

TUGS & TOWING NEWS

SMIT SERAYA DELIVERED



Last week on 25-July-2013 at 1900 hr the Gujiang Shipbuilding Co. Ltd., CSSC had delivered the new building **Smit Seraya** (Imo 9662368) to SMIT Singapore Pte Ltd at Shajiao anchorage. The **Smit Seraya** is the sister vessel of the **Smit Sentosa**. (Imo 9662356) which was delivered by the same yard on May 19th. The **Smit Seraya** with Singapore flag and call sign 9V9845 has a length of 51.80 mtrs a beam of 15.00 mtrs and a design draft of 5.00 mtrs. The two Wartsila main engines develop a total output of 5.440

kW (7,300 bhp). During trails the vessel achieved a bollard pull of 95 tonnes. She is classed ABS Classification: + A1 (E) Offshore support Vessel + AMS (E) Offshore FI-FI ONE, UWILD, Anchor Handling & Towing Service *(Photo: Bram de Feyter)*

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NAMING CEREMONY SEA DELTA

On the 23rd of July, 2013 the 'Sea Delta' was named by sponsor lady Mrs. M.R. (Marilyn) Lawrence-

Oostendorp. This Name giving Ceremony took place at the Damen/Yard Albwardy in Sharjah, Dubai, the United Arab Emirates. Seacontractors and Damen Shipyards Hardinxveld look back on a festive event of this new Shoalbuster type 2709. The workboat has a bollard pull of 40 tons and a maximum speed of 12 knots. The Sea Delta is equipped with 2 Caterpillar 3512B engines type TA/A with a total kW of 2238 and has a hydraulic deck crane type Heila HLRM SL140-4, 5.3 tons (m) m@ 18:03. The



'Sea Delta' has been custom built and is planned to be deployed for Saipem in Saudi Arabia. *(Press Release Seacontractors)*

MULTRATUG 27 ON TRAILS



Last week the Damen Shipyard Galati – Romania new building ASD 2810 **Multratug 27** (Imo 9667875) commenced trails near Constanta at the Black Sea. The tug is built under number 512322 Dutch flag with call sign PCWB for Multraship Towage & Salvage BV – Terneuzen; Netherlands. The tug has a length of 28.67 mtrs a beam of 10.43 mtrs and a draft of 4.60 mtrs. The two Caterpillar 3516C TA HD develops a total output of 3,730 kW. The speed of the tug is 13.6 knots and the bollard pull 60.1 tons. She is classed Lloyd's Register of Shipping.

(Photo: Damen Galati)

STRANDED TUG AIDED BY CARGO SHIP

In a reversal of typical roles, Matson South Pacific's general cargo vessel '*Imua*' recently responded to a call to provide assistance to the tug '*Ralik*', which had broken down off Nauru Island while shore-based technicians waited to undertake engine repairs. Acknowledging the request from Majuro-based Pacific International, the Australian-based '*Imua*' diverted from its 21-day rotation between Noro, Honiara and Nauru. With the tug almost exhausted



of food and water, the *'Imua'* replenished supplies and completed a personnel transfer before resuming its voyage to Brisbane. *(Source: Baird- Iain MacIntyre)*

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ARMON tugs & Offshore

GROUPE OcéAN - ANOTHER BIG MOVE



Groupe Océan has done it again, with another major acquisition - this time a double play. With an estimated arrival date of August 8, at Quebec City, **Stevens Ocean** and **Stevens Arctic** will join the Océan fleet, giving a major boost to sea-going capability. Both built in Canada, to a unique Robert Allen design, they are magnificent 5,000 bhp sea-going tugs. Since built in 2003 and 2005, they have worked all over the North Sea from their Danish

home base, reaching the Netherlands, the UK, Norway and Germany. **Stevens Ocean** was built by Industrie Océan at Ile-aux-Coudres, and completed in 2003, at a reported cost of \$13mn. Construction of **Stevens Arctic** was started by Industrie Océan, but the yard ran into financial problems, and construction was suspended. The yard was later re-organized under Groupe Océan ownership and is back in business. Arrangements were made with Irving Shipbuilding to complete the tug, and it was launched as an unpainted shell September 16, 2004. It was towed to Halifax by **Atlantic Teak**, and in a most unusual move, it was hauled up the launch way where the superstructure was removed,. The two components were moved into the building hall where they were fitted out, reassembled and re-launched





April 8, 2005. On July 26, 2005 it was towed to Shelburne by **Atlantic Oak** where it was drydocked for completion. On September 10, 2005 it returned to Halifax for final trials and handover. It sailed for Denmark September 26. Both tugs were built for subsidiaries of Nordane Shipping, to work on the European charter market. Nordane has now sold off their all-Canadian built fleet, the remainder built by Irving Shipbuilding's East Isle yard

in Georgetown, PE. Two had previously returned to Canada and now serve Rio Tinto Alcan on the Saguenay. The other five were sold to Svitzer. Can we expect more to return? They would be a great fit for someone since they are all 5,000 bhp ice class. Meanwhile Groupe Océan will redeploy Océan A. Simard and Océan Serge Genois to Bull Arm, NL. Also the recently acquired pusher tug **Mega** appears to have been renamed **Orléans**, but as yet this has not been made official. *(Source: Mac Mackay-Tugfax)*

COAST GUARD SUB-STATION LIMINANGCONG APPREHENDS TUG VESSEL

The personnel of Coast Guard Sub-Station (CGSS) Liminangcong have apprehended a motor tug vessel in Palawan for several maritime violations last Friday, 19 July. In a routine vessel inspection, CGSS Liminangcong discovered that Capt. Artemio P. Seno of M/Tug **Joy 92** failed to accomplish the Master's Declaration of Safety Departure (MDSD) and for leaving port without clearance from the PCG. CGSS Liminangcong issued an Inspection Enforcement



Apprehension Report (IEAR) and advised the owner/operator of M/Tug **Joy 92** to rectify its violations on HPCG MC 05-12 and HPCG MC 07-12 within seven days at the Maritime Industry Authority (MARINA) Extension Office in Puerto Princesa City, Palawan. The accomplished Maritime Violation Report (MVR) was forwarded to MARINA-Palawan for jurisdiction. The 188.89GT vessel is owned by ACG Joy Express Liner with business address at 1st Street, Happy Valler, V. Rama Avenue, Cebu City. M/Tug **Joy 92** was enroute to Cebu when it was apprehended by the Coast Guard. *(Press Release)*

MALENA IN CHARTER BY KTK



The 2004 built Dominican Republic registered with call sign HIRD0955 tug **Malena** (9295660) has been chartered by KTK Curacao. On the picture is seen the tug painted in Svitzer livery. In 2010 Svitzer become 50% ownership in Remolcadores Dominicanos. All tugs

of that company will be repainted in the Svitzer livery during next drydocking survey. The tug has a length of 101.02' a beam of 36.54' and a draft of 16.80'. The two Caterpillar main engines develops a total output of 5,500 hp. She has a bollard pull of 55 tonnes. Her grt is 397 tonnes and nrt 119 tonnes. Further is reported that the tug **Mero** from KTK, operated in Pto La Cruz – Venezuela is in the drydock at the Curacao Drydock Maatschappij (CDM). *(Photo: John Smit)*

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PELLA SHIPYARD LAUNCHES 90600-CLASSTUGBOAT "RB-400" FOR RUSSIAN NAVY

Pella Shipyard based in Russia's Leningrad region launched the next serial tugboat of Project 90600 "**RB-400**," another vessel scheduled for delivery in 2013, the shipbuilding firm said on Monday. The newbuild will be delivered by the end of the year to the port of Murmansk, where the tug will enter service with the Russian Northern Fleet. Tug is designed for towing and docking operations in the harbour, at anchorage locations and coastal areas according to the navigation area R3 class. The vessel will participate in



refloating of stranded ships, in fire fighting on floating and onshore facilities, participate in oil spill response, transportation of goods, and in ice breaking. Ship's general characteristics: length - 25.4 m, beam - 8,8 m, depth - 4,2 m, speed - 11.8 knots. RS Class - KM Arc4 R3 Aut3 Tug. JSC Pella Shipyard based in Russia's Leningrad region was founded in 1950. In 1992 Pella was privatized as Pella Holding Co. comprising the head office and several subsidiaries. The shipbuilding firm specializes in building tractor tugs with rated power of 1,000-5,000hp, pusher tugs, escort tugs, pilot boats and rescue boats for Russian and foreign customers. *(Source: Pella)*

PELLA SHIPYARD LAYS PS45 SALVAGE TUGBOAT FOR RUSSIAN NAVY



Pella Shipyard based Leningrad region laid the keel of a high specification tugboat of Project **PS45**, the shipbuilder's press service said. The serial tugs of unlimited navigation area are being built for the Russian Navy for a wide range of tasks of the fleet. The first two tugs deliveries are scheduled for 2014. The vessel features several capabilities: sea escort of ships, floating facilities, in open and ice waters; supply of offshore facilities with equipment and materials, delivery of personnel

and cargo, to assist in carrying out maintenance work at offshore facilities; participation in search and rescue (SAR) operations, salvaging stricken ships, SAR and medevac operations, conducting safety patrol on the shipping lanes, at offshore oil and gas fields. The series boats are designed to extinguish fires on offshore and onshore facilities, extinguish burning oil on water, responses to oil spills. Moreover, the boat will be used as a harbor tractor, for operations in the shallow waters and in the shelf's littoral zone, to assist subsea operations. The tug is able to break the ice thickness of up to 1 meter; escort of ships at the speed up to 10 knots. The vessel's basic characteristics: length - 48 m, beam - 13.3 m, draft - 5.4 m, speed - 14.5 knots. Classification - KM Arc4 [1] AUT1 FF2 WS Salvage Tug of the Russian Maritime Register of Shipping. *(Source: Pella)*

BOUCHARD TRANSPORTATION COMPANY, INC. DONATION FUNDS NEW OCEAN GOING TUG AND BARGE SIMULATION CENTER AT SUNY MARITIME COLLEGE

State University of New York (SUNY) Maritime College President Rear Admiral Wendi B. Carpenter, USN (Ret.), has announced the planned establishment of the Bouchard Transportation Company, Inc., Tug & Barge Simulation Center that will be housed in Fort Schuyler, on the SUNY Maritime College, Throggs Neck campus. The new tug & barge simulator center will be funded by a gift of \$750,000 provided by Bouchard Transportation Company Inc. www.bouchardtransport.com The simulation facility will be available to SUNY Maritime College students as part of their program of study and to outside tug and barge companies for employee training. The Center will offer full mission bridge simulators, instruction stations and a "de-briefing area," where instructors can meet with their students to discuss navigation, seamanship and bridge resource management skills

required in the operation of tugs and barges. While discussing the new Bouchard Tug and Barge Simulator, Admiral Carpenter said, “Our students will benefit greatly by having access to a state-of-the-art tug and barge simulation center. We are very grateful to Morton Bouchard and Bouchard Transportation Company, for their support and for sharing our dedication to our students. Ensuring that our Cadets are well-educated in the specific and complex intricacies



of operating tugs and barges carrying all types of commodities including oil and asphalt, and ranging from 3,000 to 12,000 horsepower, will open new doors of opportunity and better prepare them for successful careers.” “Bouchard is committed to educating our future mariners, the young people who will lead this industry in the years to come and to training mariners currently working in the tug and barge industry to keep them aware of new topics and procedures,” said Morton Bouchard III, President of Bouchard Transportation Company, Inc. “Progressive thinking and a strong commitment to service has fostered Bouchard's continued growth for the last 95 years. We are proud to be able to work with SUNY Maritime College on the creation of the Bouchard Transportation Company Inc. Tug and Barge Simulation Center,” said Mr. Bouchard. About Bouchard Transportation Co., Inc. Bouchard’s history dates back to its incorporation in 1918 when its founder, Captain Fred Bouchard, the youngest tugboat captain in the Port of New York, began the company. Bouchard is a family owned-business, now in its fourth generation of management, under the direction of Morton Bouchard III., with the fifth generation, Morton S. Bouchard IV and Brendan J. Bouchard, actively involved in day-to-day operations. The company’s areas of operation now span all four coasts of the US: East, Gulf, West and Great Lakes. The fleet contains some 31 barges ranging from 25, 000 barrels to 252, 000 barrels and 17 tugs ranging from 3,000 to 10,000 horsepower. Bouchard Transportation Co. Inc. recently announced a new construction program with the building of two, 250,000 barrel articulated tug barges with 10,000 horsepower: the M/V **Kim Bouchard** & B. No. 270 and M/V **Donna Bouchard** & B. No. 272. *(Source; Maritime College)*

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Océan Remorquage Collaborates in the Hebron Project in

NEWFOUNDLAND AND LABRADOR



(Source: Group Ocean)

Ocean Remorquage has recently been awarded a major contract in connexion with the Hebron project in the Province of Newfoundland and Labrador. The Ocean A. Simard and Ocean Serge Genois will be assigned to the project for a period of 24 to 30 months, in Bull Arm Bay in Newfoundland and Labrador, where they will provide towage services in support to the construction of a drilling platform. These tugs will begin their operations in August 2013. Two other tugs will join them in March 2014.

SVITZER TUGS TO COVER AUSTRALIAN COASTLINE

TUG boat operator SVITZER Australia has won emergency towage contracts to cover most of the country's coastline under the Australian Maritime Safety Authority's (AMSA's) National Plan for Maritime Environmental Emergencies. According to the agreement, eight tugs from SVITZER's 80 strong harbour towage fleet will be on standby, with another eight as back up, to come to the aid of vessels and lives in imminent danger in Australian waters. SVITZER, with a presence in 35 Aussie ports, will



serve eight of the 10 regions specified by AMSA for the next three year period after safeguarding six of 10 for the safety regulator's previous arrangement from 2010-13. "It was a great result for us and it's a real vote of confidence for SVITZER Australia," said Managing Director Mark Malone. "I have had some very positive feedback from port authorities and customers in recent times and it just confirms why AMSA has entrusted us across eight regions." *Crews now in training* While SVITZER Australia's tugs will perform any necessary emergency towage, sister company SVITZER Salvage is in charge of ensuring that emergency equipment is ready to go and crews are properly trained. After devising a new training package, SVITZER Salvage is now putting crews in the

Region	Port	Vessel	Port	Back Up
Northern Australia	Darwin	Marrakai	Darwin	Wyong
North Central Queensland	Mackay	Wonga	Bowen	Austral Salvor
Central East Queensland	Brisbane	Clontarf	Brisbane	Wilga
New South Wales	Sydney	Woonaa	Newcastle	Svitzer Maitland
Victoria & Tasmania	Melbourne	Keera	Westernport	Gabo
South Australia	Adelaide	Tarpan	Whyalla	Taminga
South Western Australia	Albany	Koona	Albany	Karoo
South West Western Australia	Fremantle	Wambiri	Fremantle	Svitzer Eagle

nominated regions through a three-day course that combines theory with practical components assessed by AMSA officials. "This year we have totally revamped and rewritten the training package," said General Manager

for SVITZER Salvage in Australia, Steve Budgen. “We’ve already successfully delivered training to Mackay, Adelaide, Melbourne, Albany and Fremantle. “So far the training has been very well received and we plan on completing the other three regions later in the year.” SVITZER Australia’s Fleet Operations Manager, Andy Perry, and SVITZER Salvage’s Commercial Manager, Justin Charlesworth, will work together as the key contacts on the contract. The new contracts come into effect on August 1. Only far north-west Western Australia and central Queensland will be covered by non SVITZER tugs. *Facts about SVITZER Australia and SVITZER Salvage:* • 120 vessels in 35 ports around Australia; • 50,000 tug jobs in Australia annually; • Specialises in harbour towage but hold contracts to provide towage services to Darwin LNG Terminal and the future Chevron-operated Gorgon Project; • Tugs from SVITZER’s international fleet have performed more than 36,000 jobs at 21 LNG terminals around the world over the past 15 years.; • SVITZER Salvage removed the Pasha Bulker from Nobbys Reef in Newcastle in 2007 and Sheng Neng 1 from the Great Barrier Reef in 2010; • SVITZER is part of the A.P. Moller – Maersk Group. Please find enclosed link, click [here](#) , to AMSA’s (*Press Release Svitzer*)

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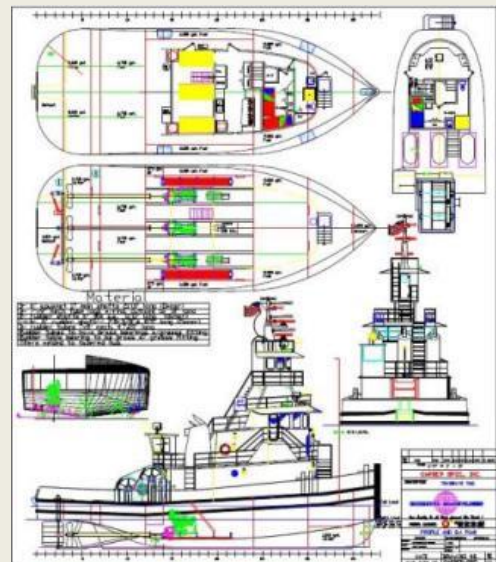
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BIG POWER, SHALLOW DRAFT

Bayou LaBatre Alabama has long been recognized for the production of its many shipyards. Currently the Rodriguez Shipyard is in the process of adding several more tugs to the dozens that they have launched over the decades. From the computer assisted design work of owner Joey Rodriguez, the latest creation is a shallow draft triple screw tug for Roy Garber’s Sea Cypress LLC in Berwick Louisiana. At 78 by 28 feet Rodriguez Hull #307 has a ten-foot molded depth. Three Cummins QSK19-M diesels, each delivering 660 HP to Twin Disc gears, turn six-inch Aquamet shafts with four-blade stainless steel props. A pair of 40 kw gensets provide electrical power for the tug including a pair of Smatco 55 deck winches. An elevated wheelhouse will make possible the pushing, as well as towing, of barges while sheltered aft controls will facilitate making up to barges. Work in and around the shallows of the Mississippi deltas and bayous can present real challenges to a tug that must also navigate sections of open water. With nearly 2000 HP, this vessel from Rodriguez will add to the shipyard’s well-established reputation for tugs designed and built with deep draft power in a shallow draft tug. General Arrangement courtesy of Rodriguez Shipyard. (*Source: Alan Haig-Brown*)



KHABAROVSK SHIPYARD TO LAUNCH SECOND TUG FOR ROSNEFT



Khabarovsk Shipyard (part of the Far East Centre of Shipbuilding and Ship Repair) has planned a launching ceremony for second tugboat of “**RN Ussuri**” Azimuth Stern Drive (ASD) series for August 2, 2013, the shipbuilding Centre said. The vessel was ordered by Neftepromleasing. The ASD tug of Project 2310 is a powerful ARC4 Arctic class small boat is designed for year-round sailing in coastal marine areas with wave heights up to 7 m. In addition, the tug has firefighting capabilities. The tug is equipped with an azimuth thruster. The propeller is located in a 360 °

rotating column that enables the boat to maneuver in tight areas. Ship’s specifications: length - 22,73 m, beam - 10.45 m, draft - 4.5 m, tonnage - 380 tonnes. The boat is powered by twin Rolls-Royce engines, 2700W. First tugboat of **RN Amur** series was launched on 24 October 2012. The vessel was outfitted in Vladivostok at Kherson Shipyard base where she was outfitted. Now **RN Amur** is undergoing sea trials. Khabarovsk Shipyard was created for construction of ships for the Russian Navy. *(Source: Portnews)*

NEW ALUMINIUM CATAMARAN IN SERVICE IN SAVONA

'Porto Vado VIII': A new aluminium catamaran work boat in service for Transmare. Founded in 1977, port operator Transmare has operated in the Italian harbours of Savona and Vado. Recently, the company's fleet has been expanded with a new multi-purpose boat for harbour duties such as waste and pollution control, fire fighting, supply and logistics and diving support. With a staff of 25 and a fleet consisting of



four tugs and seven work boats, the new catamaran is a welcome addition to Transmare's fleet, with its onboard equipment particularly suitable for environment clean-up and recovery. An entirely aluminium catamaran (a real innovation for the Italian work boat market), the **'Porto Vado VIII'** measures 17 metres in length overall, with a beam of 6.12 metres and a full load displacement of 35 tonnes. Featuring a large working deck services by a hydraulic crane, the vessel is powered by twin MAN D2866 engines and can reach an operating speed of 12 knots. *(Source: Baird)*

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SIGNET DELIVERS NEWEST ASD TUG M/V SIGNET MAGIC



Signet Maritime Corporation announced delivery of its newest vessel, a Robert Allan designed AZ 25/60 Class towing and escort tug, M/V **Signet Magic**, on July 26, 2013 from Signet Shipbuilding & Repair, Pascagoula, Mississippi. This Signet owned state-of-the-art ASD will be used at multiple Gulf of Mexico locations for harbor assist, and ship and rig escort, designed specifically to work under limited maneuvering conditions. M/V **Signet Magic** was christened Friday, July 26, 2013 in the Port of Pascagoula. Mrs. Brenda Dahl, wife of Mr. Joseph Dahl,

General Manager, Signet Shipbuilding & Repair, Pascagoula, was the christening sponsor. "This 61.4 metric ton bollard pull tractor tug will be immediately inserted into our expanding energy services and harbor escort division to enhance our high-tech fleet of tugs where we enjoy an average fleet age of 6.5 years," said Signet Maritime President, J. Barry Snyder. The highly maneuverable and powerful Z-Drive is built under the direction of ABS to the Load Line Convention Rules. Measuring 80' (24.38m) by 36' (10.97m) by 15'11" (4.85m) with ABS Certified 61.4 tonnes of bollard pull, the tug is powered by a pair of EPA Tier 3 Caterpillar Model 3516C diesel engines producing a total 5,150 BHP at 1600 RPM with two fixed pitch Rolls-Royce model US205 Z-Drives. She is outfitted with a Markey DEPCF-48 electric bow hawser winch and a DEPC-32 deck winch on the stern, two (2) John Deere 125kW, 60Hz, 480V generators and a remote off vessel fire-fighting system. The tug also features accommodations for five (5) in three (3) staterooms, a modern galley and state-of-the-art wheelhouse complete with electronic chart display, log desk and controls, instrumentation, navigation aids, 360 degree sliding pilot chair, and new design rubber roll suppression devices. Signet's fleet expansion construction program is on schedule with three additional tractors for coastal and offshore towing to be delivered in Q1 and Q2



of 2014. Snyder noted, “These new vessels, combined with our highly trained seagoing personnel and Signet’s dual simulator on-site training facilities, provide our customers with the leading edge of marine transport services. Over the past three years, we have invested \$156 million in new marine assets and infrastructure to better serve our marine operations.” M/V **Signet Magic** departed Signet Shipbuilding on her maiden voyage to Ingleside, Texas where she will be homeported at Signet’s International Operations Center. The tug will be operated under Signet’s ABS-certified International Safety Management (ISM) and ISO 9001-2008 Quality Management Systems. (*Press Release*)

ACCIDENTS – SALVAGE NEWS

‘RENA’ DIVING ATTRACTION DOESN’T WASH



Costamare and its insurer, The Swedish Club, have responded to local concerns over leaving part of the wreck of the 'Rena' on the Astrolabe Reef and now plan to launch a further salvage initiative in October.

In addition to a NZ\$27.6 million (USD22.3 million) compensation deal struck with the New Zealand government, Costamare agreed to pay a further NZ\$10.6 million (USD8.6 million) if a proposed resource consent application was granted to leave elements of the wreck as a dive attraction. However, local Maori communities have led a campaign for enforcement of the original Maritime New Zealand order for the entire wreck to be removed -- including the four-storey accommodation block -- over concerns its progressive disintegration could release further debris. The Swedish Club senior claims manager Captain John Owen stated: “Although there is a considerable cost to removing the accommodation section, we recognise the importance of minimising the effects on the community of the 'Rena' grounding as much as we can.” Meanwhile, work has continued to remove the rest of the wreck, of which nothing is now visible above the water. (*Source: Baird-Iain MacIntyre*)

TUGBOAT SINKS IN KUALA TUNGKAL

A tugboat pulling a barge carrying coal sunk some 200 miles off Marina Port in Kuala Tungkal, West Tanjungjabung, at 11:30 a.m. local time on Sunday. The tugboat’s skipper, Arman Lubis, 40, died in the incident while seven crew members saved themselves. Arman, who hailed from Tanjung Pinang, Riau Islands, was trapped in the wheelhouse of tugboat GPS Seribu owned by PT Pekanbaru Cipik after it sunk. It was suspected that Arman was struck by hard objects knocked loose in the incident as his body was covered in bruises. His remains are currently laid out at Daud Arief Regional Hospital (RSUD), Kuala Tungkal. West Tanjungjabung Water Police chief Adj. Comr. Simanungkalit said seven crew members were safe after they jumped into the water before the tugboat sunk. “But it was too late for the ship’s captain as the tugboat was upturned,” said Simanungkalit, adding that Arman was found dead in the wheelhouse. The tugboat was pulling the

barge, which was bound for Tanjung Bakung from Kualatungkal. “The tugboat was upside down due to the mistakes of the boat’s captain, who was driving at high speed,” said Simanungkalit. He said police were still investigating the causes of the incident. *(Source: The Jakarta Post)*

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COAST GUARD CUTTER SYCAMORE DAMAGED IN BARGE ALLISION IN CORDOVA, ALASKA

The Coast Guard is investigating an allision that occurred between an Alaska Marine Lines barge and the Coast Guard Cutter **Sycamore** in Cordova, Sunday. The **Sycamore**, a 225-foot seagoing buoy tender, was at its moorings when the allision occurred and suffered damage to its bow. There have been no reports of injuries or pollution at this time. The **Sycamore**, homeported in Cordova, conducts aids to navigation, search and rescue and law enforcement missions throughtout Alaska.

(Source: USCG)



ASTRID PLUNDERED



Thieves operating under the cover of darkness have stolen a valuable compass, bell and wheel from the stricken Dutch ship, **Astrid**. The three items are thought to have been stolen by looters, who approached the 95-year-old vessel in a rib overnight on Friday. The discovery was made on Saturday when Coastguard members went to the site of the ship, where it sank near Kinsale on Wednesday. It is believed at least two people would have had to work together to loot the three heavy items from the vessel. The brass items may have been taken by memorabilia hunters, or to sell them on. **Astrid**’s crew of 30, including 23 trainees,

escaped tragedy by minutes after its engine failed and high winds drove it on to rocks. A salvage company, Blue Ocean of Castletownbere, has now been appointed to remove the vessel from the ledge where it currently lies and bring it ashore. Declan Geoghegan of the Irish Coastguard said the vessel so far remained intact, apart from the items that were looted from it. "In order to take anything off the boat, people would have to approach it on a rib or a small boat, from the water side, probably under the cover of darkness." In relation to the salvage operation, he said: "The plan is to bring in a large barge and a platform from the UK which may take a day or two. It will be lifted onto the barge." It is believed the boat will not sail again. In the meantime, the vessel is under the responsibility of the Customs service which has responsibility for wrecks. Mr Geoghegan said the Coastguard is guarding the wreck from the coastline and from the air. Large numbers of people are going to the area between Oysterhaven and Kinsale to view the vessel, whose masts are visible above the water. He said that while the majority of people are sightseers, others are putting their lives by attempting to get onto the vessel. (Source: *Evening Echo*; Photo: *irishexaminer.com*)

TUG HIT BY CARGO VESSEL AND BARGE

On, 2013, July 28 the cargo m/v "*Perseus*" (IMO: 8616087), enroute from Oxelosund to Hamburg, was in collision with the "*Westmund*" which, jointly with the German tug "*Vorwärts*" was transporting the barge "*SB 7020*" from Rotterdam to Sassnitz in the Kiel Canal. At Buchholzer Moor the tow came perpendicular to the fairway. The "*Perseus*" remarked that the ships were turning to port and tried to go full astern but hit with its foreship against the port side bow of the



"*Westmund*". Both vessels suffered hull damage. The "*Westmund*" was further damaged at the stern when the "*SB 7020*" hit the stopping ship. The tow was advised to berth in Rendsburg, where repairs at the tug were to be carried out, and the "*Perseus*" docked at the South Quay in Brunsbüttel. It proceeded to Hamburg at 1 p.m. and docked at warehouse 84 at 5 p.m. Short time later it proceeded to the Norder Yard for some repairs before returning to the warehouse on July 29 at 2 p.m. (Source: *Vesseltracker*; Photo: *Hans Hoffmann*)

FUEL REMOVAL COMPLETE, SALVAGE BEGINS ON ITB HOOK POINT-ALAGANIK ON GULF OF ALASKA

The Coast Guard continues to monitor the integrated tug and barge **Hook Point-Alaganik** following the vessel's grounding on the Gulf of Alaska coast, sixty miles southeast of Cordova, Alaska. Alaska Marine Response, LLC personnel arrived at the site of the grounding via aircraft Thursday evening, offloaded response equipment and began fuel removal operations on the tug and barge. As of late Friday afternoon, all recoverable fuel and oil have been removed from the vessel, totaling 1,740 gallons of diesel fuel and 225 gallons of hydraulic and miscellaneous fluids. All fuels and liquids are being stored in containers above the high water line and both the tug and barge remain on the beach. No sheen has been reported since the original time of the incident. "With the threat of pollution removed, Alaska Marine Response, LLC is working to assess structural damage and develop a salvage plan to remove the tug and barge from the beach," said Lt. Keyth Pankau, response department head, Marine Safety Unit Valdez. "Due to the remote location of the grounding, salvage



holding the tug and barge together and heavy waves washed both up onto the beach Wednesday afternoon. *(Source: Marex; Photo: Shipwreck Log)*

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AN ITB BLOCKS MOSCOW CANAL FAIRWAY

An integrated tug and barge unit (ITB) stopped navigation in both directions along the fairway of the Moscow Canal. The incident occurred as a result of inappropriate actions of the vessel's shift captain and engineer, the State Maritime Rescue Coordination Centre of the Transportation Ministry (SMRCC) said. The report on the incident came from a dispatcher of FSUE Moscow Canal at 00:30 July 30, 2013. The ITB, "Pusher towboat **Adler** and *barge No 573*" (owner - Ingeoflot) slewed across the canal at 15:50 (Moscow time) and blocked the traffic for 4 hours. There was no oil spill reported. At 21:10 the ITB was towed to the quay wall of Lock No 7 for further investigation of the incident. *(Source: Portnet)*

OFFSHORE NEWS

COASTAL SECURES MAJOR OSV GIG

Coastal Contracts Bhd announced on July 26th that its wholly-owned subsidiaries, Coastal Offshore (Labuan) Pte Ltd and Thaumias Marine Ltd have collectively secured contracts for the sale of **five Anchor Handling Tug Supply (AHTS) vessels**, one 300 Men Accommodation Work Barge and one 85m Subsea Support/Maintenance Vessel for an aggregate value of approximately RM 425 million



(approx. \$132 million). Among the seven Offshore Support Vessels (OSVs) sold by Coastal Group, five vessels were sold to new customers from South East Asia and Africa, whereas two vessels were sold to regular customers. The 85m Subsea Support/Maintenance Vessel is one of the high-end products of the Group, which is specifically designed to transport liquid cargo and equipment, move men and materials between platforms, and for external fire fighting as well. The 300 Men

Accommodation Work Barge is designed to accommodate up to 300 work personnel and crew in the offshore work site. One of its main functions is to provide a better workplace to the offshore workmen. These vessels are scheduled for delivery during 2013 and 2014. The revenue stream from these vessels is expected to contribute positively to the top and bottom line performance of the Group for the financial years ending 31 December 2013 and 31 December 2014. As of to date, Coastal Group has approximately RM 1 billion worth of vessel sales orders pending delivery to customers up to 2014. Mr Ng Chin Heng, the Executive Chairman of Coastal, commented: "Following our recent order book intakes of RM434 million in April 2013, we are glad to secure another major win within a short period of time. These latest contracts will significantly replenish our vessel sales order book, which have surpassed RM1 billion. We are pleased that Coastal Group was able to capitalise the recovery in the OSV sector by securing these contract wins from existing as well as new customers. We see this as a positive development and we are looking forward to capitalise more contract inflows. We would like to thank our customers for selecting Coastal Group to execute these major contracts and for their trust and confidence in our capabilities. We are also delighted that our existing customers have again chosen to partner us in their fleet expansion programme. Our commitment to our customers will be demonstrated in timely, quality and efficient delivery of our vessels." Mr Ng further added: "Future prospects for the OSV sector look to be positive in the near future, underpinned by stable oil prices and favourable oil and gas market outlook. Continued exploration and development of offshore oil and gas discoveries will maintain interest in the offshore support sector well. In the meantime, increasing drilling activities will require greater support from AHTS. We believe that the oil and gas industry will continue to provide opportunities within the OSV market. Moving forward, greater emphasis will be placed on constructing more technologically advanced and deepwater-capable OSVs that can withstand harsher environment as Coastal Group seeks to broaden its product offering and scale up its shipbuilding value chain." *(Press Release Coastal Contracts)*

TAS CONTINUES TO OUTSOURCE SOME CONSTRUCTION TO CHINA YARDS

The outsourcing trend to China continues in the offshore industry with Sarawak-based TAS Offshore reiterating that it is increasingly outsourcing its vessel construction to contract shipyards in China. Managing director Lau Nai Hoh was quoted as saying that, taking advantage of their competitive pricing, TAS has currently contracted out 12 vessels to two established yards in Guangzhou. "We will continue to outsource the construction of vessels in view of the competitive

pricing and quality work done by the contract shipyards in China,” Lau said. More than 10 vessels, including two AHS vessels, were currently being built by TAS yard, he added. Clients from Singapore made up the bulk of TAS' customers, Lau noted, with some MYR57.7m (\$17.9m) or more than 40% of the group's revenue of MYR138m for FY2013, coming from them. Interestingly, less than 15% or MYR18m of group revenue came



from clients in Malaysia. Lau added that TAS currently had some MYR an orderbook of MYR380m which would contribute positively to its results up to financial year 2015. The group also intends to build vessels for charter. For TAS's financial year fourth quarter ended May 31, it posted a group pre-tax profit of MYR3.3m on turnover of MYR48.4m, bringing full-year pre-tax profit to MYR16.7m on revenue of RM138m, compared with corresponding figures of MYR15.5m and MYR101m respectively in the previous financial year. *(Source: Seatrade Global)*

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OTTO MARINE PENS \$170 MLN SALE & LEASEBACK DEAL



Otto Marine Limited, (Otto Marine), a leading offshore marine company which specializes in building complex offshore support vessels, ship chartering and offers specialized offshore services, has entered into a sale and leaseback deal with a renowned unrelated third party for 2 units of the large Anchor Handling Tug Supply Vessels for US\$85 million each. The **VS491** 21,000bhp vessels are currently being constructed at Otto Marine's Batam yard, and are

scheduled for completion in August and October 2013 respectively, to the new owner in Batam. Both the vessels will be chartered by the Group for a period of 8 years. DNV classed and Norwegian-designed, the **VS491** 21,000bhp AHTSs are hybrid propulsion diesel electric driven vessels with dynamic positioning 2 (DP2) technology. 91.5 meters in length and 22.5 meters wide, the vessels have a bollard pull of 240 to 260 tonnes. These vessels can operate and handle large rigs in the ultra-deepwater region including the harshest environments of the North Sea region. “The Group is pleased to have arranged the sale and leaseback of two of its Ultra Large AHTS at US\$85 million each which is supported by a few renowned independent valuers. Together with our current Rights Issue, this arrangement will contribute significantly towards improving the Group cash flow, reduce bank loans and improve its gearing ratio, thus strengthen its balance sheet. We have already put in place a strengthened team of key and middle management to drive the revival of our shipyard operations. With an improved financial position and the release of capacity at our Batam shipyard, the Group is now ready to take on more jobs, including shipbuilding, ship repairs and fabrication works. We are encouraged by the buoyant offshore oil and gas industry and are determined to restore Otto Marine’s position as one of the key players in the offshore and marine space,” said Mr. Michael See, Executive Director & Group CFO. *(Press Release Otto Marine)*

REDWISE SUCCESSFULLY DELIVERED OFFSHORE SUPPORT VESSEL “OCEAN STAR”:

The newly built Offshore Support Vessel “**Ocean Star**”, departed from the yard at Guangzhou (China) on May 15th heading for her new homeport Dos Bocas (Mexico). The route took vessel via great circle route across the Pacific Ocean to Panama Canal. “**Ocean Star**” safely arrived in Mexico (Caribbean side) on July 20th after a maiden voyage covering 10,676 nautical miles. To date **Redwise** Maritime Service BV arranged for management and repositioning



of some 30+ vessels (a.o.: tugs (some with tow), dredgers, OSV’s, AHTS vessels and even a reefer) and confirms another 8 vessels being on their way or in process of getting underway bound for various destinations on the globe. **Redwise** for full-service, global ship-delivery (repositioning of ships) as well as professional crewing arrangements. *(Press Release Redwise)*

JASA MERIN, EXXON AGREE PSV CONTRACT EXTENSION

Jasa Merin (Malaysia) Sdn Bhd, a subsidiary of SILK Holding has accepted the award of contract extension by ExxonMobil Exploration and Production Malaysia Inc. for the provision of one Platform Supply Vessel. The original contract which started on 3 August 2012, had a primary period of one year and is to be extended for another year commencing 3 August 2013. “The contract extension valued in total at approximately RM11.68 million is expected to contribute positively to



SILK Group earnings and assets for the financial year ending 31 July 2014, ” said SILK in a statement. The supply vessels owned by Jasa Merin are designed for the transportation of supplies to and from offshore installations. This involves the transportation of items in containers or dry bulk cargo such as cement and pipes on deck. A variety of different products, especially fluids such as methanol, pre-blended drill fluids, brine, water and oil, are stored below deck in segregated

storage compartments with individual pumps and hoses for discharging. *(Source: Offshore Energy Today)*

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TSCHUDI TWINS IN DEN HELDER

The ahts **Blizzard** moored in Den Helder for repair and maintenance work on board. For a few days the **Blizzard** was joined by the ahts **Boulder**. The latter left for a cargo run on the German Continental Shelf. The **Blizzard** is awaiting next commitment with Seaway Heavy Lifting. *(Source and photo: Paul Schaap)*



DRILL SHIP FUGRO SYNERGY ENTERING VALLETTA



The 2009 built Bahama flag with call sign C6XR3 drill ship **Fugro Synergy** (Imo 9452488) was seen entering Grand Harbour, Malta on Monday 29th July ,2013. The vessel is owned by Fugro Synergy NV – Leidschendam; Netherlands and managed by Fugro Marine Services BV – Leidschendam; Netherlands. She has a grt of 6,543 tons and a dwt of 4,400 tons and is classed Det Norske

Veritas. (Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)

BOURBON SUBSEA SERVICES – A SOLUTION FINDER FOR THE ASIAN OFFSHORE MARKET

As part of its Subsea Services Activity in Asia, BOURBON is currently operating locally 3 MPSVs devoted to Inspection, Maintenance and Repair (IMR) operations: the Southern Ocean in Eastern Russia, the Bourbon Supporter in Thailand, and the Bourbon Evolution 803 in Malaysia. These latest-generation vessels are now operating on underwater robots (Remotely Operated Vehicles) support, diving support, cable



laying support, products injection and well stimulation support and also provide floatel support services in the region. “3 of Bourbon Subsea Services’ fleet of 19 vessels are currently operating in Asia to provide a wide variety of offshore oil & gas subsea services to suit the diversity of the regional requests. This strengthens the position of Bourbon Subsea Services as a solution finder for the most demanding clients,” explains Patrick Belenfant, Senior Vice President Business Management - Subsea Services. *Focus on the Bourbon Evolution 803 operations for Daya OCI in Malaysia* This vessel has been working for Daya OCI since March. “The Bourbon Evolution 803 is a genuine and flexible ‘toolbox’”, states Jean-Charles Audouin, Project Manager – Subsea Services. “She has been customized to suit the client’s needs with a saturation diving kit, a ROV, etc.”. The main operations involve connecting underwater pipes on existing oil fields supported by the vessel’s 2 AHC cranes, ROVs and a team of 12 divers. The vessel should soon be installing 30 kilometers of high tension cables to supply future platforms. James Klopper, Chief Operating Officer - Daya OCI,

comments: “Our partnership with BOURBON began 3 months before the vessel came out of the shipyard in China and continued right through the mobilization, client acceptance and commencing work offshore. It is a pleasure to work with the team on board who have always understood our objectives and done whatever they can to assist us. We look forward to successfully completing this campaign together and getting ready for the next one.” *A regional presence* Through its Singapore-based affiliate Bourbon Offshore Asia, BOURBON is already operating a substantial fleet of vessels in Asia. Complementary project management personnel with Inspection Maintenance and Repair vessel support experience had been allocated to the area to provide localized expertise and services to the most demanding oil and gas clients. *(Source: Bourbon; Photo: Subsea World News)*

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COSL BUYS TWO PLATFORM SUPPLY VESSELS

China Oilfield Services Limited (COSL) announced that it has purchased two newly-constructed platform supply vessels (PSVs) built by Xiamen Shipbuilding Industry Co., Ltd. The vessels belong to the same **KCM75M** model and each of them has an overall length of 75 meters, an overall deck area of 700 sq. m, gross tonnage of 3,300 tonnes and a main-turbine power output of 6,000 horsepower. Equipped with a DP2 dynamic positioning capability, each vessel is able to carry fuel, drilling fluids, fresh water, bulk materials etc., and is able to prevent fire outbursts and improve recovery on spillage. One of the vessels has been built already and it has been delivered, while the other vessel's delivery will take place upon construction completion by the end of August. After undergoing equipment adjustment and obtaining related licenses, both vessels are expected to commence operation in the fourth quarter of 2013. The vessels are able to satisfy requirements for operations in the South China Sea, thereby further enhancing the Group's capabilities in marine service and transport sector. *(Source: COSL)*

WINDFARM NEWS

DANISH COMPANY SEA CONSULT APS TAKES DELIVERY OF ITS FIRST TWIN AXE FCS 2610

Danish company Sea Consult ApS has taken delivery of its first Damen Twin Axe as the company prepares to enter the offshore wind market. Based in Marstal, Sea Consult is a new customer to Damen and this will be the first Fast Crew Supplier (FCS) 2610 to be operated by a Danish company. The vessel already has work at Belgian and German offshore wind farms for the next year and the company's new vessel is expected to be deployed in the next two weeks. *Fast delivery* The extremely short delivery time was a major reason the Danish company decided to choose the Damen high-speed catamaran. Owner and Managing Director of Sea Consult, Jan Fabricius, says: “Where else can



you find a shipyard that has vessels in stock?” A Letter of Intent was signed in early June; Sea Consult and its crew arrived at Damen’s headquarters in Gorinchem, the Netherlands on June 29 and the vessel sailed with its crew and a Damen engineer to Sea Consult’s Danish base, arriving on Sunday evening June 31st. Mr Fabricius was also on the FCS 2610’s first journey and commented that he was “very satisfied” with the vessel’s performance. “We had seen the Twin Axe FCS 2610 operating at several wind farms and on television

and we were particularly impressed by the ‘Axe Bow’.” The revolutionary Damen Axe Bow hull means that resistance is low and this in turn leads to excellent seakeeping behaviour and lower fuel consumption. Mr Fabricius adds: “The Damen FCS 2610 is top in terms of reduced fuel consumption, particularly at low speeds.” The FCS 2610 is very comfortable for the crew in terms of ergonomics and it is known for its ability to operate smoothly in higher sea states. Sea Consult is considering the possibility of building up a small fleet of the Damen FCS 2610, he adds. “Damen really is very professional, you don’t have to argue if something needs doing, Damen will fix it and they are really nice people to deal with,” Mr Fabricius says. Chiel de Leeuw, Damen Sales Manager Scandinavia, comments: “Because we build these vessels for stock Damen is able to supply customers quickly and on top of this we were able to offer Sea Consult attractive financial options from Damen Customer Financing.” The vessel was built at Damen Shipyards Singapore, which is a Group specialist in high-speed aluminium craft. “Damen is very much looking forward to seeing Sea Consult’s business grow in this exciting market and hopes that the two companies can develop a long-lasting fruitful cooperation,” says Mr de Leeuw. *About the Twin Axe Fast Crew Supplier (FCS) 2610:* The FCS 2610 design enables the safe transfer of personnel onto platforms or wind turbines at wave heights of more than 2.5 metres. Other distinctions are the maximum speed of 26 knots (with a range of 1,200 nm, depending on sea state) and the low fuel consumption, another result of the low-resistance double Sea Axe bow. The 26 x 10 m vessel offers accommodation for a crew of four and up to 12 passengers. With ample working and storage space on deck it is possible to load various types of cargo with the onboard crane (20 tm), incl. either two 10” containers or two 20” containers. Furthermore, the vessel shows a spacious rescue platform, HP cleaning unit, a three-point mooring system and extra mooring winches (*Press Release Damen*)

YARD NEWS

GIBDOCK BRINGS IN FIRST TECHNIP SHIP

Gibdock has underlined its growing reputation in the offshore vessel sector by securing its first dry docking contract from Technip, a world leader in project management, engineering and construction for the energy industry. **Wellservicer**, a multi-role diving support vessel with subsea lift capability, has undergone an intensive and relatively complex class renewal docking at the Gibraltar yard, and has been delivered back to Technip, ready for work. Richard Beards, Gibdock Managing Director, said: “Gibdock’s work is characterised by its diversity and continues to involve a full range of vessel types. However, our location, quality of work and ability to redeliver on

schedule is attracting a growing number of high-end offshore vessel owners. It is a matter of pride that we executed this project to the exacting standards set by Technip.” Gibdock staff undertook Technip’s Integrated Safe System of Work (ISSoW) programme, a course specific to the marine sector exemplifying the standards set for the owner’s fleet. All manual workers engaged in the project passed level 1, with Gibdock management undertaking level 3. “We were keen to work with Gibdock because we knew their record for carrying out quality work, safely,” said Ricky McGowan, Capex Project Manager for Marine Operations at Technip. “Dealing with the shipyard was smooth, and they took a proactive approach to safety and embracing our ISSoW. Overall we were very happy with how the dry dock went.” John Taylor, Gibdock Operations Director, said: “Technip has very demanding safety standards. As our offshore workload continues to grow, we are consistently demonstrating that our own safety regime is robust enough to meet the distinctive requirements set for this specialised market.”



The 111.4m long, 9158gt DP-class 3 **Wellservicer** arrived at Gibdock on May 6th and was successfully undocked on June 17th. After several days of afloat repairs, and sea trials, she returned to the yard for mobilisation work, before leaving for her next assignment in Canada. The main scope of work included an extensive overhaul of the ship’s three tunnel thrusters and three azimuthing thrusters, which were removed to the yard’s workshops, disassembled and put through a rigorous maintenance programme before rebuilding. Gibdock engineers worked in close collaboration with Technip’s supplier, Rolls Royce. It also included removal of the two small deck cranes and their replacement with two brand new five tonne capacity units. This required deck plate modification, including work to under deck stiffeners. Jonathan Pocock, Gibdock Ship Repair Manager, said: “There was a large amount of pipe modification and considerable steel work. We have carried out a number of deck crane replacements recently; this was different but we were able to draw on our past experience.” Other tasks included an upgrade to the fire line system, which involved fitting new pipework, and the erection of a significant amount of scaffolding. This was required in order to safely gain access to the helideck, and to carry out necessary works to the under deck supports. “Gibdock staff will remain ISSoW-certified for two years,” said Mr Taylor. “We are well prepared to offer our services for consideration by Technip in the near future.” *(Press Release Gibdock)*

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‘POSEIDON III’: AGROMARE REBUILDS STEEL PONTOON



In 1978, the **‘Ichnusa’** was a 12 metre steel pontoon based in Civitavecchia – the port of Rome– and managed by the Civitavecchia Harbour Pilots. With a single 111kW engine and a very small cabin, it was used mainly for light mooring

operations. After being sold to Cooperativa Poseidon of Milazzo in nearby Messina, the **‘Ichnusa’** underwent extensive transformation at shipbuilder Agromare’s Salerno-based facility. Now renamed **‘Poseidon III’**, the refurbished vessel measures 15 metres in length and is powered by two 111kW FPT diesel engines. The vessel features a new larger aluminium superstructure, with seats for four crew and a separate toilet, and a 14 tonne hydraulic crane has been fitted on deck. Thanks to the new equipment and length, the multi-purpose workboat is now suitable for a range of functions and ready for a long-term lifecycle. The

‘Poseidon III’ will be used for activities such as mooring and unmooring ships in port; maintenance and reinforcing of moorings buoys and mooring posts, cable laying, pontoon transport for shipments to offshore platforms and crew and cargo transfer. *(Source: Baird)*



VYBORG SHIPYARD FINALIZES TRIALS OF ATLANT SEMISUBMERSIBLE BARGE



Vyborg Shipyard completed on July 29 two-day sea trials of a semi-submersible heavy-lift barge **“Atlant”**, the company said on Tuesday. The shipbuilder’s trials included a series of tests of the vessel's systems and its performance during submersion and refloating. On August 5 the barge will be put into service and become a dock platform for fabrication of the 21900M-class icebreaker’s hull. Vyborg Shipyard is part of the state-owned United Shipbuilding Corp.

and is one of the largest shipbuilding companies in the North-West region of Russia. The shipyard specializes in the construction of offshore drilling rigs, icebreakers, ice-class vessels, ships of small and medium tonnage, and provides ship repair service. (*Source: Portnews*)

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

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