



TUGS & TOWING NEWS

INYALAZI



The 1984 built Transnet NPA South African flag with call sign ZS2121 harbour tug **Inyalazi** (Imo 8317679) moves down the Esplanade Channel after completing a job in the Maydon Wharf area, as a lone fisherman gazes across the harbour seemingly without concern for the busy activities around him. The tug has a grt of 315 tons and a dwt of 629 tons. *(Source: Ports & Ships; Photo: Terry Hutson)*

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TUG BOAT SALVAGE FIRE IN CHILlicothe WAS AN ACCIDENT

Three men destroying a tug boat for scrap metal Friday afternoon accidentally sparked a blaze that engulfed the tug boat and set a nearby old casino boat on fire as well. Richard E. Hamm, 74, of 17102 E. Holiday Harbor Lane hired the three Indiana men to cut up Mr. Toad, a three-story tug boat that had been out of service for several years. When the Chillicothe Fire Department responded about 2 p.m., “the whole boat was just blazing away. It was a spectacular looking fire,” said Fire Chief John Myers. Henry, Lake, Princeville, Dunlap and Peoria Heights fire departments responded as well, Myers said. Several acetylene, propane and oxygen tanks on board the boat fed the fire. Firefighters controlled most of the flames relatively quickly, Myers said, but it was not safe to go down to the ship’s lowest level, especially as the boat would soon be turned into scrap metal.

By midnight, they had contained and controlled the fire in the engine room and all left but three firefighters keeping watch through Saturday morning. Some flames are “still crackling away” but Myers said they would not spread and would eventually go out on their own.

(Source: pjstar)



STS ASSISTANCE BY TUG ST ELMO



ASD tug **ST Elmo** (BP75t – Built in 2011) was recently engaged in a successful operation in the East Mediterranean. The vessel was employed to provide ship-to-ship LNG towage duties and standby assistance along with tug Garibrado in IPL and OPL Limassol Bay, Cyprus. St Elmo returned to base on 13th July, 2013. For the purpose of this job tug Master Kenneth Linwood has undergone simulator training in Philadelphia – USA organised by BP.

(Source: Tug Malta)

TWO BARGES IN TOW FOR CASABLANCA

Last week the 2008 built Danish registered with call sign OZLM tug **Hunter** (Imo 9468372) was seen departed from Rotterdam with in tow the *Gervo I* and *II* bound for Casablanca Morocco. Assistance during the river transport was given by the tug Arend. The **Hunter** (ex Hunter A, Sea Regent) is owned by Rederiet Junior ApS and managed by Svendborg Bugser A/S – Svendborg; Denmark. The Germanische Lloyd classed tug has a length of 31.00 mtrs a beam of 9.50 mtrs and a draft of 3.50 mtrs. She was built by Forward



Marine Enterprise Sdn Bhd – Sibuh under number FM-25. The two Cummins KTA-50-M2 diesel engines develops a total output of 2,386 kW and gives the vessel a speed of 11 knots *(Photo: Frans Sanderse)*

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GOLIATH; PEGASUS AND DONA LUISA WORK FOR CASTORO 10



The *Castoro 10* arrived in the Caribbean Island of Curacao. With this arrival Saipem has contracted two anchor handling tugs for running the anchors of the *Castoro 10* and a supply vessel for pipe transport to this pipelaying barge. The *Castoro 10* is contracted for work in the Golfo de Paria – Venezuela. Superintendent John Smit has carried out on hire surveys for those vessel which are the *Goliath*; *Pegasus* and the *Dona Luisa*. The 1977 built Colombia

registered with call sign HKBG7 tug *Goliath* (Imo 7507758) is owned by Suleasing International SA – Cartagena de Indias; Colombia and managed by Retramar SAS – Cartagena de Indias; Colombia. The 2009 built Antigua and Barbuda registered with call sign V2ED2 tug *Pegasus* (Imo 9433743) is owned by *Pegasus Harms Offshore* – Hamburg; Germany and managed by *Harms Bergung Transport* – Hamburg; Germany. The 2001 built Panama registered with call sign HO2257 supply vessel *Dona Luisa* (Imo 9253442) is owned and managed by *Dona Luisa Shipping Ltd.* Oranjestad; Aruba. *(Photo's John Smit & Kees Bustraan)*



A NEW VISITOR ON THE NEW WATERWAY

Last week the 1960 built Finish registered with call sign OJJO tug *Meteor* (Imo 5233547) enters the Rotterdam New Waterway. This oldie was built by O/Y *Laivateollisuus A/B* – Åbo; Finland under number 174 for *Finska Bergnings A/B Neptun* – Helsinki; Finland is owned by *Rauma Chartering*



and Towage Agency O/Y A/B Ltd – Rauma; Finland. In 1977 sold to the Finnish Ministry of Defence (Finnish Navy) – Helsingfors and renamed **Pellinki**. In 1981 renamed **Parainen**. In 1987 rebuilt at Uusikaupunki; Finland. In 2000 sold to ET Merenkulkukoulu O/Y – Rauma and renamed **Meteor**. In 2003 to Rauma Chartering and Towage Agency O/Y A/B Ltd – Rauma. She has a length of

38.51 mtrs a beam of 9.25 mtrs and a draft of 4,10 mtr. The Wartsila 8R22MD-D develops a output of 1,300 kW a speed of 14 knots and a bollard pull of 20 tons. *(Photo: Ruud Zegwaard)*

JONRIE ROLLS OUT NEW AUTO TOW SYSTEM

JonRie introduces its New ATS (Auto Tow System) for all its Series 500 Towing Winches. The new ATS (Auto Tow System) offers tug owners a complete solution to modern Open Ocean Towing. The JonRie ATS is an advanced compliment to the existing line of Towing Winch now offering a Constant Scope Tension Limiting device which will relieve tension on the tow line and when the tension is reduced the scope of the line will reclaim back to its original set scope point. As proven over many years of Towing this type of system adds an added safety factor to any tow. The ATS also provides for centenary (line sag) displays, real distance between the tug and tow, alarm points if the tow is to close the tug or if it's too far away or about to disconnect from the tow with the package providing GPS set on the tug and tow. If the Tow is lost the GPS will give its location to the tug in enough time to reconnect. This new compliment along with JonRie's other Towing Winch features which include Line Scope and Line



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VAN 'T HEK

In the tugboat port Maassluis; Netherlands was seen ashore the tug/workboat **van 't Hek**. The tugboat company is contracted for the new building bridge over the outside harbour, which was a long wish of the residents of the city. *(Photo: Jan Oosterboer)*

ACCIDENTS – SALVAGE NEWS*NEWFOUNDLAND FERRY ALLIDED IN THE WHARF*

Marine Atlantic is conducting an investigation after one of its passenger ferry ships grounded early Wednesday July 31, 2013 while leaving Port aux Basques in southwestern Newfoundland for Cape Breton. Spokesman Darrell Mercer



told that the MV **Blue Puttees** was stable and no injured passengers or crew members were reported after the ferry ship struck a wharf a few minutes after leaving the main dock in Port aux Basques, Canada. The vessel was carrying 398-passengers and 91-crew members sailing to North Sydney, N.S., when it hit the wharf at 8:32 am. LT. Local emergency authorities reacted and Transport Canada was alerted, but Darrell Mercer stated that there did not appear to be any considerable damage. "It was surely very foggy this morning, but of course as part of the investigation all of those little details are going to be considered," Mercer told. "We are all going to look at what happened and all of the possible causes. But at this stage, it is much too early to speculate with the cause of the accident." Mercer also added that the ferry vessel still had power when it grounded and passengers were given complimentary food and beverages before it returned to dock at almost 5 pm. Marine Atlantic stated in a press release that the ferry accident would impact its schedule and clients would be contacted directly with revised sailing times. The grounded ferry vessel **Blue Puttees** came into service in March 2011 and almost instantly experienced problems involving its stabilizers. A brief but considerable listing that month caused mostly minor injuries involving several passengers and crew members. Marine Atlantic at the time blamed a combination of factors but reported the ferry ship is exceptionally safe. *(Source: Vesselfinder)*

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OFFSHORE SUPPLIER WITH 12 PERSONS ON BOARD SUFFERED WATER INGRESS OFF BORKUM

On July 29, 2013, the "**ASP Tyne**" suffered water ingress while underway to the offshore windpark Borkum. The lifeboat "**Alfried Krupp**" of the DGzRS-station Borkum was requested to assist by the Dutch MRCC at 10.30 a.m. The crew of the "**ASP Tyne**" was able to cope with the flooding with its own pumps, but the captain of the ship, which was carrying 12 persons at that time, immediately turned around and headed for the approaching lifeboat. After the ships rendezvoused, the "**Alfried Krupp**" escorted the supply boat until it reached the port of Eemshaven. Due to its reduced manoeuvrability the lifeboat took the "**ASP Tyne**" in tow off the port and safely moored it. At 3.20 p.m. the "Alfried Krupp" returned to its station. (Source: *Vesseltracker*)

TUG, LIFEBOAT AND ANTI-POLLUTION VESSEL SENT TO GROUNDED TANKER

After the "**Meteora**" ran aground on July 30 at 7.35 p.m. north of Bozcaada. The Turkish Coast Guard immediately sent the tug "**Kurtarma 2**" and the lifeboat "**Kıyı Emniyeti 3**". As a precaution also the anti pollution vessel "**Tahlisiye II**" was dispatched. The ship which has a draught of nine meters had sailed from Agioi Theodoroi Port on July 28 being bound for Poti. It has on board a crew of 25. (Source: *Vesseltracker*; Photo: *Turkish Report*)



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TANKER GROUNDED IN THE ÅFJORD

The "**Dart**" ran aground in the Åfjord on the Grøneskjæret, a small rock south of Hatløyna in



Hyllestad, off Skivenes on Aug 1, 2013, when coming from Kopervik in Rogaland, heading north towards Florø. The crew of seven was not in danger. Police was notified at 05.30. The ship was carrying a cargo of 485 cbm mud, which usually consist of water, oil, clay, and various chemical additives. The ship was stuck on a length of 20-25 meters. A navigational error was

thought to have caused the grounding which occurred with great speed. The bow was high and dry with the stern on deeper water. However, there was no visible damage to the ship nor oil spills. The lifeboat "*Halfdan Grieg*" was dispatched to the grounding site and expected on scene at 9 a.m. Also, the Coast Guard sent the "*Thor*" from Bergen, and police was on the way. **Update:** *Dart refloated with minor damage* The two tugs "*Fastnet Nore*" and "*Geco*" of Stadt Sjøtransport succeeded to pull the "*Dart*" shortly after 8 p.m. off the Grønskjæret in the Åfjord/Hyllestad. The "*Dart*" slipped easily off the reef within in a couple of minutes after 270 cbm of the mud cargo had been lightered before. The salvage was conducted in a safe and professional manner. In the fore midday hours the "*Thor*" of the Norwegian Coastguard had arrived but was not involved in the salvage work. The Coast Guard has been aboard and carried out an inspection both on board and around, to see if there was any danger of pollution. A tug escorted the tanker to a quay in Lutelandet where inspectors from the Norwegian Maritime Directorate and the classification society were to assess the seaworthiness. No oil spill was observed nor other discharges from the casualty. Minor damage was observed to the hull. (Source: Vesseltracker; Photo: <http://www.nrk.no/sognogfjordane/slik-fekk-dei-havaristen-laus-1.11161596>)

OFFSHORE NEWS

MTB - WORKBOATS – MADE SPECTACULAR BOOKING

It was announced in the news recently that the workboat market is due to increase by 100% by 2017 because of various market factors. Perhaps this is why Meet the Buyer – Workboats has experienced higher demands than last year and will attract over 120 Buyers & Suppliers from worldwide. The latest Buyer booking was from SOCAR - (State Oil Company of Azerbaijan Republic) who are currently operating 237 vessels to attend MTB Workboats in Athens. This will be their first time at the forum. They will join over 60 other vessel owners and operators who will meet with Suppliers to conduct business over two days. Copland Events have said due to the continued interest and

requests to attend the forum in September, they have approached the hotel where they are holding the event for more accommodation. They hope to be able to accommodate all delegates who wish to attend.

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ROV SUPPORT VESSEL 'HARKAND HARMONY' LAUNCHED AT KEPPEL MARINA



The newest ROV support vessel to service Asia Pacific's oil and gas industry has been launched in Singapore. Around 100 invited guests from across the global energy sector attended the christening ceremony of the **Harkand Harmony** at Keppel Marina. Sophie Mottais-Trouve, the wife of Harkand's Vice President of Commercial and Strategy Olivier Trouve, opened the festivities by officially naming the 65m-long vessel. The Harmony's christening follows two major milestones for the group. She has been secured on a three-year hire

purchase that will see Harkand extend its inspection, repair and maintenance (IRM) services in the growing Asia Pacific region. The vessel, built by ASL Marine Holdings at Batam near Singapore, will be fitted with one Comanche WROV and a complete survey spread. Able to accommodate 60 crew, it boasts a 580m² main deck, a Kongsberg DP2 system, 20t man-riding knuckle boom crane and a 4.5m moon pool. The Harmony's addition to the Harkand fleet, along with two new Triton XLX ROV's which will be delivered in August, marks an important step forward in the company's Asia Pacific development plan. Frederic Fumey, managing director for Harkand Africa and APAC, said: "The investment we are making in our business both in terms of our people and our assets underlines our commitment to the Asia Pacific energy industry and our continued desire to create a modern, safe and efficient fleet that meets the expectations of our customers." Martin Watts, General Manager for Harkand Asia Pacific added: "The addition of this purpose-built vessel to our fleet is a momentous day for Harkand and marks the start of a new chapter for our operations in the region. I'm delighted that so many of our customers have shared the day with us and look forward to the Harmony becoming an integral part of the industry in the coming months." Harkand aims to become a leading global name in subsea inspection, repair and maintenance focused on attaining the highest standards in health, safety, quality and environmental performance along with first class

project execution. Formed in February 2013 through the merger of Iremis, Integrated Subsea Services (ISS) and Andrews Survey following investment by Oaktree Capital Management, it employs 750 people at bases in Singapore and Perth in APAC, Dubai in the Middle East and Aberdeen in the UK, Harkand aims to grow turnover to \$1 billion in the next five years. The group recently announced the acquisition of Veolia Marine Services based in Houston, which will further expand the group geographical reach, asset base and staff. This transaction is still subject to certain conditions and is expected to close in July 2013. Present in Asia Pacific since 2009, it operates from two offices strategically located in the main oil and gas hubs of Singapore and Perth. Complete with workshop facilities, it operates a fleet of workclass ROVs and portable diving systems providing services for a number of different clients. *(Source: Harkand)*

JAYA TAKES DELIVERY OF ITS NEWBUILD PSV

Jaya Holdings Limited, the leading offshore energy services provider, announced today the delivery of its first high-specification, Deepwater Platform Supply Vessel (PSV) – “**Jaya Valour**”. The vessel was delivered on schedule and on delivery went on-hire immediately, embarking on its maiden voyage as part of a long term charter contract in South East Asia with an existing customer undertaking fracturing work. **Jaya Valour** is one of the four PSVs in Jaya’s new build



program, of which three have already secured contracts for charter. The total value of these three contracts is more than US\$60 million, including optional extension periods. **Jaya Valour** has more than 1,000 square metres of clear deck space, fire fighting capability and dynamic positioning to DP-2 class. The vessel has accommodation for up to 60 people on board including workout equipment and an internet café. The vessel has the capacity to carry up to 5,500 tons of cargo deadweight and her versatile cargo capacities have been further upgraded to be able to load, process and deliver specialised fracturing proppants to stimulate production from offshore oil and gas wells. The group owns and operates more than 25 offshore vessels working across South East Asia, the Middle East and West Africa on charter to both oil companies and offshore services companies. *(Source: Jaya Holdings)*

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MAERSK TENDER DEPARTS BRAZIL

Westshore reports that, having completed a six month charter with Shell Brasil, the AHTS **Maersk Tender** is departing Brazilian waters. The broker said the vessel's potential destination is the West Coast of Africa. *(Source: OSO)*

NORTH POMOR DELIVERED



Gulf Offshore Norge has accepted delivery of the first of two sister vessels, **North Pomor**, from the Simek Shipyard in Norway. A naming ceremony for the newbuild PSV was held on July 27, 2013. North Pomor is an ST-216 Arctic PSV designed by Skipsteknisk. Her sister vessel **North Cruys** was launched at Simek in early July, with delivery scheduled for the fourth quarter of 2013. North

Pomor has an ICE-1B classification, which is applicable for vessels that can operate in ice floes of 0.6m level ice thickness. This notation verifies that the vessel has sufficient strength, engine power and equipment to enable it to work in northern Baltic ice conditions or similar areas. **North Pomor** has an overall length of 92.60m, and a moulded breadth of 19.20m. She has a deadweight of 5,000 tons at a draft of 6.95m, and she comes with a cargo deck area of 1,050m². The vessel has an accommodation capacity for 40 persons. She has now entered service in the North Sea spot market. *(Source: Seabreeze; Photo: Gulf Offshore)*

E.R. ATHINA ENTERS WEST AFRICAN MARKET

E.R. Offshore's UT 776 CD vessel **E.R. Athina** has arrived in West Africa following its mobilisation from the North Sea. The PSV has been chartered by Lukoil to provide drilling support during its four-well plus three one-well options campaign with Ocean Rig semi **Eirik Raude**. IHS-Petrodata has reported that the firm portion of this drilling campaign will consist of one well



offshore Sierra Leone, to be followed by three wells offshore Cote d'Ivoire. Prior to departing the North Sea, the 2009-built vessel **E.R. Athina** had been carrying out long-term drill support work for BG. *(Source: Seabreeze)*

WINDFARM NEWS

BORKUM RIFFGRUND I SUBSTATION SAILS AWAY FROM BLADT



Last week, Bladt embarked on load-out and sea fastening of the jacket and substation for the offshore wind farm *Borkum Riffgrund I*, and today August 1, 2013 was sail away day. At 9 a.m., the barge with the total of approximately 5,000 tonnes of steel structures left the quay at Bladt Industries, Aalborg, heading for the German part of the North Sea where Dong Energy is establishing the offshore wind farm *Borkum Riffgrund I*. The substation and the jacket each weigh approximately 1,800

tons and were transported by means of multi wheelers to the quay where they were loaded onto the barge, *Boabarge 36*, with great care and precision. Additionally, eight steel pipes of 150 tons each which will be used to secure the jacket to the seabed have been loaded onto the barge with a crane, and all the structures have then properly been secured in order to make sure they stay on board during the long sail. Load out, sea fastening and sail away, by the tug *Kestrel*, has gone according to plan. Besides the jacket and the substation, Bladt is also fabricating the 77 monopile foundations for the project. (Source: *Bladt*)

STRATEGIC MARINE TO BUILD TWO MORE FOR NJORD OFFSHORE

Strategic Marine, a leading specialist shipbuilder in Asia, today announced that Njord Offshore, UK fleet operator of Crew Transfer Vessels for the growing European offshore windfarm sector, has officially confirmed the option for two more high performance crew transfer and service vessels, taking the total order to eight vessels. Tom Mehew of Njord Offshore said: "The details of the design combined with the excellent build quality of our 21m Crew Transfer Vessels has been fantastically received by all our crew and Charterers. We are delighted to be ordering more vessels with Strategic Marine." So far, Strategic



has delivered six vessels to Njord Offshore. The first, *Njord Advocet*, completed her maiden charter on the Greater Gabbard Windfarm for SSE and will join her sister Vessels off the European Mainland off Germany. The *Njord Kittiwake* is now working off Denmark and the *Njord Curlew* and *Njord Lapwing* off Germany. The *Njord Puffin* and *Njord Petrel* were delivered last month at Strategic's shipyard in Singapore and have just arrived in Europe. The *Njord Puffin* will go straight onto charter in Germany, whilst the *Njord Petrel* is still currently available for charter. All the Njord vessels are designed by BMT to DNV and MCA flag regulations, ensuring the vessels can operate without

restriction anywhere off the European mainland. “We understand the performance of the vessels has exceeded expectations, demonstrating market-leading fuel economy,” said BMT’s Technical Director, Ed Dudson. “The quality of vessels built by Strategic Marine to our design is of the highest standard.” The two new sister vessels ordered will be certified for MCA CAT 1 requirements for operation up to (150nm) from CAT 2 due to the distance from shore the vessels are being required to work at. The vessels will also be given increased fuel tank capacity from 10,000L to 18,000L for greater range and bunkering capability. Separately, Strategic’s shipyards in both Singapore and Vietnam are busy with a number of projects including 18 x 40+m Crewboats, 2 x 45m ROPAX Ferries for the National Ferries Company in Oman, and an Offshore Support Vessel for the Australian Customs. “We are full steam ahead on newbuild projects,” said Strategic’s Executive Director, Ron Anderson, “and we are driving forward our ‘off the shelf’ inventory of in-demand vessels to reduce client waiting times.” (*Press Release*)

DESIGN FOR SURFACE EFFECT SHIP (SES) WFSV



Norwegian company Umoe Mandal has developed designs for a wind farm service vessel based on the surface effect ship (SES) principle. Umoe Mandal has long experience of developing surface effect vessels from their range of very high speed military craft built for the Swedish Navy. They claim that a wind farm vessel based on the SES principle would be capable of higher speeds than conventional catamarans and would also be able to provide access in higher sea states because of the air cushion stabilisation. The Wave Craft Express

design developed by Umoe would have a length of 26m and a beam of 10m and in plan view would be virtually rectangular in shape. When raised on its air cushion the draft would be just 0.7m. Construction of the rigid hull and superstructure would be in advanced composites. The air cushion is created in a space below the hull that is enclosed by the rigid side wall of the catamaran hulls. At the bow there is a flexible skirt fitted with ‘bow fingers’ angled towards the rear at the bottom that creates a seal for the air chamber and which can adapt to oncoming waves. At the stern there is what Umoe calls a ‘lobe bag’ that creates a moveable seal there with the enclosed air able to filter out at the bottom. The Wave Craft Express will be powered by a pair of diesel engines coupled to water jet propulsion. Umoe is confident from past experience that the water jets will operate effectively despite the close presence of the enclosed air cushion to the jet intakes. Separate engines will power the lift fans installed in the superstructure. Umoe claim that a top speed of 45 knots will be possible, which is a much higher speed than current wind farm support vessels. During transfer operation at the turbines they claim that the air cushion will help to stabilise the craft and they are confident that transfers can take place in conditions with a 2.5m significant wave height. The vessel will be able to cope with even higher waves in heavy swell conditions. The cargo capacity will be 4 tonnes and there will be accommodation for 12 passengers. The design can be customised to meet the specific needs of clients. With a range of 700 plus miles, the need for refuelling will be reduced. Umoe claims that the high transit speed of this concept will allow operators to take advantage of smaller weather windows than conventional catamarans which could be a significant factor as construction work move further offshore. This development project is supported by The Research Council of Norway. (*Source: Maritime Journal; Photo: Mercator Media*)

YARD NEWS

MOSCOW SHIPYARD LAUNCHES 3050.1-CLASS BUOY TENDER FOR VOLGA-BALTIC BASIN AUTHORITY



OJSC Moscow Shipbuilding & Ship Repair Yard (Moscow Shipyard) yesterday launched the **Ice20-class buoy tender** of Project 3050.1 (Hull No235). The vessel was ordered by Russian water transport regulator Rosmorrechflot for its Volga-Baltic State Basin Department, the shipbuilder said Wednesday in a press release. The construction of 12 serial tenders of Project 3050.1 (Reschflot

Central Design bureau) is carried out within the sub-program "Inland Waterway" of the federal program "Development of Transport System of Russia in 2010-2015." The buoy tenders will be used for servicing, maintenance of water and onshore navigation aids, to control the depths shipping channels on the Russian rivers. The 3050.1-class buoy tenders feature two cranes- manipulators installed on fore and aft parts. Moscow Shipbuilding & Ship Repair Yard (MSSZ, Moscow Shipyard) was founded in 1936 and is one of the oldest shipyards in Russia. Throughout the years the shipyard has built more than 1,800 vessels. The company specializes in construction of river passenger ships, fishing boats and 25-m / 50-m-long luxury yachts. The full-cycle shipyard has in-house design office, docks for hull repair, fabrication, painting, outfitting and interior manufacturing. In 2010, the company commenced the construction of new generation cruise passenger ships. The shipyard is a subsidiary of the state-owned shipbuilding conglomerate United Shipbuilding Corporation. In September 2011, the shipyard launched the project of high-speed multipurpose cutters of MRV14 project for Russian ports. Since that year Moscow Shipyard is building the packages of 27 and 12 buoy tenders of project 3050 and 3050.1, respectively. In the autumn of 2012 the shipyard started construction of on-board boats for the Russian Navy. *(Source: Portnews)*

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LARGEST DAMEN STAN PONTOON FOR MCKEIL-MALASPINA

The largest pontoon ever stock-built by Damen was sold to the Canadian McKeil-Malaspina partnership will be towed to Newfoundland on the East coast of Canada this summer. Upon arrival in Canada the pontoon will be used to support offshore construction operations. The Damen **Stan Pontoon 12032** measures 120 m x 32,2 m (400 ft x 100 ft) and has a deadweight capacity of approx. 20,000 tonnes (50,000 Lbs) and a hold of 8.10 meter (27 ft). The barge is equipped with a sophisticated ballast system, generating set, mooring winches and with a deck load of 20 t/m² this

barge can be used for complex RoRo operations and/or for transport of large offshore constructions. Earlier this year Damen shipped 16 newly built pontoons from her shipyards in China to Damen Shiprepair Rotterdam. Most of the stock-built pontoons are sold, leaving only 2 Stan Pontoons and a Damen Transshipment Barge (incl. Liebherr crane) for direct sale. Early 2014 a new shipment of Damen Pontoons is scheduled to arrive in the Port of Rotterdam to ensure short delivery times. *(Press Release Damen)*



SHIPYARD DE SCHROEF ACQUIRES NEW DRY DOCK



Shipyard De Schroef; Netherlands, has recently bought an additional dry dock, the Dock B, from Myklebust Shipyard in Gursken, Norway. The deal was concluded through the intermediate of Klaus Heun Shipping from Denmark who also acted as a go between for the towage which was done by the tug **Viking**, owned and operated by Koerts International

Towing Service / Seacontractors – Delfzijl. The dimensions of Dock B: Length over all: 162 m; Breadth between the side lockers: 22,20 m; Lifting capacity: 8.000 tons; Depth of water over blocks: 7,50 / 8 m; Normal period of submergence: 30 minutes; Pumping period with 6.000 tons load until emergence of dock deck: 90 minutes. The dock is self-docking and self-contained and has two 6 ton cranes. It will be operative by the end of August. The dock will be classed by Bureau Veritas. In total Shipyard De Schroef now has 3 docks. The drydock was taken over on the river Scheldt by the Multirship tugs **Multratug 19**, with assistance from the **Multratug 11** and the **Multratug 26** for the transport to the shipyard. *(Press Release)*

MCDONOUGH LAUNCH FIRST OF SEVEN SPUD BARGES

McDonough Marine Service has launched the first in a series of seven new inland spud barges. The spud barges are being constructed at Yager Marine Industries in Owensboro, Kentucky and range from 110' to 140' in length. The first of the series to be launched is the KS 4011 with the dimensions

of 110' x 40' x 7'6". The barge was designed with a boxed stern that provides maximum flotation during crane operations. This design provides operators an opportunity to work safely in the inland marine construction environment, McDonough said. The KS 4011 drop spud barge is on its maiden voyage and is expected to be fleeted in St. Louis, Mo. With the continual launching of new barges, McDonough Marine Service shows its commitment to maintaining the most comprehensive barge fleet in the United States.



(Source: MarineLink; Photo: McDonough Marine Service)

WEBSITE NEWS

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