deal with a European customer, SPP will deliver the mid-sized **anchor-handling tug supply (AHTS) vessels** during the second half of 2013, the company said. The

company did not disclose the name of the buyer. An AHTS vessel is designed to handle anchors for oil rigs, tow them to location, and transport supplies to and from offshore drilling rigs. SPP Shipbuilding said the vessel with a length of 90 meters is equipped with a so-called dynamic positioning system, a computer-controlled system to automatically maintain a vessel's position and heading. The latest deal came after SPP clinched \$210 million in orders for six vessels late last year, according to the company. *(Source: Yonhap News)*

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## WEBSITE NEWS

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Last week there have been new updates posted:

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

- [Geruststelling voor bezoekers sleepvaartmuseum](#)
- [Award ceremony 3,500 Alphasat river radars](#)
- [Bollinger receives the shipyard council of America "Award for excellence in Safety"](#)

*Be informed that the mobile telephone number of Towingline has changed into: +31 6 3861 3662*

*The old number +31 6 5364 2576 is closed*

<mailto:jvds@towingline.com>

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