

# Tugs Towing & Offshore Newsletter

14<sup>th</sup> Volume, No. 43     *1963 – “50 years tugboatman” - 2013*

Dated 28 July 2013

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

## TUGS & TOWING NEWS

### *BYLGIA FOR THE VERY FIRST TIME IN ROTTERDAM*



Heerema's brand new **Bylgia** (9646314) was seen on her maiden arrival at the New Waterway to her homeport. Quite an impressive boat. She is replacing the **Husky**, which is currently still laid up at Rotterdam. Rumour has it she has been sold. The anchor handling tug **Bylgia** has the Dutch flag with call sign PBMQ. She is built on the Astilleros Armon Vigo Shipyard – Vigo; Spain under number 85. The 3,470 grt tonnes tug is owned by

Heerema Shipping 22 B.V. – Rotterdam and managed by Heerema Marine Contractor. The tug has a length of 72.00 mtrs a beam of 18.00 mtrs and a depth of 8.50 mtrs with an operating draft between 5.75 mtrs and 7.75 mtrs. The bollard pull is 180 tonnes. *(Photo: Hans Hoffmann)*

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**ARMON** tugs & Offshore

### *HORNBECK OFFSHORE TO SELL DOWNSTREAM TUG AND TANK BARGE FLEET*

Louisiana-based Hornbeck Offshore Services announced Monday that it has entered into an agreement to sell the company's downstream segment fleet of tugs and tank barges to Genesis Marine, LLC, an affiliate of Genesis Energy L.P., for a total consideration of \$230 million. Hornbeck says that the proceeds of the transaction, including a \$23 million deposit from Genesis, will be used for general corporate purposes, which may include for the acquisition, construction or retrofit of vessels. The vessels included in the deal are Hornbeck's active fleet of **nine ocean-going tugs** and

nine double-hulled tank barges, which transport crude oil and refined petroleum products, principally serving refineries and storage terminals along the Gulf Coast, Eastern Seaboard, Great Lakes and Caribbean. “Given the substantial pending growth in our Upstream fleet over the next few years as a result of previously announced newbuild and retrofit programs and any incremental organic or acquisitive growth that may arise, we believe that the timing is right to divest of our non-core Downstream segment in order to



strategically focus our energies on our Upstream core business,” said Chairman and CEO Todd M. Hornbeck. “Due to the recent recovery in Downstream market conditions since the financial collapse of 2008, we were able to monetize our active TTB fleet at what we believe to be a very fair price – above our original investment in these assets – and believe that the redeployment of that capital in our Upstream business will unlock value for our shareholders. Our ability to enter into this agreement is a testament to the excellent operational track record and quality of our valued Downstream workforce that we and Genesis are fortunate to have in our future.” Genesis Energy says that the acquisition complements and further integrates into the company’s existing operations, including their Genesis Marine inland barge business (comprised of 50 barges and 23 push/tow boats), crude oil and heavy refined products storage and blending terminals and as well as our crude oil pipeline systems. Genesis said that the acquired barges have an average age of approximately eight years, are double-hulled and fully compliant with the requirements of the Oil Pollution Act of 1990. Eight of the nine barges are equipped with vapor recovery. Meanwhile, eight of tug boats have been rebuilt and put into service since 2005, Genesis said. “We are very pleased to have the opportunity to expand our marine transportation capabilities through the acquisition of these ocean going vessels which complement our inland waterway operations as well as our other crude oil and heavy refined product assets,” said Grant Sims, Chief Executive Officer of Genesis. “There is a significant overlap in existing customers, and we look forward to working with Hornbeck to facilitate a seamless transition for our collective customers and employees.” The transaction expected to close by the end of the third quarter of 2013. Hornbeck and Genesis say that at closing they plan to enter into transition service agreements in order to ensure a smooth transition of operations and services for both employees and customers. HOS company currently owns a fleet of 76 vessels primarily serving the energy industry and has 23 additional high-spec Upstream vessels under construction for delivery on various dates through 2016. (Source: gCaptain)

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### *TUGBOATS OF PORT FLEET TO TOW THREE NAVAL SHIPS UNDER ST. PETERSBURG BRIDGES AT NIGHT OF JULY 23-24*

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At night of July 23-24, tugboats of Port Fleet CJSC will tow three naval ships along the Neva river under St. Petersburg bridges. As IAA PortNews was told at the company, small gunship *Makhachkala*, corvette *Boykiy* and diesel-electric submarine *Saint-Petersburg* will be placed in front of the Admiralty and the Bronze Horseman for participation in festive activities dedicated to the Navy Day. **6 tugboats** are deployed for towing: *Yevgeniy Kocheshkov*, *Neptun*, *Leonid Bochkov*, *Petergof*, *Pavlovsk* and *Uran*. On July 23, the military ships will arrive from Kronshtadt to

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embankments of Saint-Petersburg (English embankment and Lieutenant Shmidt embankment) escorted by the **tugboats of RF Navy**. Further assistance along the Neva towards the city center will be carried out **by tugboats of Port Fleet CJSC** when the bridges are raised in Saint-Petersburg. Backward towing is scheduled for the night of July 29-30, upon completion of the holiday celebrations. RF Navy Day is traditionally celebrated on the last Sunday of July. This year it falls on July 28. (*Source: PortNews*)

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## *J BUTCHER & SONS LTD CEASE TRADING*



When J Butcher & Sons Ltd, operators of the once famous 'Blue Boats' in Portsmouth Harbour, ceased trading of their own volition it marked the end of an era for the port. The family firm had roots going back to 1809 as Licensed Watermen and Foy boatmen, the latter meaning boats and men available to give assistance to shipping. In its heyday J Butcher & Sons Ltd provided a wide range of services to civilian ships of all sizes using the docks and mooring in Portsmouth Commercial port.

Traditionally their services included towage assistance and mooring ships, and the transportation of personnel and stores to ships using anchorages in the Solent area and off the Isle of Wight. Towage was originally undertaken using launches and motor boats, some of which doubled as passenger launches used for Portsmouth Harbour tours. The company vigorously defended its ancient rights to operate in the port as licensed local watermen. All of the craft were painted in the well-known blue and white livery and were always remarkably smart. The boats were operated from Portsmouth's historic Camber, where the company had offices, moorings, a slipway and workshop facilities. It was to those facilities the craft returned when not in use to be maintained to a very high standard and with considerable attention to detail. As Portsmouth Commercial port developed, handling general cargo and imported fruit, the size of ships increased. To meet the new demands, J Butcher & Sons gradually increased the size and power of their workboats and the number of craft employed. In 1995 the first substantial tug/workboat **Gary James**, a StanTug 1605, was purchased from Damen shipyards which at the time of its introduction was a quantum improvement in the assistance provided. As demand continued to increase a similar vessel of the same type, with slightly more



power, the **Jack James**, was introduced in 2002. In spite of introducing the two more powerful tug/workboats, in recent years the company experienced a serious decline in many of the other peripheral services, including passenger traffic on the various harbour trips. The latter, which originally included the operation of harbour trips from a portable jetty on Southsea beach, suffered badly from poor weather conditions in the holiday seasons and was withdrawn. The increasing size of commercial ships has continued to be an issue for the company. Mr Colin Butcher, grandson of the founder James Butcher, the last of the family to inherit the business along with his sons Gary and Paul, decided they could no longer continue. Mr Butcher explained to Maritime Journal that they could not contemplate the high level of investment required to introduce the new tugs necessary to continue the work. When the firm closed earlier in the year five workboats and other vessels were offered for sale. Towage services in the Portsmouth Commercial port are now provided by vessels from the Serco fleet stationed nearby as a requirement of the company's marine services contract with the MOD (Navy). *(Source & Photo: Jack Gaston Maritime Journal)*



### *TWO BOATS STOLEN FROM INDONESIAN SHIPYARD FOUND*

A **barge and tugboat** have been recovered after they were stolen from an Indonesian shipyard owned by a Singapore-linked company. A lawyer for BH Marine and Offshore Engineering said the vessels were with Batam Marine Police at a pier in Sekupang yesterday. He declined to comment about when and how the boats were recovered. The Sunday Times understands the company is expecting updates this week. BH Marine and Offshore Engineering is a subsidiary of BH Global Corporation, which is listed on the Singapore Exchange. *(Source: The Sunday Times)*

### *KAPITAN DRANITSYN ICEBREAKER SUPPORTS AN EXPEDITION*



On July 19, 2013 the **Kapitan Dranitsyn** icebreaker started its voyage with the research team of the Arctic and Antarctic Research Institute onboard, says press center of Rosmorport. The main task of the icebreaker crew is to provide transport and icebreaking support of the research team during marine hydrometeorological and ice studies, and also trials to elaborate the ice safety plan for a drilling ship in the

Kara Sea. The team is to solve a wide range of problems, such as: - performing ice and meteorological observations onboard the ship; - placing drifting buoys to dangerous ice objects; - performing ice observation from a helicopter; - receiving satellite and aviation radar information on the ice cover condition; - receiving and transmitting actual and forecast hydrometeorological and ice information

from/to the shore-based analytical center of the Arctic and Antarctic Research Institute in Saint-Petersburg; - evaluating the opportunity to influence the dangerous ice objects with the help of the icebreaker. Estimated duration of the voyage is 30 days. The **Kapitan Dranitsyn** icebreaker is to return to Murmansk Seaport in mid-August. The **Kapitan Dranitsyn** is a diesel icebreaker ranked KM(\*) LL3[2] AUT2, with power of 24 000 h.p., a 45-milimeter hull and tonnage of 12,288 tons. It was built on the Vartsila shipyard (Finland), and certified according to international standards, in particular as a passenger vessel, and is designed to work in harsh arctic conditions. The icebreaker can carry no more than 128 passengers onboard in 60 passenger cabins, 52 of which are double, including 6 double suites, and 8 of which are triple. (*Source: Portnews: Photo: Rosmorport*)

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## POSITION PAPER OF THE EUROPEAN TUGOWNERS ASSOCIATION ON COMMUNICATION (COM (2013) 295 FINAL AND REGULATION (COM (2013) 296 FINAL ON PORTS POLICY

**1. Legislative Precedents:** After the failure of passing the vote in the European Parliament of Port Packages I and II, the European Commission adopted a new Communication on ports policy in 2007. It announced a number of “soft law” measures consisting of guidelines on state aid, environmental issues, best practices by bench marking through port performance indicators and it announced a close cooperation and dialogue with stakeholders. Since then the Commission adopted a new proposal for the development of the Trans European transport network (TEN-T) on 19th October 2011. Furthermore, the European Commission proposed a Directive on the award of



concession contracts, of horizontal application and including cargo handling, passenger terminal concessions and therefore also concessions granted to port towage operators. **2. Present Legislative Initiative:** On 23rd May DG MOVE published a Communication “Ports: an engine for growth” and a Regulation proposal “Establishing a framework on the market access to port services and the financial transparency of ports”. Very surprisingly, the Commission decided to exclude cargo handling “including port labour and terminal operations and passenger terminals” from the scope of application of the Regulation. **3. Previous Position of the ETA regarding port packages I and II + Soft Law Approach:** The provision of towage services in a port is a capital intensive operation requiring significant medium to long term investments: tug operators are among the largest investors in ports together with the port authority itself and the terminal operators. Hence they should be seen as long term partners in the future of any port. It is estimated that European

Tugowners Association members' vessels today represent an investment of over 2 billion euro in the port industry in Europe. Members employ approximately 8.000 qualified and highly skilled officers and crew to deliver the vital standards of safety afloat and necessary in safeguarding the environmental and social interests of the ports. The ETA supports the principal of a level playing field in the provision of port services. However it does not endorse a "one size fits all" legislative approach. Each port represents unique physical challenges from the length and complexity of the channels, the nature of tides, depths and currents to the presence of locks, traffic density and frequency to dock, jetty design and of course ship types, not to mention in some instances the extensive leverage of certain shipping lines and terminal operators with the Port Authorities and other port service providers. Accordingly, "one size fits all" in towage is self-defeating and would undoubtedly compromise safety and stifle innovation. A port authority has the responsibility of ensuring the protection of the environment and its port and location; it has therefore to satisfy itself that the towage operation meets satisfactory standards. Equally, it aims to maximize the shipping business in the port while remaining financially viable. The towage industry has consistently worked to reduce costs whilst increasing standards of service and safety, and is keenly aware of its responsibility towards the competitiveness of the port. The reduction in tug numbers by virtue of greater power and maneuverability in fewer, more innovative vessels is indicative of this. In addition, the consolidation within the towage industry is largely a result of competition: whilst smaller ports are unable to provide a sufficient market place for more than one tug owner, larger ports and certainly the largest witness strong competition. Every tug company should have to meet the demands of the port authority with regard to providing the necessary level of service, availability and capacity of plant and competence of crew to achieve their mutual aims of ensuring that a ship's arrival in, departure from and transit through the port is carried out without incident. Several towage operators already do so within a framework of public service obligation contract by virtue of which they are obliged to provide safe and efficient harbour towage services with the latter also effectively regulated by the relevant authority. The members of the European Tugowners Association do not believe that there is a need for additional EU legislation or intervention to effectively achieve this and towage should therefore not fall under the scope of a Regulation or Directive. The state of play within the industry principally already fulfills the tenet of the proposed legislation. The ETA therefore always promotes best practices and coordination among players within the nautical chain by collecting professional knowledge, agreeing to good and widely accepted standards and issuing guidelines on safety in ship design and pilotage and towage operations. *4. Position of the ETA regarding the proposed regulation: Justification by the EC to leave the Soft Law path; 1.* The Commission's objectives to: • improve hinterland connections. • fully optimize port services. • create confidence to attract investments are evidently goals that can be shared by the ETA members. *Position of the ETA:* The towage industry cannot agree with the proposed legislative action as the premise on which the proposed policy is based appears to be unreliable or inconsistent. *2.* By way of example the ETA refers to: • The premise that port services have to be modernized in a number of TEN-T ports, whereby it is stated that total port costs can account for a significant fraction of the total costs associated with the logistics chain. The Commission quotes from its surveys that "for some trades in traditional ports, costs of ports and ports terminal operations may exceed 30% of the total door to door logistic cost. In terms of internal repartition of costs, port infrastructure charges represent between 5-10% , technical-nautical services between 10-15% cargo handling between 45-60%". These objectives and premises are obviously totally inconsistent with the fact that cargo handling is left out of the scope of the intended legislation. *3.* The same finding is illustrated in the impact assessment document (SWD (2013) 181) Volume 2, p. 14, where it is restated, based on recent study, that "European labour costs typically represented between 40% and 75% of a general cargo terminal's operating costs and, even



in the capital intensive container handling industry, they can be as high as 50% of total operation costs. 4. The ETA cannot share the Commission's premise that the soft law measures proposed in 2007 on a fair market access and on transparency had little or no impact. If such conclusion is correct, the question remains why generally welcomed and expected measures such as the introduction of clear rules on state aid in ports have not been proposed yet, despite several years of discussion within and between EU legislative bodies. 5. Subject to further study, the ETA Executive Committee furthermore finds that: a) The proposed regulation almost entirely deals with demands and a restriction placed on the operator and does nothing to encourage investment, modernization or development. b) The draft Regulation does not recognize the power of the customer (ship owners/operators) to influence price levels and to encourage new entrance service providers into a port. Except in the case where the port's managing authority determines that it is in the interest of the port and its customers that the number of service providers is limited, the number of providers in a port should be solely determined by the provider's ability to meet the requirement of the market for those services and the managing authority's operational requirements. Nobody who is involved in pricing services to customers should serve on a port user's advisory council that determines price charges to the same customer by another service provider (e.g. agents). c) The ETA does not see the need to establish an independent supervisory body in each port. It would merely increase costs and bureaucracy to port users. d) ETA cannot see how this new Regulation will attract competition in smaller ports where for example the number of ships' calls will not generate enough turnover to support two providers. Being a capital intensive industry in which costs are driven by hardware- as well as labour, a competitor will have to come with equipment superior to that of the established provider. In order to attract customers, he, however, pricewise will have to compete against the provider with the "cheaper" equipment. This price war might eliminate one of the contenders and in fact it will not advance the port in the sense of a modern European harbour network. The effect of competition in a port where there is insufficient business to support more than one towage operator is to prohibit investment in new plant and equipment since by its very nature plant and employees are highly underutilized as tugs are generally employed to carry out two to three jobs a day each of three hours duration. e) The ETA fully supports transparency and accountability where public money is involved. f) The ETA feels that any complaints that can be leveled at towage services can be effectively dealt with by existing EU legislation. *Conclusion* The ETA cannot support the present draft Regulation and strongly recommends that the soft law approach as announced in the 2007 Communication should be maintained. The approach of leaving out cargo handling and passenger terminals is inconsistent with the Commission's own findings on presumed deficiencies in some of the port services throughout Europe. Indeed with regards to the towage category of port services the raison d'être of the proposed Regulation will actually run counter to the challenges that the Commission has identified to address. (*Source: European Tugowners Association*)

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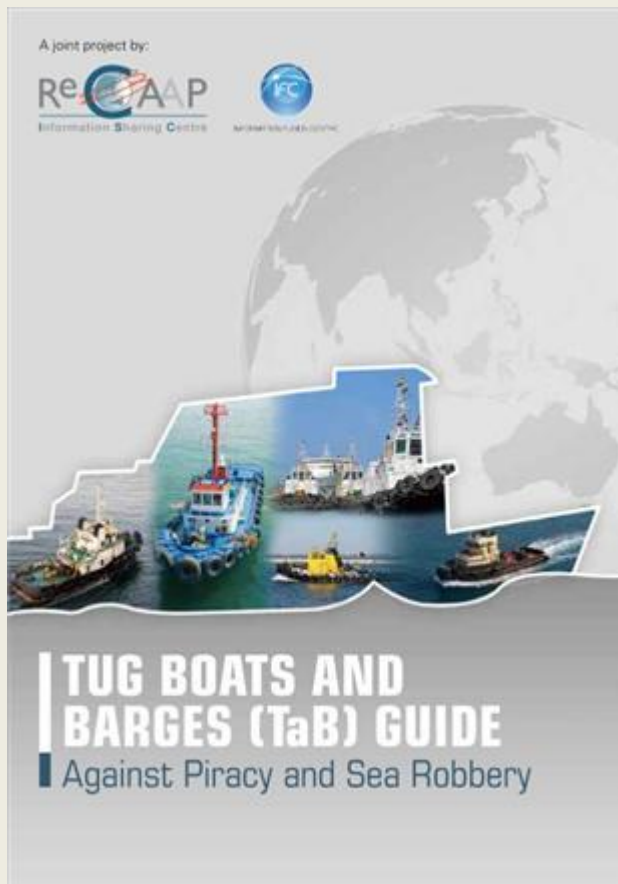
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## TUG BOAT, BARGE, GUIDE AGAINST PIRACY PUBLISHED



ReCAAP ISC and Information Fusion Centre (IFC) have jointly published a Tug Boats and Barges Guide (TaB) against piracy and sea robbery. The purpose of this guide is to capture tips, guidelines, reporting procedures and contact details for tug boat owners, operators and crew in avoiding hijacking and robbery onboard tug boats and barges. The guide contains inputs and experience of tug boat owners, operators and masters whose vessels had been robbed or hijacked; and modus operandi of the robbers and hijackers. In planning a passage, the guide highlights the responsibilities of the ship owner, ship master and crew at the various phases: the pre-sailing, sailing and post incident reporting/follow-up phases. In past four years (2008-2011), it was observed that more tug boats and barges had been targets of robbery and hijacking in certain locations of Asia. The inherent characteristics and activities of tug boats towing barges had made these vessels relatively more vulnerable, particularly the low freeboard, slow speed of a

tug boat which on an average moving between 8-10 knots, small number of crew onboard a tug boat, and unmanned barges with cargoes and logistic items onboard. Download available: <http://tinyurl.com/kj6qlso> (Source: *Marinelink*; Image courtesy of ReCAAP ISC & IFC)

## EMERGENCY TOWING VESSEL POSTED ON EASTERN COAST

An Emergency Towing Vessel (ETV) has been posted by the Director General of Shipping for the first time on the eastern coast. The move is aimed at providing timely help to vessels pushed into distress by rough weather and their stranded crew. C.P.



Srivastava, an offshore tug owned by the Shipping Corporation of India, is currently berthed in the south quay of Chennai Port Trust (ChPT) and its services will be available till October 2. Thereafter, it would be decided by the DG Shipping. However, those in the trade felt it should be berthed in ChPT till the end of monsoon, given the past experiences. Two vessels, *OSM Arena* and *Pratibha Cauvery*, ran aground during cyclones 'Thane' and 'Nilam.' The *OSM Arena* ran aground on December 30, 2011 and *Pratibha Cauvery* on October 31, 2012. Damage caused to *Pratibha Cauvery* was more severe. Six sailors lost their lives and their family members were compensated on



approaching the Madras High Court. *Pratibha Cauvery* was salvaged with a help of private tug **Malaviya 21** from Kakinada. Even though an SCI tug was available, **Malaviya 21** was deployed as it had more bollard pull. In the case of *OSM Arena*, the rescue was carried out by an expert team from ChPT. Both *Pratibha Cauvery* and *OSM Arena* were sold after being termed un-seaworthy. While *Pratibha Cauvery* was towed to the Chittagong Ship-breaking Yard last month, *OSM Arena*, renamed M.V. *Yashwi*, is yet to begin its last journey to Chittagong. It was sold to a private party for Rs.17.10 crore last June and had settled Port dues of Rs.4.62 crore. In fact, the vessel is in the outer anchorage of ChPT since February 2010. Talking to The Hindu, a ChPT official said: "The vessel is anchored outside the port's limit. It does not have enough manpower and cannot be started. If something goes, wrong who will carry out relief work? The present ETV is meant for the east coast and will be available only on demand. It has a capacity of 60 tonnes of bollard pull less than that of **Malaviya 21**. Right now, we can't predict whether ETV will be available for us during monsoon time." Since June, the new owners of *Yashwi* had been assuring that the vessel would be towed out soon. But, the deadline gets postponed every week. A surveyor from Singapore has laid out five conditions before it could be actually towed out. Thereafter, it would be surveyed again by the surveyor as well as Indian Register of Shipping. Then it can sail out, said another official. "We are also eagerly waiting for the vessel to sail out, as we do not want to witness one more tragedy," the official added. (Source: *The Hindu*)

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### SD MODEL MAKERS DELIVERS TRACTOR TUG REPLICA MODEL



San Marcos, California-based SD Model Makers delivered three replica models of a 100-foot tractor tug to Nichols Brothers Boat Builders of Freeland, WA. The 24-inch scale model ship replicated the Nichols Brothers last build – the second of two new 100' x 40' Z-drive ship assist tractor tugs. The tugs are the most technically and environmentally advanced equipment available. "SD Model Makers has provided Nichols with a fine-crafted model of our tractor tug. The attention to detail has captured the vessels

complexity and characteristics. Using this model at our future tradeshow will illustrate to potential

customers the vessels aspects and features. Captain Brad and his team were very accommodating and were a pleasure to work with," says Lacey Greene, Sales and Marketing Representative of Nichols Brothers Boat Builders. SD Model Makers owner, Captain Brad Poulos explains: "We specialize in making museum quality replica ship models. We have built scale ship models of all types of workboats – container ships, tug boats, LNG carriers, OSVs - even offshore oil platforms. Customers use them as gifts, office displays or trade show exhibits in any size or scale for ship builders, boat yards and vessel owners. This is a core competency of our business." SD Model Makers offers museum quality replica ship models of commercial, military and private vessels. The company can produce ship models in any size or scale desired, as well as display and transportation cases. For further information Captain Brad Poulos at (760) 525-4341. Nichols Brothers Boat Builders (NBBB) invests over 45 years' experience on Whidbey Island in Washington State into the construction of an astonishing variety of vessels. NBBB specializes in steel and aluminum new construction, repair, and major conversions. We lead the shipbuilding industry by adopting innovative marine technologies to serve our customer's needs. Our portfolio expresses our quality, attention to detail and our passion for boat building. When you are ready to build your next marine investment, Nichols Brothers has the equipment, facility and experienced work force to get the job done with your mission and objectives in mind. *(Source: SD Model Makers)*

### *DAMEN WINS THIRD PRIZE IN DUTCH TOP 100 GREEN COMPANIES*

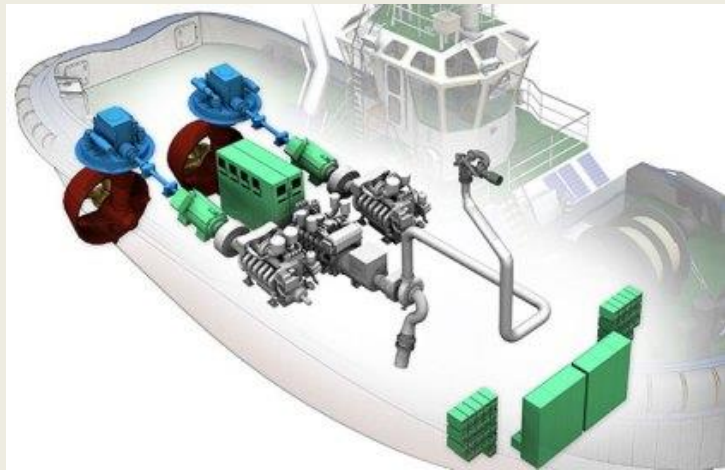
At the end of June, De Telegraaf, the largest newspaper in the Netherlands, concluded its Top 100 competition for Dutch 'green' companies. The winners, out of 25 nominees, were Moonen Packaging, Conscious Hotels and Damen Shipyards Group. The top-three greenest companies in the Netherlands were selected by a jury comprising green entrepreneur Ruud Koornstra (known for such innovations as the Pharox LED light bulb), Marjan Minnesma (CEO Urgenda) and HRH Prince Carlos de Bourbon de Parme. Damen was recognised for its ASD Tug 2810 Hybrid. The jury honoured Damen's first hybrid tug with the term "Dutch pride". After the event, De Telegraaf's port specialist Mr Theo Jongedijk visited the Tugs department at Damen's HQ in Gorinchem. There, he handed the prize, a 'Green T', over to Mr Coen Boudesteijn, Product Director Tugs.



*From left to right: André de Bie (manager production), Dinu Berariu (project manager), Eric van Schaik (design and proposal engineer), Theo Jongedijk (Telegraaf-reporter and Port specialist), Coen Boudesteijn (product director), Robert van Koperen (project engineer), Dirk Degroote (manager design and proposal), Leo de Jong (design and proposal engineer), Jean-Pierre Stevens (design and proposal engineer), Jelle Tuininga (design and proposal engineer).*

The hybrid tugs are currently being built at Damen Shipyards Galati (Romania). The first vessel will be delivered to launching customer Iskes Towage & Salvage (IJmuiden, the Netherlands). *Hybrid Propulsion* The ASD 2810 Hybrid has a diesel-direct, a diesel-electric and a battery-powered propulsion system. The captain can choose which type of propulsion is best suitable for the situation at hand, resulting in 10-30% less fuel consumption and 20-60% lower emissions, depending on how

the vessel is used. The battery system makes it possible to turn off all the engines while continuing to maintain position, manoeuvring and sailing without a tow. Given that tugs spend about 80% of their time waiting for and sailing to a towing job, these features can lead to substantial savings. In addition, the set of solar panels is used for (emergency) power of 24V consumers (lighting, radio etc.) and the engine starting system. According to jury chairman Ruud Koornstra, the Netherlands has enormous innovative potential. “Creativity, courage, we all have it in us, but sometimes we stick to our old routines too easily. We don’t have to stop using gas, oil and petrol altogether, but we do have to start finding and implementing other solutions. ... after all, a green policy that requires a sacrifice of quality of life isn’t sustainable!” (Source: Damen)



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## A RUNNING TAKE-OUT FOR SEASPAN CUTLASS



“We replaced about 50-feet of bulwark around the stern on each side on the **Seaspan Cutlass**,” Shore Mechanic Kevin Tweedy said, “The old bulwarks were banged up and this makes the boat look better to our customers but more importantly it gives the crews pride in their vessel.” A steel boat can continue to serve for many years if properly maintained. Seaspan Marine is the largest towing company on the British Columbia coast. Utilizing the services of their

sister companies Vancouver Drydock, Vancouver Shipyard and Victoria Shipyards, they do much of their own repair and maintenance work. The upgrade and maintenance of the 25.24 by 7.56-meter (82.8 x 24.8) **Seaspan Cutlass** was done at Seaspan’s Vancouver Shipyard, which was the yard that



built the tug and her sisters, including [the Seaspán Cavalier](#) in 1975. Both tugs have received similar upgrades. They include new MSD Sewage treatment systems, the abatement and removal of old lead-containing paint, and overhaul of the Coast Marine tow pins. Additional steel was replaced on the stern deck and around the bow in the area of the forepeak chain locker. Shafts and rudders were pulled and their bearings serviced. The fresh water tanks were cleaned and re-cemented. Kevin Tweedy, who served as owner's rep, worked with shipyard project manager Tom Smith. Pride and quality hold an important place in the Seaspán Marine philosophy and it is reflected on the [Seaspán Cutlass](#) in the decision to replace, like-for-like, the 850 HP Cummins KTA38 main engines during the over-haul. Tweedy stressed that the 10-year old KTA38s were a "running take-out". In spite of having logged 47,025 hours, they were running well when the tug came in for the refit. The nozzled three-blade 79 x 75-inch props and massive Lufkin gears were retained. The engines were replaced via a hole cut in the side shell of the hull just as they had been installed a decade earlier. This efficient method of engine change kept the hours to about 20% of the total. The controls were upgraded from manual to electronic and a Maretron fuel monitor was added in recognition of the change in fuel costs over the past 10 years. Following sea trials in late July, the 1700-HP [Seaspán Cutlass](#) returned to work with a 21-ton bollard pull towing 208 by 50-foot 2500-ton wood chip scows in tandem and triple, rail, rock and oil barges along the BC coast. The tug is fitted with a Burrard Iron Works Towing winch carrying 548.6-meters (1800 feet) of wire. Seaspán has four sets of Cummins engines currently operating in their fleet. Their first experience with the KTA38s was in the [Seaspán Venture](#) and [Seaspán Tempest](#) launched in 2003. Currently on their second set of engines both vessels had almost 40,000 hours on their original KTA38s prior to re-powering. *(Source & Photo: Alan Haig-Brown)*

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### YOU LEARN SOMETHING NEW, AND THINGS CHANGE DAY BY...

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You learn something new, and things change day by day in this industry. Researching the tug [OSG Freedom](#), which I learned from member Perry Comeaux was sold to Falgout Brothers, Falgout Brothers merged with Belle Pass Towing to become Offshore Towing, International LLC. [http://offshoretowing.com/a](http://offshoretowing.com/about-us.php)



bout-us.php. The [OSG Freedom](#) has been renamed [Zion Falgout](#). They also bought Crowley's [Sea Venture](#), which was renamed [Finn Falgout](#). <http://www.tugboatinformation.com/tug.cfm?id=1132> They, like Crosby have overrated their horsepower ratings a bit. The [Finn Falgout](#) (ex- [Sea Venture](#), [Janet Theriot](#)) is 7200 hp. They have her rated at 15,000 hp. The [Zion Falgout](#) (ex- [OSG Freedom](#), [Freedom](#)) <http://www.tugboatinformation.com/tug.cfm?id=383> is rated at 5,750 hp. They have her rated at 10,000 hp. This has been a marketing tool for years to bump up the horsepower ratings to impress customers. Pilots don't like this, however. When a 3,000-4,000 hp tug is ordered for a ship job, they expect that the tug has that stated horsepower, not an 1,800-2,000 hp vessel sent with false horsepower ratings. *(Source: Harold E. Tartell-tugboatinformation.com; Photo: Birk Thomas)*

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## ACCIDENTS – SALVAGE NEWS

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### 30 CREW RESCUED AFTER TALL SHIP HITS ROCKS OFF CORK COAST



All 30 people have been rescued from a Dutch tall ship which ran up on rocks off the Cork coastline this morning, 24<sup>th</sup> July 2013. The 30 crew and trainees from the 42 metre sail training vessel **Astrid** were rescued by the RNLi Courtmacsherry all-weather lifeboat and a local sail training vessel, Spirit of Oysterhaven, after the tall ship began to take on water in force five to six winds. It is understood that the ship struck rocks on the western mouth of Oysterhaven shortly after leaving the anchorage this morning. The alert was raised at around midday, and Valentia Coast Guard tasked the Irish Coast Guard Shannon and Waterford helicopters, the RNLi Courtmacsherry, Kinsale, Ballycotton and Crosshaven lifeboats and Irish Coast Guard shore teams from Old Head and Oysterhaven. RNLi Courtmacsherry lifeboat spokesman Vincent O'Donovan said that all 30 crew and trainees were in liferafts when the lifeboat arrived at 12.35pm. Some 18 were taken on board the lifeboat, and 12 were taken by the Spirit of Oysterhaven, with all landed ashore at Kinsale. "They were well shocked and some were in mild stages of hypothermia as they had been in the liferafts, and there was four metre swell and force four to five southerly winds," Mr O'Donovan said. The Cork major emergency plan was activated, and a fleet of five ambulances and medical teams from Cork University Hospital were on the Kinsale quay when the rescued crew and trainees came ashore. The ship began to break up and sink in the heavy swell. The LE Emer patrol ship was despatched, along with a Naval Service diving team from Haulbowline, to assess the situation. The Astrid had arrived in Cobh, Co Cork, earlier this week from Southampton and Weymouth and was en route to Cherbourg in France. It

had anchored in Oysterhaven last night, along with a number of cruising vessels attached to the Gathering Cruise, which is due into Kinsale today . The Damian Foxall-backed Gathering flotilla is en route to Glandore in west Cork for its classic boat regatta later this week. *(Source: The Irish Times: Photo; Cork Coast Guard)*

## CAMBODIA-FLAGGED BARGE GUO LIANG 677 SANK IN SINGAPORE WATERS, 8 MISSING



MPA Singapore reported the sinking of Cambodia-flagged barge **Guo Liang 677** in Singapore waters about 7 nautical miles north of Horsburgh Lighthouse on July 24 13. MPA received an emergency report at around 13:00 LT July 24. One crew member was rescued by a Police Coast Guard (PCG) patrol craft in the area. The rescued crew member reported that 9 other persons were missing. MPA was subsequently informed that another crew member

had been rescued by a vessel in the vicinity. There were a total of 10 crew members, all Chinese nationals, onboard **Guo Liang 677**, reported MPA later. 8 went missing. S&R went on during July 24-25. No details found on Guo Liang 677. MPA reported the vessel as barge, maybe it's a self-propelled barge, or a freighter, or a dredger. *(Source: Maritime Bulletin)*

## PSV NAND HEERA ALLIDED WITH INDIRA DOCKS BRIDGE, MUMBAI

The 1984 built India flag Offshore Tug Supply vessel **Nand Heera** (Imo 8219138) allided with Indira Docks Rim Bascule Bridge, which connects the mainland to the Indira docks, on July 23 13, reported The Mumbai Mirror. According to Mumbai Port officials, **Nand Heera** was waiting to transit the lock gate, but suddenly started moving on its own. It then hit the bridge causing some damage to it. The 1,769 tons dwt vessels is managed by TAG Offshore Ltd. *(Source: Maritime Bulletin)*



## HERCULES 265 CAUGHT FIRE

The **Hercules 265** jack-up rig caught fire in the Gulf of Mexico off the coast of Louisiana. The rig





had recently been preparing the well for production when natural gas came flowing out of the well. The natural gas caught fire a short time later developing into a large blaze. The **Hercules 265** suffered significant damage as the fire caused part of the rig to collapse. The beams supporting the derrick and drilling rig floor have fallen

over the rig structure. The fire extinguished after sediment and sand clogged the well. No reports of injuries on board as the 44 crew on board had escaped to the rig's lifeboats when the natural gas began to spewing from the well. Photos of the area show that pollution had been released, but no reports on efforts to contain or clean-up the slick. The Coast Guard has launched an investigation into the incident. *(Source: Shipwreck Log)*

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### *HOOK POINT-ALAGANIK*

The 77 foot long integrated tug and barge **Hook Point-Alaganik** went ashore in the Gulf of Alaska at the mouth of the Seal River near Cordova, Alaska. The **Hook Point-Alaganik** was being used as part of a tsunami clean-up effort when it encountered heavy seas and strong current from the Seal River. The vessel swung broadside into the waves and was struck by a large piece of river ice. The tug-barge suffered damage to its mechanical system and both were driven ashore onto the beach. Both tug



and barge sustained significant damage. The two crew on board donned survival suits and abandoned ship. No reports of injuries. The Coast Guard was contacted and a helicopter was dispatched to the scene. A small sheen was spotted near the barge. Authorities have placed a boom

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around the vessel along with sorbent pads as a precautionary measure. (*Source: Shipwreck Log*)

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### ROYAL NAVY SURVEY SHIP DISCOVERS 18 SHIPWRECKS OFF LIBYA

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Discoveries in waters off Libya have provided the Royal Navy with one of its most fruitful periods of survey work in recent years. In ten days' work, Devonport-based survey ship *HMS Echo* found a string of sunken obstacles and wrecks – including what is believed to be a sunken amphibious ship from the Gaddafi era – in the waters of the capital Tripoli and the port of Al Khums. Lying some 160 feet (ft) beneath the surface of the Mediterranean, the Gaddafi era ship was one of nearly 20 wrecks and objects peppering the seabed off Libya, found by *HMS Echo* in a remarkable 10-day search for hidden dangers to mariners. *HMS Echo* was the first Royal Navy vessel into Libya after the 2011 civil war and downfall of Colonel Gaddafi. She returned this year for a concerted period of survey work – work which reaped rewards in and around Tripoli earlier this month with various obstacles found in and just outside the harbour. Further sweeps using the advanced sonar of both *HMS Echo* and her survey boat, Sapphire, over a 10-day period located 1 liner, 2 merchantmen, 1 warship, 2 fishing vessels, at least half a dozen shipping containers, 2 barges (one of them wooden) and 4 very large sunken pontoons. Around 6 miles off the coast of the port of Al Khums (also known as Khoms), Echo's scanners picked up the distinctive shape of a warship. Lieutenant Jen Smith was Echo's Officer of the Watch when the wreck was discovered: "It's always exciting when we locate something on the seabed that no-one knows about," she said. "A lot of merchant shipping waits at anchor in this area if there are no spaces in the port. Now we know about this wreck, we can warn them all to stay clear and avoid any danger." The wreck is 298ft (91 metres [m]) long and has a shallow draft – about 7-10ft (2-3m). Given the dimensions and outline, it could be a Soviet-built Polnocny-class landing ship which could discharge armour on to a beach. Colonel Gaddafi had 4 such ships, but one, the Ibn Qis, burned out in a training exercise in 1978. *HMS Echo* also moved further out to sea searching for the wrecks of the Italian liners *Neptunia* and *Oceania* which were pressed into service to ferry German and Italian troops to North Africa in 1941. Both were torpedoed and sunk within minutes of each other some 60 miles off Tripoli by Victoria Cross winner Lieutenant Commander David Wanklyn and his submarine *HMS Upholder*. *Echo* searched 15 square miles of seabed looking for the 590ft liners at their reported last positions, but to no avail. Otherwise, Echo's Commanding Officer, Commander Matt Syrett, is delighted by the results of his team's survey efforts. The data his ship has collected will be used to update charts of the area – and

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more accurate charts mean shipping companies can bring larger vessels into ports and cut insurance costs. Commander Syrett said: "The data we have gathered will mean that merchant vessels can enter Libyan waters with confidence." *HMS Echo* is in the early stages of an 18-month mission to improve seafarers' charts on behalf of the UK Hydrographic Office in Taunton, who produce the world-famous, and heavily used, Admiralty Charts.

## OFFSHORE NEWS

### BRAND-NEW SUPPLIERS IN SNS POOL



For a short period of time Pool Manager Peterson SBS from Den Helder, the Netherlands, has chartered two brand-new platform supply vessels to temporarily strengthen the Southern North Sea (SNS) Pool. The first one, the **World Diamond**, owned by World Wide Supply from Fosnavaag, Norway, arrived on Saturday 20 July. Number two, the **Island Duke**, owned by Island Offshore from Ulsteinvik, Norway, followed a few hours later. *(Source and photos: Paul Schaap)*

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### SOLSTAD SECURES SEVERAL NEW CONTRACTS FOR ITS VESSELS

Solstad Offshore ASA (SOFF) announced today that the company has entered into several new contracts for its offshore support vessels. SOFF has extended its contract with BG Tunisia for hire of SOFF's anchor handling vessel (AHTS) "**Nor Star**". The duration of the new contract is 2 years firm and with one yearly option. SOFF has extended its contract with Efadco Petroleum Services Co for hire of SOFF's AHTS "**Nor Chief**". The duration of the new contract is 8 months firm starting



January 2014, and with one yearly option. The new contracts will commence in direct extension on the current charter agreement. Furthermore Anadarko has declared a 3 months option for rental of AHTS **Nor Tigerfish** and «**Nor Captain**» is contracted to Benthic Geotech Pty for a shorter period in Australia, both commencing during August 2013. Total value of the firm part of these contracts is approximately NOK 135 mill. *(Source: SOFF)*



### NAMEGIVING CEREMONIES VOS FABULOUS AND VOS FAIRNESS



We are pleased to announce that name giving ceremonies for **VOS Fabulous** and **VOS Fairness** took place today, Monday 22 July 2013. The ceremonies were held at Nanjing East Star Shipyard in China. **VOS Fabulous** was christened by Mr Johan Oostdijk. Johan is an Accounting Administrator at Vroon B.V. and this year celebrates 40 years of employment with the company. **VOS Fairness** was christened by Madam Zhang Hongxia,

Chief Representative of Golden East Shipping Co. Ltd. The vessels, 50-m ERRVs (emergency response and rescue vessels), are the first two in a ten-vessel new building programme for Vroon. Six 50-m ERRVs are under construction in Nanjing and four 60-m vessels will be built at Fujian Southeast Shipyard, China. All vessels have a revolutionary, wave-piercing bow shape that has been designed exclusively for Vroon. **VOS Fabulous** and **VOS Fairness** will be delivered to Vroon Offshore Services this autumn and will be operational in the North Sea later in the year. *(Source: Vroon)*



### NAM CHEONG INKS USD 70.5 MLN CONTRACT FOR TWO PSVs

Nam Cheong International Ltd., a wholly – owned subsidiary of Nam Cheong, has secured sale contracts with a total value worth USD70.5 million for two units of **Platform Supply Vessels** (PSVs)



and one unit of Accommodation Work Barge (AWB). One of the two Platform Supply Vessels was sold to an existing customer, a leading oilfield services company based in Asia. In mid-May this year, this same customer bought four PSVs from Nam Cheong. The second PSV was sold to a subsidiary of a new customer in Cyprus, EDT Offshore, a well-established offshore marine services company which owns and operates a diverse range of high specification OSVs. The Accommodation Work Barge was sold to a subsidiary of Perdana Petroleum

Berhad (Perdana), an established, major offshore marine services provider for the oil and gas industry in Malaysia and the Southeast Asian region. Earlier in April this year, two AWBs with similar specifications were sold to the same subsidiary of Perdana. The three vessels are being constructed as part of the Group's build-to-stock series in two of its subcontracted yards in China. They are scheduled for delivery between the first and fourth quarters of 2014, and are expected to contribute positively to the Group's earnings for the financial years ending 2013 and 2014. (*Source: Nam Cheong*)

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**BUILDING FOR THE FUTURE**

## *ESVAGT AURORA RECOGNIZED AS BEST SPANISH BUILT SHIP IN 2012*

The Spanish Association of Naval and Oceanic Engineers just named **Esvagt Aurora** as the Best Spanish Built Ship in 2012. The owner is Esvagt AS, company belonging to the Danish multinational A.P. Møller-Mærsk. The main missions of the vessel include providing stand-by assistance in emergency situations and providing support for routine operations. The vessel is specially adapted to the harsh climatic conditions in the Barents Sea. The vessel, built by Zamakona Yards,





integrates the latest technological developments for launching and recovery of rescue boats, de-icing equipment to avoid ice accretion on the decks as well as pollution control gear, fulfilling the highest standards required by the Norwegian Authorities for this kind of vessels. The vessel is 87 m long, 17 m wide and has 9.240 kW of diesel-electric power. It is easily recognizable based on its X-bow. The vessel can perform high sea towage tasks, and she is fitted with a duplex dynamic positioning system, which allows her to keep the position even in very adverse climate conditions with hurricane force winds and rough sea. This feature gives her the capacity to operate ROVs in difficult conditions in deep seas. Zamakona Yards expressed gratitude to their staff for their effort in this project and to the audience that voted for [Esvagt Aurora](#). (Source: *Esvagt*)

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## DOF SUBSEA RECEIVES CONTRACT FROM TEEKAY

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DOF Subsea Norway, a specialist subsea solutions provider, has been awarded a contract by Teekay Petrojarl Production AS in Norway for its newbuild FPSO. The scope of work includes mooring pre-installation, tow-out and hook-up work for Teekay Petrojarl Production's new FPSO, which will be installed on the BG-operated Knarr field in the Norwegian North Sea. DOF Subsea Norway will mobilise its [Skandi Skolten](#) vessel for this project, with

six further vessels from its global fleet being utilised in support. Jan-Kristian Haukeland, EVP DOF Subsea Atlantic Region, said: "We are delighted that Teekay has provided us this opportunity and has such confidence in our ability to provide the services they require. The award of this contract means we now have significant project work scopes from Teekay in the Norwegian and UK sectors of the North Sea. "We see this as an endorsement not only of our specialist vessels but also of the highly skilled project management and engineering team we have in place to support this type of project." The project will be completed in three phases, the first of which will see the pre-installation of the complete mooring system consisting of 12 mooring lines taking place in 2013. DOF Subsea has already started with the planning, engineering and offshore management to ensure the project is executed in the safest and most efficient manner. The FPSO will be kept at a fjord on the West Coast of Norway when it is delivered in 2014 until the field is ready for the FPSO to be installed later in the year, at which time it will be towed out to the location and connected to the pre-laid mooring system. (Source: *DOF*)

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## STRATEGIC DELIVERS JATI SIX CREWBOAT IN SINGAPORE

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On July 24, specialist boatbuilder Strategic Marine launched the [Jati Six](#) crew transfer vessel for Malaysian client Dinasti Jati Sdn Bhd. The vessel is part of a multi-ship order. The superstructure was built at Strategic's other shipyard in Vietnam then shipped to their Singapore yard for technical



fittings and delivery. The **Jati Six** is 40 meters in length, classed by ABS, and can carry up to 58 passengers. It operates with a crew of 10. Its engines, from Kummins KTA, allow speeds up to 25 knots. This has been, and continues to be, a great order and a great client relationship for us," said Ron Anderson, Executive Director at Strategic. "The **Jati Six** is good to go, and we're looking forward to completing the multi-



vessel order on time and to full specification with the **Jati Eight**." The larger **Jati Eight**, which can carry up to 70 passengers, is scheduled for delivery to the client at the end of this year. Strategic Marine has enjoyed an excellent relationship with Dinasti Jati, and with Malaysia's entire owner/operator sector, for many years. The delivery was blessed in a ceremony conducted by Ustaz Mohamad Yadi Bin Tohir, an Islamic scholar. *(Source: Strategic Marine)*

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## STANDARD OF EXCELLENCE





## GRANUAILE TO CONDUCT PIPELINE AND JACKET SURVEY IN CELTIC SEA



The Department of Transport, Tourism and Sport has been advised that the Marine Institute on behalf of Kinsale Energy Limited is scheduled to conduct a pipeline and Platform Superstructure survey in the Celtic Sea off the South Coast of Ireland between 22nd July and 30th August 2013. The survey will be conducted by the vessel "Granuaile" Call Sign "EIPT". The vessel will be engaged in carrying out underwater operations using a Remote Operated Vehicle (ROV) making 0.4 to 0.7 knots over the ground, operating on a 24 hour basis for a period of four to six weeks. Vessel will be listening on VHF CH 16 throughout the project. *(Press Release; Image: Shipspotting)*

## ANCHOR HANDLERS IN PERTAMINA FIELD

Last week was seen the 2011 built and Indonesian flag with call sign PNYV AHTS vessel **Seacove Knight** (Imo 9619335) performing Anchor handling for **DLB 1Mas 300** at the Pertamina Field at the Back ground seen the 2008 built Indonesian flag with call sign YGUY AHTS **Logindo Overcomer** (Imo 9489443) which also does Anchor running for **DLB 1 Mas 300**.



The **Seacove Knight** is owned and managed by Wintermar PT – Jakarta; Indonesia. The **Logindo Overcomer** is owned and managed by Logindo Samudramakmur –Jakarta; Indonesia *(Photo: Ger Majntz)*

## WINDFARM NEWS

### SVITZER THOR DEPARTED WITH IN TOW THE WAGENBORG BARGE 8



This afternoon, 23<sup>rd</sup> July, the **Svitzer Thor** left from Rotterdam, with the **Wagenborg Barge 8** in tow. The barge is loaded with the DanTysk Offshore Substation. Dantysk is a windfarm located 70 kilometres west of the German island of Sylt, in the North Sea. "The DanTysk wind farm is composed of 80 (3.6MW) turbines, with a total

production capacity of 288MW. The Offshore Substation (OSS) is responsible for receiving the voltage from the wind turbines at 33kV level, and converting it to 155kV level for transmission to the SylWin HVDC station, for further transport to the main land electricity grid. Once fully commissioned and connected to the grid, DanTysk will be able to supply enough energy for 500,000 households in Germany." *(Source & Photo: Hans Hoffmann)*



## YARD NEWS

### *DAMEN YARD NUMBER READY FOR LAUNCHING*

Last week was seen on the Damen Shipyard – Gorinchem; Netherlands a **Stan Tug 2208** with yard number 509654 ready to be launched. The standard Stan Tug's 2208 has a length of 22.64 mtrs a beam of 7.84 mtrs and a depth at sides of 3.74 mtrs. This type has a total power output of 2,228 bkW a speed of 12 kontors and a bollard pull of 38 tonnes. *(Photo: Arie Boer)*



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### *GRANDWELD COMMENCES CONSTRUCTION OF KOC CRANE BARGES*



A steel cutting ceremony to signify the commencement of the construction of the first of four new class **Crane/Workboats** for Kuwait Oil Company (KOC) was held at Grandweld Shipyards in Dubai, United Arab Emirates on July 18, 2013. The contract was signed in February 2013, to design and build a series of four heavy-duty Crane / Workboat class vessels for Kuwait Oil Company. The ceremony was attended by KOC senior management team led by Mr. Hasan Al Bairami,



Manager- Marine Operations. Grandweld's [Crane/Workboats](#) are designed to meet the specific needs of KOC. These vessels are powered by 2x 1068 kw main engines driving ASD Thrusters. They are designed to undertake tasks such as lifting and moving heavy equipment, oil pollution control, SBM hose handling, FO/FW supply, and other related duties. Each vessel comes with a crane capable of lifting 20 tons at 10 meters radius. Grandweld a fully integrated shipyard providing shipbuilding, ship repair and engineering solutions to the marine industry, is part of Stanford Marine Group (SMG). SMG is 51% owned by a Fund managed by Abraaj Capital and 49% by Abu Dhabi-listed Waha Capital. For further information please visit: [www.StanfordMarineGroup.com](http://www.StanfordMarineGroup.com)  
*(Press Release: Grandweld)*

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
  - [Havila Shipping ASA : Second Quarter 2013 accounts](#)
  - [Boskalis successfully completes USD 325 million US Private Placements](#)

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