

ugs owing & Offshore Newsletter

14th Volume, No. 46

1963 – “50 years tugboatman” - 2013

Dated 11 August 2013

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

TUGS & TOWING NEWS

SALVANGUARD IN NEW COLOURS



The **Salvanguard** is the first vessel in our fleet to be painted with the new colours and design of POSH Terasea. Subsequently, all of our tugs will be painted in these colours and style. POSH Terasea's 13,500 bhp AHT, **Salvanguard**, after docking and repainted with new logo and livery. For all other tugs will not be painting in the new colours so soon. It will be done when the tugs go for drydocking during their special surveys. *(Source & Photo: Tan Ju Lin)*

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DAMEN

STANDARD OF EXCELLENCE



FOURTH-GENERATION TUG CAPTAIN LEARNED TO WALK ON FAMILY'S BOATS

Not many people see Anchorage from the water. Upper Cook Inlet, with its mammoth tides and treacherous currents, attracts barely any boaters. But tugboat captain **Katrina Anderson** has been staring at the downtown skyline from the silty waters of the Inlet for her entire life, summer and winter, morning and midnight. She does not get seasick, she says. She gets landsick. Anderson, 29, is a captain for Cook Inlet Tug & Barge, which her great-grandfather and grandfather founded. For four generations, the Andersons have been Anchorage's only resident tugboat captains, part of an invisible maritime life that happens 24 hours a day, seven days a week, in a city on the water that rarely notices it. Anchorage lacks a harbor or any facilities, save a small-boat launch, for recreational boaters. So most people, Anderson said, don't realize that nearly everything they wear, eat, buy or

drive comes packed on a barge: toilet paper, crates of pineapples and snowmachines. The family has been guiding ships into Anchorage's harbor for more than 60 years, and have been Alaska mariners for longer than that. Anderson's great-grandfather, Jack Anderson - - known as Cap'n Jack -- arrived in Seldovia in 1924, according to a family history published in Pacific Maritime Magazine last year. As far



back as 1938 he and Anderson's grandfather Jack Anderson Jr. were running mail and cargo to Anchorage. The two founded Cook Inlet Tug & Barge in 1952, eventually building a booming tugboat business and a dock at the Port of Anchorage. Carl Anderson, Katrina's father, grew up in a warehouse apartment on Anderson Dock; he remembers an idyllic childhood of climbing on port equipment, bicycling the docks, talking to longshoremen and playing on the mud flats. The family moved to Government Hill, where Katrina Anderson and her parents still live. In 1979, her father took over the business, while his brother opened Anderson Tug & Barge in Seward. Katrina and her siblings all learned to walk on the family tugboats. Her mother was pregnant on them. (Still a sore subject, according to Anderson, because of how miserable being pregnant on a rolling and pitching boat can be.) Childhood sleep-overs were marred by the droning male voice on the VHF marine radio in the closet, which her friends found terrifying. She swabbed decks, chipped paint and cleaned boat toilets for work every summer as a teenager. For a long time, Anderson didn't realize becoming a tugboat captain was an option, because she was a girl. "My dad said, oh, no, you can do it," she said. "That totally changed my perspective." Anderson went off to get an undergraduate business degree at Western Washington University in Bellingham, Wash., with the plan of taking over the family business. After college she applied for her Coast Guard captain's license and got it. But when the time came to sign the loans, Anderson balked. The responsibility was too much for someone still in her 20s, she decided. Her father says the bureaucratic complexities of operating a



tug company were becoming too much for a small, family-owned business to deal with. In 2011, Cook Inlet Tug & Barge was sold to Foss Maritime Co., a Seattle-based company with the country's largest coastal tug and barge fleet. Cook Inlet Tug & Barge is still run on a day-to-day basis by a longtime manager in Anchorage. Anderson and her brother Garrett Anderson, who is working on his specialized tugboat captain's license, work on the boats. Their older sister

helps in the office. The life of an Anchorage tugboat captain is harsh and sometimes dangerous but offers freedom and moments of great beauty, Anderson said. Cook Inlet Tug & Barge's shipping container trailer is at the small boat dock. A long gangplank over the mud flats leads to the rusty dock where the boats, the Glacier Wind, Nordic Wind, Stellar Wind and Cosmic Wind, are moored. On a winter day, the wind feels like it'll rip a car door from its hinges on the walk to the dock, Anderson said. "Upper Cook Inlet is one of the harshest environments you'll ever work in," she said. First, there are the tides -- the second most extreme in North America. On a particularly big tide the water can rise an inch in a minute. Also problematic is the glacial silt in the water, which turns it the color of milky Earl Grey tea, reroutes navigation channels by sculpting ever-moving mudbars on the Inlet floor and scours the paint off boats like sandpaper. The Cook Inlet Tug & Barge fleet gets repainted annually. Then there's the strong current. And the ice, which comes in pack sheets and floes. All winter the tugs are called for "ice escorts," which involve one of the company's two ice-class tugs bashing a hole in the frozen water so a cargo ship or fuel barge can dock. Occasionally the ice gets so thick that barges can't get through even with an escort. And let's face it, Anderson said: There are prettier pieces of water in Alaska. Harbors with blue water, mountains rising from the ocean and charismatic marine mammals can be found as close as Seward and Whittier. But spending a good portion of one's life on the upper Cook Inlet offers up sublime moments: Anderson has seen beavers on the mud flats, a bear swimming to Fire Island and beluga whales that come within feet of the boat. Sometimes a harbor seal will get lost and wander up the Inlet. But what's most satisfying, Anderson says, is knowing that she's continuing a legacy four generations deep. There's a lot of other ocean out there but nowhere else that the Anderson family has been for so long. "I guess I'm not totally dedicated to just the upper Cook Inlet," she said. "But I'm here. We've always been here." *(Source: Anchorage Daily News by Michelle Theriault Boots)*

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INVESTIGATORS STUDYING CRASH BETWEEN CARGO SHIP AND TUGBOAT

Investigators are studying the cause of an aquatic collision between a cargo ship and a tugboat in the city's port Saturday. Sometime Saturday a cargo ship called the M / V *Heloise*, collided with the **Ocean George Bain** tugboat. The Bureau of Transportation Safety Board (TSB) is attempting to determine what caused the incident and a special team of federal agents have been dispatched to study the circumstances of the accident. The *Heloise* is a 186-metre cargo ship built in 2010, it flies the Panamanian flag. There was no word on injuries but emergency services were not required. *(Source: CTV Montreal)*

KOTUG TUGS ASSIST 'TI EUROPE' TO ENTER TERMINAL

On August 3rd, 2013, the world's largest tanker, the Belgian flagged "*TI Europe*" arrived in the port of Rotterdam to be loaded with fuel oil for Singapore. Four KOTUG tugs (**RT Leader**, **RT Champion**, **SD Shark**, **SD Stingray**) assisted the vessel to the terminal.



The loading capacity of this tanker, built in 2002, is around 440,000 tons. The TI Class ships are the four largest double-hulled supertankers in the world and, as of 2010, have been the largest ocean going ships currently in service. The previous largest ship, the single hulled supertanker *Seawise Giant*, was scrapped in 2010. The class comprises the ships *TI Africa*, *TI Asia*, *TI Europe* and *TI Oceania*, where the "TI" refers to the VLCC Tanker Pool operator Tankers International L.L.C. All four oil tankers were constructed for shipping company Hellepont by Daewoo Shipbuilding & Marine Engineering in Okpo, South Korea in 2002/3. (Source: Kotug)

TWO TUGS FOR SALE



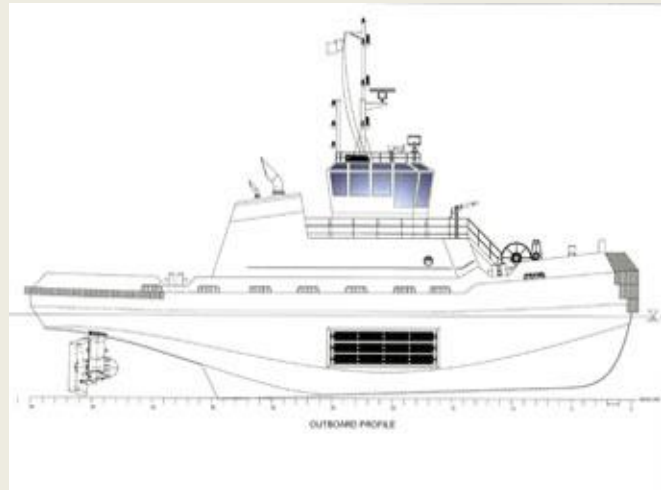
Arena Offshore Brokers Ltd. announced the sale of two tugboats by auction. The tugs owned by Turkish Port Authority (Government) and are in perfect newly condition. Buyers bid their best offers in excess of reserve price by 18-08-2013. The tugs are the 1987 built Voith Schneider tug **Botas Dortyol** with a length of 26.10 mtrs a beam of 8.00 mtrs and a draft of 2.32 mtrs. The two Niagata 6L18CX develops a total output of 1,300 bhp with a bollard pull of 16.1 ton and the 1976 built tug **Yumurталик** with a

length of 33.70 mtrs a beam of 9.11 mtrs and a draft of 4.06 mtrs. The Niagata 8MG31E2 diesel engine develops an output of 2,600 bhp with a bollard pull of 32 ton. Interest contact Arena Offshore Brokers Ltd arena@arenaturkey.com

BISSO TOWBOAT ORDERS NEW ASD SHIP-ASSIST TUG

Bisso Towboat Co., Inc., Luling, LA, recently signed a contract with Main Iron Works, LLC, Houma, LA, to construct a 4,480 hp ASD ship-assist tug. The new tug will be 100 ft x 38 ft x 18 and will be powered by two Caterpillar 3516C Tier 3 compliant main engines, which will produce 2,240 hp each at 1,600 rev/min. Propulsion will be supplied by two Rolls-Royce US 205 fixed pitch Z-drives featuring 90.4 in diameter x 82.4 in pitch four-blade stainless steel propellers set in stainless steel nozzles. Electrical service will be provided by two 99kW Marathon generators powered by John

Deere Model 4045AFM85 Tier 3 engines. The tug will be equipped with one JonRie Intertech Series 230 hydraulic bow winch equipped with 500 feet of 8 in circumference synthetic hawser. The tug's bollard pull is estimated at 60 tons. Tankage includes capacities for 30,163 gal of diesel fuel, 1,826 gal of lube oil and hydraulic oil, and 10,938 gal of potable water. Main Iron Works will begin construction this fall, with delivery in early 2015. The new tug contract continues a long relationship between the owner and the shipyard. It is the fifth ASD ship-assist tug built by Main Iron Works in the past 15 years for Bisso and ninth overall in the past 23 years for the Luling, LA, owner. Once delivered, the tug will be the fifteenth in Bisso's fleet. *(Source: MarineLog)*



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tugs & Offshore






NEW TUGBOAT LAID DOWN AT PELLA SHIPYARD



The keel of the special vessel based on the tug of project 16609, **building No 629** has laid down last month at the Pella shipyard. This vessel is one from the series of the vessels of this project built for the RF Navy. The solemn Ceremony was participated by the troop unit Commander of RF Navy the Hero of Russia vice-admiral

Burilichev Aleksey Vitalievich and the officers of the troop unit of RF Navy and the governance of Open JSC "Pella". In 2014 the tugboat will be delivered to the State Customer and put into operation within the RF Baltic Fleet. The vessel is intended for towing and berthing operations in special areas comply with R2 navigation area (not more than 100 miles from place of shelter)

Technical parameters: Length, max 28,5 m; Width, max 9,5 m; Draft 4,3 m; Speed ab. 12 knots; Bollard pull 47 tones. Class notation KM Arc4 R2 Aut1 FF3 WS Tug by Russian Maritime Register of shipping. Propulsion complex Z-drives US 205, Rolls-Royce, FPP into nozzle Power 2x1500 kW

at 1600 rpm, Cat 3512B. *Deck equipment:* •10 t bow anchor-towing-mooring winch, Fluidmeccanica, providing 1383 kN brakes keeping force; •towing hook SWL 47 t with quick release devise. The tugboat is also equipped with crane-manipulator HM 6/3 S, Fluidmeccanica, with the capacity of 910 kg at the boom of 6 m. In order to fulfill fire-fighting operations the tugboat is equipped with external fire fighting system made by FFS (capacity is 800 m³/h, 2 water monitors, water curtains system). (*Press Release Pella*)

LOOKING FOR EX-CREWMEMBERS OF MOTOR TUG “JOHANN”

On October 4th this year it will be exactly 100 years ago that the tug, then named **Marianne** was launched at the Bodewes wharf in Martenshoek, in the north part of Holland. She was launched as a steamtug and sailed most of her lifetime under German flag. Later she was renamed **Jason, Gebr.Cohrs 3** and in 1959 as **Johann**. In 1959 the steam engine was replaced by a Deutz RV6M545 dieselmotor. She sailed commercially until 2005, mostly in the Hamburg region. In 2006 she was



bought by two tug enthusiasts and renamed “**Alphecca**” with port of registration Rotterdam. In 2011 she was recognized as a sailing heritage craft. For her 100th birthday we are looking for stories and photographs from people who sailed the **JOHANN** during her commercial life. If anyone has information please contact dick@alphecca.nl We will appreciate any reaction.

BRAND-NEW BYLGIA IN DEN HELDER

The brand-new anchor-handling tug **Bylgia**, owned by Heerema Marine Contractors, made a port call in Den Helder, the Netherlands, for unloading and loading containers destined for HMC's semi-submersible crane vessel **Hermod** on the North Sea. (*Source and photo: Paul Schaap*)



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HARLEY MARINE WELCOMES NEW TUGBOAT TO GULF FLEET



Harley Marine Services has welcomed tug **Silver** to its fleet this summer. This tug was built and delivered by Conrad Industries and is the sister vessel to Harley Marine Gulf's tug, **Lightning**. Both tugs are named after famous cowboy's horses and are equipped with 2 Cummins K38M Tier II engines, along with Twin Disc MGX5321 reduction gears. Tug **Silver** is powered by 2 Cummins 85kw generators and is outfitted with Nabrico Hydro Electric winches. Harley Marine's commitment and dedication to the environment

has been apparent in all aspects of company operations and has been their blueprint for success. The **Silver** features tier II engines which compared to tier 0 engines reduce the production of Nitrogen Oxides (NOx) by forty-seven percent (47%). With this vessel, we can estimate twenty-two (22) ton reduction of our annual emissions of NOx. Harley Marine Services plans to add four more tugs to its fleet this year; the **Alamo**, the **Fury**, the **Duke** and the **Stardust**. All four tugs will join Harley marine's expanding fleet in the United States Gulf Region. Each tug will be built with technically and environmentally advanced equipment to meet the specific needs of Harley Marine's customers and expanding business markets. *(Source: Marex)*

BOA HAREK LEAVING GRAND HARBOUR, MALTA

Kindly find attached pic of the 2005 built Turkish built MLT flag tug **Boa Harek** leaving Grand Harbour, Malta on Wednesday 7th August ,2013 from Pinto 5 Wharf after receiving fuel and Water Supplies on her delivery voyage to Thessaloniki, Greece by **Redwise**. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*



VINTAGE TUG ST EVAL INBOUND TO VANCOUVER HARBOUR



Last week was seen the vintage tug ST EVAL inbound to Vancouver harbour. This beautiful tug was launched on 27th March 1930 by Scott & Sons (Bowling) Ltd - Bowling under number 317. In April 1930 delivered to Steel & Bennie Ltd - Glasgow; Britain as **Chieftain**. In July 1957 rebuilt. In 1958 re-engined with a diesel 4t 8cyl K.H.Deutz, 660bhp. In 1967 sold to Falmouth Towage Co Ltd - Falmouth and renamed **St. Eval**. In 1969 re-engined again with a diesel 2t

16cyl (1944) GM Cleveland, 1461hp. In 1987 sold to Peter de Savary - London, serving as support vessel to his "Blue Arrow" British America's Cup Challenge. Between 1988-1989 converted to yacht by Pendennis Shipyard - Falmouth. In 1992 sold to Blueridge Investments Ltd - George Town; Cayman Islands and managed by Dennis Washington, registered as a yacht with the Royal Cornwall Yacht Club, but moored at Lonsdale, Vancouver, BC.; Canada. *(Photo: Robert Etchell)*

ACCIDENTS – SALVAGE NEWS

BULK CARRIER KIANI SATU RUNS AGROUND OFF SOUTH AFRICA

A general cargo ship carrying a cargo of rice, *Kiani Satu* (16,660-gt, built 1997) is in difficulty and at risk of going aground in Walker Bay, between Knysna and Sedgfield on South Africa's south coast. Fog and rough seas are hampering efforts at keeping the ship from further danger. A tug, the **Fairmount Glacier** is on scene and attempting to hold the ship



from drifting ashore, while SAMSA has despatched another tug, **Smit Amandla** from Cape Town - she is due on scene at nightfall today Thursday 8th August 2013. The sea is running at 5 metre swells with westerly winds gusting to 45 knots. The ship's master has decided that due to the sea conditions during the night that the crew of 19 Filipinos and Ukrainians would not attempt to abandon ship. The NSRI and a rescue helicopter are meanwhile on standby to assist if necessary. The ship is owned by German interests and is managed by Esmeralda Shiffahrts of Germany. The ship is understood to be touching bottom on the swells. The public has been requested to not approach as the coastline in the area is dangerous and the ship cannot be viewed from shore. *Further update:* The NSRI advises that all 19 crew members are being evacuated off the *Kiani Satu* in relays by NSRI Knysna and NSRI Wilderness sea rescue boats. Once safely ashore the crew will be processed and handed into the care of Police and Tourism officials. No injuries have been sustained and the first 9 crew members were brought safely ashore. *Third update – Crew safe but*

ship in peril: By 10am this morning, Thursday, 8 August 2013, all 19 crewmembers from the ill-fated general cargo ship *Kiani Satu* were safely ashore, having been hoisted from their ship into a Titan Helicopters Sikorsky 76 helicopter and taken to the nearby beach. From there they were ferried by NSRI rescue vehicles to a parking area in the Goukamma Nature Reserve. The seafarers were later taken to Mossel Bay for visa control processing and accommodation. There were no serious injuries. The ship meanwhile has been washed side-on onto the shore during the early morning and has come to rest hard aground, after her anchor dragged and the attending tug could not hold her off against rough seas with 5 metres swells and a gusting 45 knot onshore wind. It was when this occurred that the captain made the decision to abandon the ship. As no further rescue is involved the NSRI from Knysna and Wilderness have been stood down. SAMSA is attending any possible salvage of the ship, while the salvage tug Smit Amandla is due on scene early this evening. The ship is loaded with a cargo of rice and according to an early report today was bound for Gabon. She was experiencing engine problems and had come to anchor when the drama began during the night. (Source: Aad Noorland; Photo: NSRI)

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

VLCC LONG HU SAN DISABLED DURING SEA TRIALS



The 2013 built Singaporean flag and managed Ocean Tankers Pte. Ltd.; Singapore VLCC *Long Hu San* (Imo 9534054) issued distress signal on Aug 2 13, being some 60 nautical miles east off Yangtze estuary, East China Sea, presumably during sea trials. Two rescue vessels, *East China Sea Rescue 101* and *East China Sea Rescue 111*, towed vessel to Shanghai Changxing Shipyard. Towage was hampered by strong wind and other negative factors, including depth restrictions, a lot of fishing nets around, and big wind area, because super tanker was in ballast. Vessel was docked in shipyard in the evening Aug 4. (Source: *Maritime Bulletin*; Photo China Rescue & Salvage Bureau.)

TUGBOAT ARRIVES TO SHIFT STRICKEN GOLD STAR LINE VESSEL

A tugboat deployed from Singapore should arrive today 5th August in Myanmar waters to try and help shift the MV *Gladys*. The Gold Star Line containership, carrying 674 boxes, ran aground last

Wednesday near Mananung island while en route to Chittagong. The tug boat will take around five days to move the ship 300 miles to Chittagong. The ship's engine room flooded, causing the ship to lose power and drift. All but three of the crew abandoned ship, those still onboard have been delivered food and water by the Myanmar navy over the weekend. *(Source: Sea Ship News)*



BULK CARRIER HELOISE COLLIDED WITH THE TUG IN PORT OF MONTREAL



At about 21:00 LT Aug 3 13 the 2010 built Panama flag and managed Parakou shipping Ltd; Hong Kong bulk carrier *Heloise* (Imo 9498224) collided with the 2010 built Canadian registered with call sign CFK9301 tug *Ocean Georgie Bain* (Imo 9553892) in the Port of Montreal, reported local media. No details are given on the circumstances of the collision, and possible damages. It is said only, that there were no injuries. The tug has a length o.a. of 24.38 mtrs a beam of 9.14 mtrs and a depth of 4.10 mtrs. The two main engines develops a total output of 3,000 kW (4.076 hp). *(Source: Maritime Bulletin)*

ANAMOLIA GROUNDED



On the 7th August the Russian tug/workboat *Anamolia* run aground on a sandbank at the mouth of the Kukhrui river in the Okhotsk. The tug is laying in the breakers and is flooding during high tide

(Source: Esys; Photo: Igor Savitzkiy)

OFFSHORE NEWS

INCAT TO BUILD FAST CRAFT FOR CASPIAN MARINE SERVICES FROM AZERBAIJAN

Incat Tasmania Pty Ltd has secured a contract for the construction of a fast 70 metre crew support vessel for operations in the Caspian Sea oil industry in Azerbaijan. The contract was signed on Thursday, 1st August, in Baku Azerbaijan by Incat Chairman Robert Clifford and representatives of Caspian Marine Services. Incat Chairman Robert Clifford said: "At 70 metres length and 30 knot speed we expect this will be the largest fast crew transport vessel operating in the global oil industry



and Incat envisage an expanding market for this type of vessel." Delivery will be mid-September 2014 hence design work is well advanced, ordering of materials and equipment is underway and construction of the ship will commence later this month. The vessel will be delivered via the Volga-Don Canal to the Caspian Sea, Azerbaijan. *(Source: Incat Tasmania)*

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TOPAZ ENERGY EXPANDS CASPIAN PRESENCE

Topaz Energy and Marine, a leading offshore support vessel owner with primary operations in the Middle East and Caspian, today announced that it has secured new multi-year charters in the Russian Filanovsky project for nine of its offshore support vessels amounting to circa USD 20 million. The vessels have been deployed to offshore contractor Saipem and will support the development of the Filanovsky oil and gas field in the Northern Caspian Sea. The vessels will provide anchor-handling and tug services as well as transport of supplies and personnel. The total proven reserves of the Filanovsky field are estimated to be around 1.3 billion barrels. Roy Donaldson, Chief Operating Officer, Topaz Energy and Marine said: "The developing Russian sector offers a great deal of exciting new prospects for Topaz which is already well-established in the Caspian. Our fleet is young, diverse, well-equipped, and can stand up to the challenge of working in harsh climates and arduous environmental conditions like in the Northern Caspian. We also enjoy a



good working relationship with Saipem having worked with them for several years in their projects in Kazakhstan. Following Saipem into this new market is a natural transition for Topaz and we now have significant operations in the four corners of the Caspian Sea.” Topaz has been operating in the Caspian Sea since the acquisition of BUE Caspian in 2005 and currently has more than 60 offshore support vessels in the region. The company has also seen the recent mobilisation of the new build anchor-handling tug supply vessels **Topaz**

Dignity and **Topaz Triumph** to oil majors in Azerbaijan. The **Topaz Dignity** is deployed on a long-term contract with oil and gas giant BP performing anchor-handling, tug, support, and supply duties. The **Topaz Triumph** is contracted by oil and gas major TOTAL in support of their seismic campaigns ahead of field development. These two latest additions to the Topaz fleet are 7,300 horsepower anchor-handling tug supply vessels equipped for fire-fighting class 1 and dynamic positioning (DP2) operations. The Caspian region remains a very important market for Topaz and the addition of these two new modern and technologically advanced vessels underscores Topaz’s commitment to meet the demand for highly-specialized offshore support vessels in its key markets of the Middle East and the Caspian. *(Source: Topaz Energy and Marine)*

FARSTAD SHIPPING ASA HAS BEEN AWARDED THE FOLLOWING CHARTER CONTRACTS

AHTS **Far Sky** (1991, ME 303 II, 13,382 BHP) and AHTS **Far Grip** (1993, UT 722, 14,388 BHP) have been awarded contracts by ENI Australia Ltd. for a fixed period of 5 months with additional 5 months options. The vessels will be supporting the **ENSCO 104** at ENI’s Evans Shoal gas field off Northern Australia. BHP Billiton has awarded contracts to AHTS **Far Sword**



(2006, UT 712L, 14,688 BHP) and AHTS **Far Sound** (2007, UT 712L, 14,688 BHP) to support the semi-submersible **Jack Bates** off North Western Australia. These contracts are for 3 wells firm with the approximate duration of 5 months with a further option of 1 well. AHTS **Far Sabre** (2008, UT 712L, 14,688 BHP) and AHTS **Far Scimitar** (2008, UT 712L, 14,688 BHP) have been awarded contracts by Woodside Energy Ltd. to support the semi-submersible **Atwood Eagle** off North Western Australia. The duration of the fixed period is estimated to 100 days. Chevron has awarded an 18 month firm contract for a Farstad UT 712L AHTS starting Q4 2013 with further options supporting the Ocean America offshore Western Australia. Brunei Shell Petroleum Company SDN

BHD has awarded AHTS **Lady Caroline** (2003, UT 712, 12,240 BHP) a 5 month contract operating in Brunei waters. Oil Search (PNG) Limited has declared a 1 well option to extend AHTS **Far Fosna** (1993, UT 722, 14,388 BHP) and AHTS **Lady Sandra** (1998, KMAR 404, 15,014 BHP) with an expected duration of approximately 30 days. The contract involves supporting the semi-submersible Stena Clyde off Papua New Guinea. Total value of the contracts, excluding options, is approx. NOK 350 mill. (*Press Release Farstad*)

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HIGHLAND BUGLER 2,000 DAYS WITHOUT LTI



Once again the crews of a platform supply vessel in the Southern North Sea (SNS) Pool have succeeded in working for 2,000 days without a single Lost Time Incident (LTI). This time the credit goes to the crews of the **Highland Bugler**, operated by GulfMark Offshore. On behalf of the partners in the SNS Pool, in the seaport of Den Helder captain and crew were handed over a safety award and fleece jackets. The 67-metre long Highland Bugler is a psv of the well-known UT 755 type. (*Source and photo: Paul Schaap*)

NEW ADDITION TO RANGER OFFSHORE'S FLEET

Ranger Offshore, Inc., a portfolio company of SunTx Capital Partners, announced the addition of the DSV **Lewek Toucan** to its best in class fleet of vessels. The **Lewek Toucan**, built in 2006, is a 290' DP-2 multipurpose offshore support vessel with a 120 ton active heave compensated crane, moon pool, helideck, 1,000 ton cargo deck, and accommodations for 100 personnel. It has arrived



in Galveston, Texas, and will be outfitted with Ranger's Hoss I 1,000' DNV class 12-man saturation diving system with a self-launching hyperbaric rescue chamber. The **Lewek Toucan** will operate in accordance with Ranger's ISO 9001, ISO 14001, OHSAS 18001, and ISO/TS 29001 commitment to safety and quality workmanship each and every time. Ranger's CEO Bill Lam commented, "The addition of the Toucan represents another step forward in Ranger's continued strategic growth plan to grow and better serve our customers, in the Gulf of Mexico and in select international markets. We are excited about Ranger's ability to now offer expanded and diverse solutions to meet our clients' needs." Ranger Offshore has entered into a long term agreement with EMAS and will utilize the **Lewek Toucan** to provide subsea construction support in the Gulf of Mexico. The vessel is currently contracted to perform multiple 36" pipeline tie-ins at various depths of water beginning August 2013. *(Source: Ranger Offshore)*

STANFORD HUNTER SUCCESSFULLY DELIVERED



Grandweld has completed the delivery of a new vessel that will be used in firefighting on offshore platforms. **Stanford Hunter**, a 57-meter Offshore/Maintenance vessel bought by Stanford Marine, will help with maintenance and firefighting on offshore platforms on a 24-hour basis. The vessel can accommodate 50 crew and comes with two powerful 1450KW CAT engines that can produce a speed of 13.5 knots. For fast deck-cargo

movement, **Stanford Hunter** was designed to accommodate 25 tons @ 8-meter capacity movable crawler crane. The vessel is currently used for operations for NPC and Zadco. Principal Particulars Offshore/maintenance vessel: Length overall: 57.00 meters; Breadth: 13.60 meters; Depth: 6.00 meters; Deck Area: 350 SQM; Speed: 13.50 Knots; Complement: 50 Persons. *(Source: Grandweld)*

ATLANTIC OFFSHORE ENTERS INTO MANAGEMENT CONTRACT

Atlantic Offshore announced a new management agreement has been signed with Blue Ship Invest AS, a wholly-owned subsidiary of the Ulstein Group. Atlantic Offshore will be responsible for commercial and technical management of **Blue Protector**, a newbuilding of PX121 design, upon its delivery from Ulstein Verft in September 2013. Blue Protector is the last delivery in a series of six vessels, and is the third on Management with Atlantic Offshore. On the picture is seen the **Blue Power** a sistership of the **Blue Protector** *(Press Release*



Atlantic Offshore)

EASTERN ROLLS OUT SECOND HIGH-TECH PSV FOR BOLDINI

Eastern Shipbuilding Group, Inc. yesterday launched the second of five Platform Supply Vessels (PSVs) ordered by Boldini S.A., the M/V **Bravante VI**. Design of the vessel, based on the very successful Eastern Shipbuilding's "Tiger Shark Class" series, was provided by STX Canada Marine. As the NewsHerald reports citing the Eastern Shipbuilding's President Brian D'Isernia, "She is a state-of-the-art platform supply vessel and she will be working the ultra-deep war oil deposits



recently discovered off the coast of our friendly neighbor to the south, Brazil". The vessel measures 284' (86.5m) x 60' (18.3m) x 24' -6" (7.5m). This high-tech PSV features four Cummins QSK-60DM 16 – cylinder turbo – charged IMO Tier II diesel generator engines, each rated at 1825 kW at 1,800 rpm. Cummins also furnished the four Marathon Model 744 690VAC main generators. The main propulsion power is provided by two 690VAC electric motors driving two Schottel Combi-Drives SCD 2020 Single Fixed Pitch Propellers with Nozzles rated at 2,500 kW at 750 rpm each for a total of 6,700 Hp. The vessel's maximum speed is 14 knots with a cruising speed of 12 knots. The fully integrated bridge is arranged for increased visibility and features the latest technology in navigation and communication equipment. *(Source: Eastern)*

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VIKING SUPPLY SHIPS PROFITS FROM Q2

Viking Supply Ships, headquartered in Copenhagen, came out of the year's second quarter with a profit of 22.7 million Norwegian kroner, compared with a loss of 49.4 million Norwegian kroner in the same quarter of 2012. The first half ends, however, with a total loss of 54.9 million Norwegian kroner. Revenue rose in the second quarter to 259.9 million from 231.3 million Norwegian kroner in the second quarter of 2012. Half-year sales are now at NOK 447.5 million, an increase from NOK



410.8 million last year. Operating profit (EBITDA) in the first half of the year landed at NOK 91.8 million, against NOK 52.8 million in the first half of 2012. The total deficit of NOK 54.9 million in the first half of the year must be seen in light of the fact that the first half of 2012 ended with a deficit of NOK 131.7 million. The company, headquartered in Copenhagen, wrote in the accounts that the PSV market has been strong over the summer, but that there has been an influx of new ships in the

North Sea. But no new AHTSs have on the other hand entered the market during the summer. For the full report click [here](#) (Source: *Viking Supply Ships*)

UNMANNED HELICOPTER TAKING AERIAL PHOTO OF CREST IMPERIAL

An Unmanned Helicopter (UH) was deployed from a launch for aerial photography and videography of AHTS near Singapore straits. Is it time to say goodbye to the expensive and inflexible manned helicopter? (Source & Photo: *Ey Kuet*)



EIDESVIK OFFSHORE ASA ANNOUNCE SALE OF VIKING FORCADOS



Eidesvik Offshore ASA announced that the Company has entered into a MOA for sale of the vessel **Viking Forcados**. A deposit of 5% of the purchase price is received by Eidesvik. The vessel is expected to be delivered to new owners in Q3 2013, and a gain of approximately NOK 40 million will be recorded at the time of delivery. (Source: *Eidesvik*)

EMAS AMC WINS FIELD EXPANSION CONTRACT OFFSHORE GABON

EMAS AMC, the Subsea Services division of Ezra Holdings Limited, a leading global offshore contractor and provider of integrated offshore solutions to the oil and gas (O&G) industry, announced that it has been awarded a major contract by Houston based VAALCO Gabon (Etame) Inc. for the expansion of the Etame Marin Field Offshore Gabon in West Africa. The scope of work encompasses the EPIC of rigid pipelines along with the transportation and installation of flexible

pipelines and two fixed production platforms. This contract will see EMAS AMC's new build flagship vessel, the Lewek Constellation, working alongside one of the division's pipelay vessel, the Lewek Express, and is worth approximately US\$120 million, as previously announced by the Group. C.J. D'Cort, CEO, EMAS AMC, said: "We are extremely pleased to have been awarded this significant project from VAALCO for their Etame Marin Field Expansion Project in West Africa. The Lewek Constellation is an important asset for us to drive our business growth forward. As such, we are very encouraged to receive our first contract for the Lewek Constellation well in advance of its completion next year. "The Etame Marin Project encompasses all of our core strengths including SURF, heavy lift, and rigid pipelay so this is a very exciting opportunity." The Lewek Constellation is an ice-classed, high-end, multi-lay offshore construction vessel with ultra deepwater pipelaying and lifting capabilities (3000mT crane), making it an ideal choice for projects requiring a versatile vessel for a diverse scope of work. Project management and engineering will commence immediately and will be managed from EMAS AMC's Houston office. Offshore activities will commence in early 2014. *(Source: Ezra)*



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PETROBRAS EXTENDS SKANDI VITÓRIA CONTRACT



Petrobras has extended the contract for Skandi Vitória with two years from September 2013. The extension of the charter contract is done in line with the current market. The vessel is owned through a joint venture formed by DOF Subsea, a subsidiary of DOF ASA together with Technip. Skandi Vitória is the first pipe-lay vessel

built in Brazil, equipped with vertical and horizontal pipe-lay systems, a 250 mt crane and 2 ROVs. The vessel is capable of operating in water depths up to 3,000 meters. *(Source: DOF Subsea)*

STATOIL EXTENDS CONTRACT FOR EIDESVIK OFFSHORE ASA'S VIKING QUEEN

Eidesvik Offshore ASA announced that Statoil has declared its option for one year extended period for the Time Charter party with Eidesvik Offshore for the environmental friendly LNG powered PSV **Viking Queen**. The extended



period starts primo November 2013. This is the last option on this contract that was signed in 2006.

(Source: Eidesvik)

TWO SISTERS IN THE DRYDOCK



The sister ships **Stanford Hudhud** and **Stanford Kite** were seen both in Dubai Maritime City for routine dry-docking. Both are 58m DP 1 MPSV's. The **Stanford Kite** will return back to Saudi to continue her existing charter and the **Stanford Hudhud** is scheduled for some modifications prior to starting a 3 year charter in Qatar

commencing September. *(Photo: Stanford Marine)*

WINDFARM NEWS

SEACAT SERVICES DEEPENS EUROPEAN OFFSHORE WIND DEPLOYMENT

Seacat Services, the class leading offshore wind transfer vessel operator, has successfully completed workboat charters and crew transfer contracts while operating in three European flag states. The milestone marks the first time that a UK charter firm that solely operates DNV-class certified vessels, has under taken work in three different European nations. A feat that has been achieved thanks to ensuring that all the crew and vessels are fully certified to operate internationally. This commitment to quality substantially bolsters the UK's skills, services and wider export potential within European offshore wind. Throughout the past six months, the firm has had vessels deployed at Meerwind, Germany, at Anholt Offshore Wind Farm, Denmark, at Greater Gabbard and West of Duddon Sands, located on the East and West UK coasts, respectively. Currently Seacat Endeavour and Seacat Reliance are both working on the Greater Gabbard Offshore Wind Farm. One vessel is assisting with special projects, while the second undertakes operations and maintenance work to support the wind turbine manufacturer, Siemens. Meanwhile **Seacat Vigilant** and **Seacat Resolute** have been based in Helgoland, Germany, for five months – working on the Meerwind project. Here,



Seacat Vigilant has only recently moved off a 24-hour shift pattern, following her ongoing support of the cable lay spread. The vessel continues to work on the project, supporting the cable termination and rigging teams. Following the completion of her secondment, **Seacat Resolute** has now been redeployed to West of Duddon Sands, where she will work for eight months alongside her identical 24-metre twin sister, **Seacat Defender**. “As the crew transfer market matures,

and as we see more and more ambitious offshore wind energy projects being developed, there’s an inevitable flight to quality,” said Ian Baylis, Managing Director, Seacat Services. “This, combined with a growing desire from developers and utilities to deploy workboats that have a proven European operating track record, experience and a fully audited offering, underlines the increasing need for workboat firms to refine established operating protocol and re-invest.” “Since our inception Seacat Services has invested heavily in developing a fleet of DNV-class certified vessels that can weather the toughest sea conditions. Now, this significant commitment is beginning to really benefit our growing customer base, enabling the firm to support multiple clients in multiple European flag states.” Headquartered in Cowes, Isle of Wight, Seacat Services DNV-certified in-house integrated management system, enables every workboat to be fully audited at any stage throughout their contract and deployment. For developers, this provides real time data to assist in the construction and maintenance of projects, while providing total peace of mind for the safety of contractors, technicians and engineering crews. In January 2014, Seacat Services will launch its sixth DNV class-certified crew transfer vessel, **Seacat Volunteer**. *(Source: Seacat Services)*

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VSMC INSTALLED FIRST CABLE AT NORDSEE OST OFFSHORE WIND FARM

At the beginning of this week, VSMC installed the first infield cable at Nordsee Ost OWF. RWE Innogy contracted VSMC end of June for the installation of 52 infield cables. Due to completing the

cable installation at Meerwind Süd | Ost OWF ahead of schedule, VSMC was able to utilise the Normand Flower and install the first cable at Nordsee Ost OWF only a few weeks later. *Nordsee Ost OWF* The wind farm consists of 48 wind turbines and has a total capacity of 295 MW. Nordsee Ost OWF will be situated in the German Bight, which is located in the southeastern part of the North Sea. *(Source: VSMC)*



YARD NEWS

VYBORG SHIPYARD OJSC COMMENCES BUILDING HULL OF THE LEAD 17.4-MWT ICEBREAKER



Vyborg Shipyard OJSC has commenced building hull of the lead 17.4-MWt icebreaker of Project 21900M, IAA PortNews journalist reports from the site. According to Aleksandr Solovyov, the company's Director General, the launch of the hull is scheduled for late 2013. Then the Shipyard will commence building the hull for the third icebreaker of the Project. Vyborg Shipyard is executing the contract for construction of three icebreakers of Project 21900M for FSUE Rosmorport. Two of them are to be built on a turnkey basis and one – in cooperation with Arctech Helsinki Shipyard (Helsinki, joint venture of STX and USC). All the three icebreakers are to be delivered in 2015. According to Sergey Pyrin, Director of Rosmorport's North West Basin Branch, who attended the ceremony, the icebreakers are supposed to be deployed for operation in the eastern part of the Gulf of Finland. Vyborg Shipyard OJSC is one of the largest shipbuilding companies of the North-Western Region of Russia with over 60-years' experience in shipbuilding. Vyborg Shipyard is a member of the United Shipbuilding Corporation. Today the Shipyard specializes in building drilling rigs for offshore deposits development, vessels of small and medium tonnage as well as ship repair. *(Source: PortNews)*

VYBORG SHIPYARD EXPECTS TO BUILD ICEBREAKER AND TUGBOAT FOR PORT SABETTA

Vyborg Shipyard OJSC participates in the competition on construction of a **port icebreaker** and **tugboat** for Yamal LNG project, IAA PortNews journalist cites Aleksandr Solovyov, the company's Director General, as saying at the ceremony marking the beginning of hull building for the lead 17.4-MWt icebreaker of Project 21900M ordered by FSUE Rosmorport. According to him, Vyborg Shipyard is the only representative of United Shipbuilding Corporation to participate in the

competition the result of which is to be announced before the year end. The order is estimated at \$150-170 mln. Now, with the launch of the new self-submerge barge the company can build such vessels. Vyborg Shipyard OJSC is one of the largest shipbuilding companies of the North-Western Region of Russia with over 60-years' experience in shipbuilding. Vyborg Shipyard is a member of the United Shipbuilding Corporation. Today the Shipyard specializes in building drilling rigs for offshore deposits development, vessels of small and medium tonnage as well as ship repair. Yamal LNG project envisages the construction of an LNG plant with annual capacity of 16.5 million tonnes per annum based on the feedstock resources of the South-Tambeyskoye field. According to the PRMS reserve standards, the proven and probable reserves of the South-Tambeyskoye field as of 31 December 2012 were appraised at 907 billion cubic meters of natural gas. The Project also requires the construction of transport infrastructure including a sea-port and an airport located at Sabetta (north-east of the Yamal Peninsula). Yamal LNG is currently owned by NOVATEK (80%) and TOTAL (20%). (Source: PortNet)

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NEW DISTRIBUTOR ALPHATRON MARINE IN VIETNAM

Alphatron Marine B.V. of Rotterdam, The Netherlands, is pleased to announce the appointment of a distributor for their AlphaLine and other Alphatron products in Vietnam being Maritech Co., LTD.. Due to the expansion of Alphatron Marine in the Far East, the company has been looking for a renowned partner in the area for the distribution of

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the successful product lines. Maritech Co., LTD.. is based at three sites in Vietnam, with their headquarters in HoChiMinh City, a second branch in Da Nang City and a third office in Hai Phong City. This means Maritech has a perfect capacity to travel all of Vietnam in order to technically support our product lines and equipment, such as magnetic-, gyro- and fibre optic compasses, instrument lines and modular bridge console systems. The contract was signed by both parties in the Alphatron Singapore

office, where Director Maurice Rutten will be Maritech's Point of Contact. The Maritech delegation was formed by Mr. Le Cong Hung, Director, Mr. Le Nguyen Dung, Deputy Director and Mrs. Dinh Kim Phung of the Sales Department. Mr. Luuk Vroombout, CEO of Alphatron Marine and Mr. Rogier van Roon, Division Manager Alphatron Marine International were present for the signing of the paperwork. The cooperation is considered to be very promising, as Maritech will not only be acting as a sales distributor, but will also take care of installation and service of the Alphatron

products. The trained engineers will be in close contact with our Singapore office which is convenient also in communication since there is no time difference to clear. Alpatron Marine welcomes Maritech Co., LTD and we look forward to a fruitful cooperation. *(Press Release Alpatron)*

INCAT CROWTHER TO DESIGN 42.5M MONOHULL DIVE SUPPORT VESSEL



Incat Crowther has been contracted to design a trio of 42.5m Monohull Dive Support Vessels. The design is an innovative new concept borne of the latest ideas from designer, builder and operator. The design has been developed from stem to stern to be a dedicated DP-2 capable Dive Support Vessel, featuring fully integrated ROV launch and recovery, dive compressors and decompression chamber. The

vessels, currently under construction at SeaSafe Barcos Manufaturados, in Angra do Reis, Brazil, will be delivered to Sistac. The first of the three vessels, to be named Sistac Vitória, is due to be delivered in the first quarter of 2014. The aft deck will feature a large working deck, which will house the ROV crane and reel, a pair of dive platforms and two deck cranes. Inside the main deck house are functional areas such as toilets and showers, dive shop (housing compressors and decompression chamber) and ROV shop. Forward of these spaces are an office, TV room, meeting room, mess areas, and two single-berth cabins for senior personnel and a designated Officer Cabin. A spacious wheelhouse is located upstairs, with forward and aft facing vessel control stations, ROV and dive control workstations. Overhead windows are fitted both fore and aft for high-angle visibility. Below decks are accommodations for the remaining 33 crew members, in a mix of 2-, 3- and 4-berth cabins. All accommodation cabins feature their own ensuite bathrooms. Four Scania D13 main engines, each producing 410kW, will power the vessels. The vessels will have a service speed of 13 knots and a top speed of 15 knots. The DP-2 capability ensures the vessel can hold station in the event of a failure in any single component of the system, enhancing both safety and reliability. As well as being efficient, the vessel's new-generation hull form will endear it with excellent seakeeping characteristics, enhancing the functionality of the vessel in offshore operations. Incat Crowther's wealth of expertise will help deliver a unique design for dedicated, functional dive support vessel with high standards of dynamic positioning, seakeeping and crew habitability.

(Source: Marex)

IHC MERWEDE SECURES ORDERS WORTH OVER €1 BILLION FOR SIX PIPELAYING VESSELS

IHC Merwede's Offshore division has been successful in securing orders worth over €1 billion for the design, engineering and construction of a total of six pipelaying vessels. The agreements for these six ships have been signed with Subsea 7 and Seabras Sapura, the partnership between SapuraKencana and Seadrill. IHC Merwede will supply three fully integrated pipelaying vessels to Seabras Sapura. These will include the complete pipelaying spreads, which comprise of a twin-tensioner tilting lay tower, two below-deck baskets and support equipment for the loading, spooling

and routing of products. The integrated automation system, full electrical installation and electrical machinery package will also be designed and delivered by IHC Merwede. In addition, to assist Seabras Sapura in the training of their offshore personnel, a pipelaying simulator will be provided. When combined with the number of existing orders, the confirmation of this latest agreement means that IHC Merwede is now



working on a total of six pipelaying vessels for Seabras Sapura. The orders secured with Subsea 7, IHC Merwede's long-standing customer, are for three ships of identical design to the recently launched **Seven Waves**. With an overall length of 146 metres, a beam of 30 metres and a Class-2 dynamic positioning system, these vessels will be equipped for transporting and installing flexible flowlines and umbilicals in water depths of up to 3,000 metres. Like the existing order for the **Seven Waves**, Subsea 7 is delivering the pipelaying spreads for the three new vessels. The confirmation of this agreement brings the total number of vessels ordered by Subsea 7 from IHC Merwede to eight. All six 550-tonne vessels will be built at IHC Merwede's extensive, state-of-the-art shipbuilding facilities in The Netherlands. They will be delivered in the period between the first half of 2015 and the second half of 2016. "IHC Merwede is delighted to confirm this major order worth over €1 billion for six more pipelaying vessels that are destined to join four other ships – currently being worked on by IHC Merwede from a previous order last year – in Brazilian waters for Petrobras," says IHC Merwede's new COO Bram Roelse. "We invest in long-term partnerships with our customers to achieve the best possible solutions. This announcement also highlights the success of a key part of IHC Merwede's ongoing strategy to offer completely integrated vessels to its customers."

(Source: IHC Merwede)

VRIJWILLIGERS GEVRAAGD VOOR "SAIL DE RUYTER" VLISSINGEN



De organisatie van Sail De Ruyter 2013 maakt bekend dat naast de al enorme vrijwillige inzet voor het maritieme evenement, dat zal plaats vinden van 23 tot en met 25 augustus aanstaande, er nog steeds behoefte is aan meer vrijwilligers, met name voor de logistiek. Heeft u tijd en zin om bij te springen, of weet u nog iemand die dat zou willen, meldt u dit dan via onderstaande link. Bestuur en vrijwilligers vormen eigenlijk één grote maritieme familie, die laat zien waar Zeeland toe in staat is! Voor vrijwilligers worden ook activiteiten georganiseerd,

zoals een barbecue of een zeiltocht. En iedereen krijgt een speciaal Sail 2013 shirt. Tijdens het festival wordt natuurlijk gezorgd voor een natje en een droogje. Meer informatie [Vlissingen Sail de Ruyter Zeeland](#) de directe link voor [geïnteresseerde vrijwilligers](#) [Lees meer...](#)

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Last week there have been new updates posted:

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

- [Vrijwilligers gevraagd voor “Sail De Ruyter” – Vlissingen](#)
- [Boskalis offers combined refloat and dry dock solution through SMIT and Dockwise](#)
- [Overlijdensbericht Chris van Arkelen](#)
- [Looking for ex-crewmembers of motortug “Johann”](#)
- [Australia Joins ReCAAP](#)
- [New Distributor Alphatron Marine B.V. in Vietnam](#)
- [Cymepa moves towards signing a MOU with Rightship](#)
- [Overlijdensbericht Feike Melein](#)
- [Boskalis acquires EUR 80 million dredging contract in South Korea](#)

*Be informed that the mobile telephone number of Towingline has changed into: +31 6 3861 3662
The old number +31 6 5364 2576 is closed*

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