



TUGS & TOWING NEWS

OLD MEMORIES IN MAASSLUIS



On 30th August the day started hazy. Tug enthusiasts and spotters feared that the arrival of *Seawolf*-ex *Clyde*, accompanied by her sister *Elbe*, would be difficult to photograph. Very soon after passing the pier heads of Hook of Holland one sunbeam managed to come through and gradually the weather circumstances improved. A helicopter that was supposed not to arrive, because of the poor visibility suddenly appeared on the scene and the yellow port authority ships used their impressive firefighting equipment in order to welcome a long lost girlfriend called *Seawolf*. Along the borders of the New Waterway dozens of photographers were preparing their equipment to take pictures of this unique event: the meeting of two sisters that were apart for many years. *Clyde*, designed by Dr. J.A.C. Hoogenbosch was commissioned in 1957 as a revolutionary tug with beautiful looks and strong qualifications. Soon thereafter her sister was ordered. L. Smit & Co's Internationale Sleepdienst at Rotterdam did not want to pay more for the sister than she did for *Clyde*, so some minor adjustments had to be made. Yet the sisters looked quite the same when *Elbe* was commissioned in

1959. To make a long story shorter; Both ships had excellent careers when they were tugs. On the 'life' of **Elbe** even a book was published, which is still available. I.e. the ships towed flattops from the US to Japan and Belgium, freighters to scrapyards and even the first drilling platforms to different destinations. For a short time, having 4,500 hp engines, they even were the strongest tugs in the world until **Zwarte Zee** arrived in 1963. At the end of her Dutch towage career **Clyde** was renamed **Smit Salvor** and in 1977 sold to Matsas in Greece. After having served there for almost 13 years a German towage enthusiast purchased her and changed her name into **Seawolfe**. In 1998 a Dutch yard owner at Mallorca noticed the handsome appearance of the ship and made a plan to transform her into a yacht. It took five years to complete his plan, however the result was stunning. The beautiful outline was maintained and still there was a complete different ship. She started to sail as **Seawolfe**, subsequently became **Seawolfe C, Dolce Far Niente** and finally, six years ago, **Seawolf. Elbe**, after her sale, had a quite different career. In 1976 she became a pilot boat in the US and after that in 1985 action ship for Greenpeace. When that organization replaced her for a more modern vessel she was donated the Harbour Museum of Rotterdam. Hans Hoffmann started to chase his dream and made a program to restore her in the old magnificent tug again, fully under class, so that the ship, once restored, could sail anywhere. For a moment it looked like that plan would fail, because while under reconstruction, the **Elbe** sank twice. A heavy transport ship ran into her and in 2004 sabotage for unknown reasons caused her sinking again. The volunteers were deeply disappointed but not demotivated. After the ship was raised Captain Piet Sinke successfully started an action to solve the first financial problems. The tug was handed over to the SMCR until then the



managing foundation. The restoration process was restarted and now this difficult task has almost come to an end. **Elbe** and sister **Clyde** four times met during their careers. One time very shortly and far away, when at sea one tug handed over her tow to her sister. Another time occasionally in

the Caribic. The first time they met was in the port of Maassluis. The plan of Hans Hoffmann was that both ships could meet again once **Seawolf** was in nearby regions. When he heard of a charter of the vessel in the Baltic his hope grew. Fortunately it turned out that the present owner, Mr. Mike Potter has warm feelings for history, especially for towage history. He agreed to call on Maassluis when on his way from the Baltic to Vigo, where his yacht will be docked for regular survey. As described above **Seawolf** and **Elbe** met between the piers of Hook of Holland and together, side by side, they sailed to Maassluis where hundreds of spectators were anxiously waiting for their arrival. With the help of **Maassluis**, the also restored small tug that in the past used to assist the in and outgoing tugs of Smit, the sisters moored in their homeport. Some people had to fight their tears, because of the nostalgic feelings they experienced. During the afternoon Mr. Potter and his friend visited the National Towage Museum. During a party for a selected group of guests on board of his ship he handed over a beautiful tablet to Mr. Joop Timmermans, chairman of the Council of Advice



of the museum. The work of art was designed by Mr. Dave O'Malley, a graphic artist from Canada. It symbolizes the historic meeting of both ships. In return loco burgomaster H. Eitjes handed over a present of the municipality of Maassluis showing the outline of his town in glass. By the way he drew the attention to Mr. Potter and his captain Mr. Drarg Richards, that next year Maassluis will celebrate her 400th birthday. On that occasion **Seawolf** again would be most welcome! *(Article and Photos top and bottom by Nico J. Ouwehand; Photo black and white Clyde and Elbe Dutch National Towage Museum)*

HORIZON DELIVERS NEWBUILD TO CORPS OF ENGINEERS

Horizon Shipbuilding, Inc., Bayou La Batre, AL has delivered the Motor Vessel **George C. Grugett** to the U.S. Army Corps of Engineers (USACE) in Memphis, TN. This is the second vessel in two years that Horizon has built for the Corps and will serve the Memphis District primarily to provide mobility and quarters for the buoy barge in support of reconnaissance missions. Additional operations will include pushing a loading unit (a 500 ft x 150 ft tow) and the grading unit (a 400 ft x 100 ft tow), and support of the revetment mission for the CEMVD (Corps of Engineers Mississippi Valley District). The vessel will be tasked with supporting the Huxtable flood control mission. The vessel is named for the former Executive Assistant, Memphis District U.S. Army Corps of Engineers. Mr. Grugett was a bomber pilot in World War II



from 1943 to 1945 and then spent 35 years working for the Corps of Engineers. After retiring from the Corps, he then served as the Executive Vice President of the Mississippi Valley Flood Control Association (MVFCA) for an additional 30 years. Characteristics of the **George C. Grugett**: LOA 114 ft; Beam 35 ft; Draft 8 ft 6 in; Molded depth 10 ft 3 in; Propulsion Power 3,000 BHP; Fuel Capacity 21,545 gallons. *(Source: MarineLog)*

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TUGS ON GARBAGE TRUCK



On the ferry between Maassluis and Rozenburg was seen the garbage truck of the municipality Maassluis with this typical tugboat shot in the ancient tugboat Port of Maassluis. On the picture is seen the 1959 built tug **Elbe**, the 1939 built Museum tug **Hudson** and the harbour tug **Adriaan** *(Picture Leen van de Meijden)*

SD DEPENDABLE IN WHITE LIVRY

Heading up a Scottish Sea Loch today 29th August was the Serco tug **SD Dependable** in the white livery adopted by Serco for its contract that serves British Navy (MOD) bases in and around the UK. *(Photo: Tommy Bryceland, SCOTLAND)*



TWO 32M ASD TUGS SET SAIL FROM YUEXIN



Guangzhou Panyu Yuexin Shipbuilding Co., Ltd (Yuexin) delivered two 32m ASD Tugs, **m.v. Noor Aden** (Imo 9598971) and **Makohe**, (Imo 9662629) to their owner. Applying Robert Allan design, the vessels pertain to the same series, built under the survey of LR, with the notation of 100 A1, TUG, LMC Fire Fighting Class 1. They measure 32m in length with a moulded breadth of 11.6m, a moulded depth of 5.36m as well as the designed draft of 4.3 m. Being able to carry 12 men, the tugs feature

disposable liquid capacity of 205m³ for fuel oil, 37m³ fresh water and 113m³ for ballast water each. Their performance of bollard pull is at 73T ahead and 69T astern. The speed achieved equals to 12 knots. The vessels are well equipped with first class branding machines. The propulsion system integrates two Caterpillar engines, each developing 2682HP at 1600 rev/min, driving a pair of Schottel 360°Azimuthers, achieving a bollard pull of 73 ton ahead. Electrical Power comes from two Cummins generator sets, which develop 110 ekw at 1500 rpm. Besides, they are constructed and inspected with the standard of the luxury yacht, embodying the combination of practicality and comfort. The Panama flag with call sign HP6665 tug **m.v. Noor Aden** is owned and managed by Flair Shipping Trading FZE – Ras al Khaimah; United Arab Emirates. The St. Vincent and Grenadines flag with call sign J8B4891 tug **Makohe** is owned and managed by SAAM *(Press Release)*



HORNBECK COMPLETES SALE OF TUGS AND BARGES



Hornbeck Offshore Services, Inc. reports that it has closed the previously announced sale of substantially all of the assets and business of its Downstream segment's **tug and tank barge fleet** to Genesis Marine, LLC , an affiliate of Genesis Energy L.P. for cash consideration of \$230 million. Hornbeck received approximately \$224 million in proceeds, net of expenses and estimated cash taxes, from this transaction, that it says will be used for general corporate purposes that may include retirement of debt or funding for the acquisition,

construction or retrofit of vessels. The Downstream vessels sold to Genesis comprised Hornbeck's active fleet of **nine ocean-going tugs** and nine double-hulled tank barges. In connection with the closing, Hornbeck and Genesis entered into transition service agreements in order to ensure a smooth transition of operations and services for both employees and customers. J.P. Morgan Securities LLC acted as exclusive financial advisor to Hornbeck Offshore with respect to this transaction. *(Source: MarineLog)*

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NEW TUG FOR THE V.LB.

After successful trials and bollard pull test is the **VLB 3** was handed over to the Vlissingse Bootliedenwacht BV at Flushing. The hull of the **VLB 3** is built on the yard of J. Schlieker - Sliedrecht and outfitted by Vink diesel BV which, together with the Technical Department of the VLB designed the boat. The 14, 50 m long tugboat has two 6-cylinder MAN engines (type D2866LXE40)



which deliver power to the in two nozzles placed propellers. The engine output of two times 379 hp (279kw) provides a bollard pull of more than 10 tons and a speed of max 10 knots. In addition a Kalkman bow thruster is installed. The spacious wheelhouse offers good visibility and is equipped with all modern navigation equipment for a safe navigation in ports and on the Westerschelde river. The in 1971 founded company now has a fleet of 10 ships, namely the VLB-1 (transportation of stores), the tugs **VLB 2, VLB 3, VLB 7, VLB 8** and **VLB 10**, the tender VLB 6 and three pontoons. Furthermore the company has a watertank truck and some winch vehicles which are used for mooring and unmooring seagoing vessels and offshore pontoons. The company also supplies towmasters and crews for sea trials and in- and out bound towing transports. In 2008, the company is ISO 9001 certified and is also a recognized training company in "Transport and Logistics" *(Source: Krystian Kosten; Photo: Wim Kosten- maritimephoto-com)*

COMPACTNESS, POWER MAKE THIS THE HANDIEST TUG IN PUERTO RICO



In late April 2012, Capt. Neftali Padilla and a crew arrived at the Great Lakes Shipyard (GLS) in Cleveland, Ohio. It was his second trip to Cleveland, this time to deliver a new tugboat called **Handy-Three** to Puerto Rico Towing & Barge Co. (PRT) located in San Juan, Puerto Rico. His first delivery from Ohio for PRT had been the 1942 **Triton**, a 135-foot former Navy oceangoing tug then about to transition from working on the Great Lakes back to salt water. Padilla recalls

his first impression of **Handy-Three**: “She looked kind of small.” She was. The boat’s overall length is a mere 74 feet, and he had to sail the tug 3,800 miles, more than half of that on the Atlantic Ocean. Capt. Jose Luis Villafane, mate for the spring 2012 delivery, recalls that he wondered about the Cummins QSK-50 engines, more compact than the EMDs and Caterpillars he was used to. “They looked small. I couldn’t imagine how powerful they could be,” he recalled. But this size and power were exactly what Great Lakes Shipyard Chairman Ron Rasmus imagined as a niche with promise: fuel-efficient tugboats with sturdy ice-class hulls and adequate power for most jobs. **Handy-Three** is GLS’s third such vessel. Today, Padilla and Villafane report that between May and June 2012 they became believers in **Handy-Three** as the vessel performed superbly while carrying them from the cold fresh water of Lake Erie to the tropical homeport in Puerto Rico. “She’s a very stable platform,” said Padilla. In fact, while using words like “awesome” and “amazing,” he took out his smartphone to show a visitor a video he shot from the wheelhouse of **Handy-Three** off Cape Hatteras. “We headed out of Norfolk, where we had weathered the worst of Tropical Storm Alberto. See how smooth she rides in 10- to 13-foot seas.” Villafane, who currently works in San Juan Harbor on **Handy-Three**, recalls the delivery voyage as the most memorable so far. “It’s God’s country from the Thousand Islands to Nova Scotia, beautiful,” he said. “We saw snow on mountains north of the St. Lawrence River in Quebec. A curious lockmaster at the Eisenhower Locks (in Massena, N.Y.) wanted a ride along on **Handy-Three**,” he remembers. “Capt. Padilla pushed the throttle forward ... and we were all surprised by the speed,” said Villafane. It was one of several demonstrations the crew gave for curious parties and potential GLS customers at different waypoints in the trip. Padilla has worked for PRT for 16 years, all of those as a captain. Before that, he worked in his family’s business, South Puerto Rico Towing, starting as a deck hand. In fact, because he started as a minor, his father had to accompany him to the U.S. Coast Guard station to swear the required Merchant Mariner’s document oath. Recently, Padilla



directed the towing operation off San Juan of the 246-foot oceangoing tugboat **Global Destiny**, *ex-Rotterdam*, which had run out of fuel. Villafane is also a second-generation mariner. His father retired from Crowley Maritime, a company that now provides **Handy-Three** with its biggest jobs. The tug assists with the huge Crowley barges that shuttle between San Juan and U.S. mainland ports of Jacksonville, Fla., and Pennsauken, N.J. Villafane, whose first maritime job was decking on the Miami ferry to Fisher Island, previously worked for Hornbeck Offshore. About **Handy-Three**, Villafane said, “The name of the tug says it all. She’s handy. You can put her anywhere. She’s a reliable boat made for tight places, like between the Crowley barges and the dock. And she rides the seas well, second most comfortable PRT vessel outside the harbor after the huge **Triton**.” **Handy-Three** is designed for ship assist harbor work, but has sometimes done ocean towing, currently the assignment of **Handy-One**, now renamed **Don Raul**, which operates out of St. Croix. For these longer trips outside, Padilla says **Handy-Three** could be more spacious. “Crew comfort is important to think about,” he said. But his assessment is positive. Padilla praises **Handy-Three**’s maneuverability. “The small hull, powerful engine and props set well apart ... she handles amazing.” San Juan is an important container transshipment port in the Caribbean. PRT, an affiliate of the Great Lakes Group, moved into San Juan in 1997 when Crowley discontinued harbor assist work there. “We saw this as an opportunity,” said Joel Koslen, president of PRT. The Puerto Rico Ports Authority reported 3,844 vessel calls in San Juan for 2012. Besides harbor assist work, PRT does towing services in Puerto Rico, the Virgin Islands and other locations within the Caribbean, as well as the U.S. mainland. And recently, according to Koslen, PRT has been chosen as the successful bidder by the Puerto Rico Ports Authority to renovate and operate the dry dock for vessel maintenance and repair, which is located at piers 15 and 16. San Juan is a popular port of call for cruise ships. According to World Port Source, in 2012 a total of 459 trips used San Juan, which can



accommodate eight cruise ships at once. Although cruise ships generally dock without the use of a tugboat, “if winds are greater than 30 knots, we do assist them,” said Padilla. “Otherwise, about 75 percent of our work is assisting cargo vessels.” Right now, **Handy-Three** is the newest of four boats operated by PRT. The other three are **Z-One**, **Honcho**, and **Triton**, whose lengths are 88, 97, and 135 feet, respectively. “She’s the busiest boat in the harbor,” Villafane said of **Handy-Three**, “and good with the Horizon and Sea Star ships. She’s been a blessing.” (*Source & Photos with permission of Will van Dorp-Professional Mariner*)

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AKDENIZ SHIPYARD COMPLETES 13M MACDUFF-DESIGNED TUG

The Akdeniz Shipyard from Turkey completed the 13m Macduff-designed tug which formed part of a package of 13m and 9m tug designs. Based on the successful first in class “[Fair Maid](#)” this new design features a raised fore deck and highlights the adaptability of Macduff designs. The 13m Macduff-designed tug has a moulded breadth of 5.40m and a moulded breadth of 2.47m. It is propelled by two 1,300 mm propellers in the Nozzle and integrates two main engines of 360 hp, its bollard pull being 9.3 tonnes. With regard to deck machinery, the tug is outfitted with 7 T winch crane, tow hook 15 tonne windlass and can accommodate a crew of 3 men. Its 9m counterpart measures 7.85m in B.P. length, 3.70m in moulded breadth and 1.75m in moulded depth. It is powered by 165hp main engine and can host a crew of 2 men. *(Press Release Akdeniz Shipyard)*



ACTA MARINE'S SHOALBUSTERS FLEET DEPLOYED GLOBALLY



Acta Marine's Shoalbusters are currently actively deployed in various Regions of the World. Several Maritime & Offshore construction projects have called upon the specialized Shallow draft fleet of Acta Marine. In Asia the [Coastal Victory](#) is engaged upon offshore support activities with a shallow draft pipe lay vessel in Korea and Taiwan. This unique 50TBP Multi-purpose Anchor Handling vessel is well positioned to support new maritime Infrastructure Projects in this growing

Region. In the Middle East, the [Coastal Ranger](#) and [Coastal Rambler](#) are involved upon the construction of artificial energy islands. Such artificial islands, serve as alternative for oil exploration and exploitation from steel offshore platforms. Also in the Russian Region of the Caspian Sea, Acta Marine's latest fleet addition, the [Coastal Voyager](#), is actively involved to support a shallow draft Construction Barge. The project is related towards the construction of several platforms for Oil production in the North Caspian Sea. This works takes place under challenging weather conditions and in ultra-shallow waters. Closer to Acta Marine's home-base is the [Coastal Vanguard](#) supporting a cable lay vessel on the West Coast of the UK. The vessel is performing Anchor Handling activities in shallow draft waters, for a project related to the construction of an offshore Wind Farm. Most Contracts, were obtained, following Acta Marine's recent Fleet expansion program in the Shoalbuster market. *(Source: Acta Marine)*

SMIT LUCAYA IN THE SMIT-LAMNALCO LIVERY

Last week was seen on the Caribbean Island of Curacao the 1991 built Bahama registered with call sign C6TA6 tug **Smit Lucaya** (Imo 9047025) in her new outfit. The tug is re-painted in the colours of Smit Lamnalco. It is possible that the Smit-Lloyd Antilles – Freeport; Bahama owned and managed has changed ownership and management to Smit Lamnalco. There is no information on this subject. *(Photo: John Smit)*



ACCIDENTS – SALVAGE NEWS

MOL COMFORT CASUALTY INVESTIGATION UPDATE



30 August 2013 - Tokyo - ClassNK Executive Vice President Toshitomo Matsui announced today that the ClassNK Casualty Investigation Team's analysis and investigation will take longer than initially expected, and will delay the release of its findings. The team, which began investigating the MOL Comfort casualty in Mid-June, had expected to complete its analysis and investigation of

the casualty in early September. However, the time consuming nature of some of the analysis work has forced the team to revise its forecast for completion. The team continues to carry out its exhaustive investigation into the cause of the casualty, and now expects to release its findings to the public by the end of October 2013. *(Press Release: Class NK)*

TUGS FIGHTING THE FIRE

Maersk Kampala still on fire, AIS still off: According to latest Maersk press-release dated Aug 30, fire on board of **Maersk Kampala** is still on. Tug boats with fire-fighting capability remain on the scene fighting the fire. An additional fire-fighting team was to arrive on the site in the afternoon Aug 30. According to some regional media, fire is by no means small, but there is no confirmation of their reports. There is no AIS signal yet, which is the only proof of possible scale of the fire. If AIS is off because of technical failure, it means fire damaged the bridge. If initially there were two burning containers, later fire obviously spread further, engulfing other containers. Several tugs with powerful water canons should extinguish fire long time ago, be the fire restricted to two containers only. *Fire on board of boxship Maersk Kampala, AIS off, why?* Maersk Line said on Aug 29 13 that the **Maersk Kampala** was fighting a fire in two containers within the foremost bays on deck. The

vessel is fully maneuverable but drifting south of the Suez Canal. All crew are accounted for and no injuries reported and communication with the vessel is ongoing. Tug boats with fire-fighting capability are on the scene fighting the fire. In addition, a fire fighting team was to arrive in the evening to provide further assistance.

Comment: Let's hope that the fire is what it is said to



be, just two containers in the fore section, but there is something which hints at a more serious situation than described in Maersk statement. Vessel left Jeddah on Aug 27 at 01:24 UTC according to AIS-Satellite, bound for Suez, proceeding at a speed of 16.5 knots. ETA Suez therefore, is about 1300-1400 UTC Aug 29. Vessel should be visible on AIS trackers, but there is no signal since morning Aug 28. As of morning Aug 30, there is still no signal. Vessel should be drifting somewhere off Suez, well in the range of AIS trackers. Assumingly, AIS is off. Why? Either because Maersk just don't want vessel to be tracked by anyone interested, understandably trying to avoid unwanted publicity, or because AIS system is inoperable. If the latter is the case, it can be explained only by fire being still on, or damages inflicted by hopefully, extinguished by now fire, of a much bigger scale than stated. (*Source: Maritime Bulletin*)

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the Tugs Towing & Offshore interested people at sea and ashore.

Send your press releases, news, articles and/or pictures to

jvds@towingline.com

COAST GUARD APPROVED SALVAGE APPROVAL

The wreck of the "**Astrid**" may be raised from the sea after salvage plans gained approval from the Irish Coast Guard. Experts believed it would be possible to salvage the 95-year-old vessel. The Coast Guard has agreed



the salvage plan submitted by the insurers of the **Astrid**, a timescale for the operation will become clearer once a start date has been finalised. (*Source: Vesseltracker*)

DONE AND DUSTED



Ship shape - transfer of fuel oil from the MV **Smart** to barges alongside has been successfully completed. Emergency oil pollution standby teams can breathe easy after the last of the about 1 800 tons of fuel was successfully transferred from the stricken MV **Smart** at around midnight on Wednesday. But they won't be leaving in a hurry as most of the 140 000 tons of coal on board still poses

an environmental risk. According to SA Maritime Safety Authority regional manager: southern region, Nigel Campbell the combined *Smit Salvage/Subtech* operation went off without a hitch. By lunchtime today (Wednesday) 1 400 tons of fuel had been pumped from the ship onto the barge, and was on its way to being discharged at the FFS bunkers in the port. 'The second barge will take the remaining 300 odd tons and all fuels should have been totally removed by midnight,' Campbell told the Zululand Observer. Meanwhile, insurers say every attempt will be made to refloat both the stern and bow sections of the ship, which split apart on the sandbank. Architects and engineers are already looking at the possible way ahead,' said lawyer Michael Heads of P&I Associates. 'A model is being run to determine what could be done, but of course any plans are subject to SAMSA approval. 'We would need to see what damage has been done to the hull of the vessel. 'Right now the priority was fuel transfer, after which we look at removal of the cargo, then what happens to the vessel itself.' *(Story by Dave Savides)*

OFFSHORE NEWS

SUBSEA 7 DECLARES OPTION TO EXTEND CONTRACT FOR 'NORMAND SUBSEA'



Subsea 7 has declared their option to extend the contract for the construction vessel "**Normand Subsea**" with one year from March 2014. This is the first of a total of four yearly options. The Normand Subsea is an IMR, Survey and Light Construction vessel specifically designed for inspection, maintenance and repair work. *(Source: Subsea 7)*

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HESS EXPLORATION HIRES ONE SSV FROM JASA MERIN

SILK Holdings Bhd (SILK) announced that its subsidiary, Jasa Merin (Malaysia) Sdn Bhd (JMSB), has been awarded a contract by Hess Exploration and Production Malaysia B.V. (Hess Exploration) for the provision of a **Straight Supply Vessel (SSV)**. The contract is expected to enter into force on September 1, 2013 for a primary term of three years and may be extended for a further year at the discretion of Hess Exploration. Risk factors affecting the contract are mainly operational risks such as accidents and unexpected breakdown of vessels. Notwithstanding this, the Company voiced its commitment to ensure strict compliance to the safety and operational procedures in the execution of contract requirements and has developed a programmed maintenance schedule, which stringently adheres to the International Safety Management (ISM) Standards in maintaining performance and seaworthiness of all vessels. The contract, valued at approximately RM39 967,500 for the primary term, is expected to contribute positively to the earnings and assets of the Group for the financial year ending 31 July 2014 and beyond. *(Source: Silk)*




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STATOIL EXTENDS CONTRACT FOR LNG POWERED PSV VIKING PRINCESS



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 Princess**. The extended period starts ultimo November 2013. This is the first of two yearly options on this contract. “We are pleased with this extension of the contract for our newest environmental friendly LNG vessel **Viking Princess**. Especially since we this year are celebrating

the 10th year anniversary for the delivery of the world’s first LNG-powered supply vessel (Viking Energy) to Statoil”, says Chief Operating Officer Jan Lodden. *(Source: Eidesvik)*

SEISMICS MOBILISING IN SEAPORT OF DEN HELDER



Right behind each other the seismic survey vessels **Western Regent**, owned by Western Geco, and **Pacific Explorer**, owned by Petroleum Geo-Services (PGS), made a port call in the seaport of Den Helder. Both vessels loaded a large amount of materials, among others seismic cables. *(Source and Photos Paul Schaap)*

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DOF SUBSEA WINS INSTALLATION SERVICES CONTRACT

DOF Subsea Group has recently been awarded a contract by OMV New Zealand Ltd, for subsea installation services to the Maari Field, Raroa FPSO offshore Taranaki, New Zealand. The project, worth approximately NOK 150 million, will be executed from DOF Subsea's Perth office with offshore operations being performed from the



Skandi Hercules in Q3/4 2013. DOF Subsea will be responsible for the Project Management and Engineering including detailed design and offshore services. The **Skandi Skansen** will transit to the Asia Pacific region and work on projects where the **Skandi Hercules** was assigned, resulting in full utilization for **Skandi Skansen** to year end 2013. EVP, Asia Pacific, John Loughridge said, "This is an important award for DOF Subsea and we look forward to working with OMV to deliver a safe and efficient project." (Source: DOF Subsea)

ISLAND OFFSHORE WINS NORTH SEA LWI CONTRACT



Island Offshore, a leading Light Well Intervention (LWI) specialist in which the Chouest and Ulstein family are partners, has been selected by Premier Oil UK Limited to undertake a new LWI service contract on the U.K. Continental Shelf. **Island Constructor** Premier, a growing oil and gas exploration and production company, awarded the business to Island Offshore and the North Sea RLWI Alliance, the operator of three monohull vessels specially designed for well

intervention tasks. Commenting on the new business win, Robert Friedberg, Managing Director of Island Offshore Subsea, says: "Premier Oil is a new client for us and, with its proven track record and ambitious growth plans, an exciting name for us to partner with for the future. This is yet another important UKCS contract win for the company, consolidating our standing as a preferred supplier within both the sector and the wider industry." The agreement covers activity such as wireline services (a core Island Offshore competence), with work to be carried out by Island Constructor, a 120 m long, 8,200 ton, state-of-the-art Ulstein built X-Bow vessel. "This is the third contract on the UKCS that the Island Constructor has won this year, demonstrating the tangible benefits of our investment in building a modern fleet of high-specification service vessels," says Mr. Friedberg. (Source: MarineLog)

OFFSHORE NEWS FROM YARMOUTH & ABERDEEN

Gulf Offshore has sold two of the older class they are the 1979 built **Highland Champion** (Imo 7905273) been sold to COG Shipping Ltd and renamed **NSO Champion**, this week the 1982 built **Highland Pride** (Imo 9031076) has been sold by Gulf Offshore to Fletcher Shipping Aberdeen to be renamed **FS Pisces**. *(Source & Photo: Paul Gowen)*



THAI OWNERS CHARTER OUT DSV 'MERMAID ENDURER' FOR N. SEA WORK



Mermaid Maritime's subsidiary Subtech Ltd. has been awarded a subsea services contract with Bibby Offshore Limited for services in the North Sea. This contract will utilize the DP2 Dive Support Vessel '**Mermaid Endurer**' for inspection, repair and maintenance services & light construction intervention. The contract is scheduled to commence in the second calendar quarter of 2014 for a term ending in the fourth calendar quarter of 2014,

with options for extension subject to mutual agreement. The vessel will arrive in the North Sea in early 2014 and will be marketed for opportunities in the spot market before commencement of the contract. "The **Mermaid Endurer** was built in Norway, specifically for these conditions, and we are confident that we can fulfill Bibby Offshore's expectations," said Mr. Chalermchai Mahagitsiri, Chief Executive Officer, Mermaid Maritime. "This contract marks Mermaid's successful re-entry into the North Sea market at a particularly exciting time over there. The contract covers all facets of the Mermaid group namely, Mermaid Offshore's marine division, Subtech's diving, inspection and IRM division, Subtech's ROV department and Seascope's survey division," said Mr. Paul Whiley, Executive Director of Mermaid's subsea division. *(Source: MarineLink; Photo: Mermaid Maritime)*

BIBBY DSV TO CONDUCT IRM FOR MAERSK OIL U.K.

Aberdeen-based subsea installation contractor Bibby Offshore has secured a multi-million pound contract with Maersk Oil U.K. The agreement will see Bibby Offshore commit its Diving Support Vessel (DSV), **Bibby Sapphire**, to support construction and inspection, repair and maintenance (IRM) activities on Maersk Oil U.K.'s North Sea assets for a period of 365 continuous days, starting in early January 2014. Three further one-year options have also been agreed between the companies with engineering work commencing onshore in quarter three of 2013. Bibby Offshore has

successfully delivered IRM services and construction work for Maersk Oil previously; in particular the Gryphon Area Reinstatement Program which involved extensive installation and tie-ins of flexible and control jumpers, with pre-commissioning and testing carried out to connect the Gryphon 'A' FPSO. *(Source: Bibby Offshore)*



WINDFARM NEWS

BAM-CLOUGH TAKES DELIVERY OF JACK-UP AND TRANSPORT BARGE



The Jack-up “**IB-914**” and Transport Barge “**IB-924**” both departed China earlier mid-August on its maiden voyage. The new built process for this SEA-1250 was concluded in less than a year’s time and is a record time for this newly developed design. This is the third GustoMSC SEA-1250 Jack-up built and the first design with Tubular legs. The “**IB-914**” is a larger unit than the *Pauline* and a smaller version of the JB’s 114 & 115 a

perfect sized Jack-up for Civil construction works. The Jack-up has a 300 ton capacity crane and will be capable of operating in 30 meters water depth. Built in a shorter time period, the “**IB-924**” Transport barge is dedicated for transporting the “**IB-914**” and will also function as a support barge during the execution of these Civil projects. Both units will be deployed in Australia on BAM Clough’s near shore civil construction projects. Where the older sister (1982) the “*IB-909*” has been operating for quite some time. In Australia a total of five GustoMSC Jack-ups will be operational at several projects. At Dalrymple the Buzzard, Zeebouwer and Santa have been working on a large coal terminal project for quite some time. *(Press release)*

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YARD NEWS

WÄRTSILÄ TO SUPPLY PROPULSION PACKAGES FOR IHC PIPELAYERS



Wärtsilä is to supply the propulsion solutions for six **Type 550 pipe laying vessels** recently ordered from IHC Merwede. Three are to be built for Subsea 7 and three for Seabras Sapura, the Sapura Kencana and Seadrill partnership. All six vessels are scheduled for delivery from the shipbuilder during the first half of 2015 and the second half of 2016. Wärtsilä signed its supply order for the first vessel in the second quarter of 2013, and the remaining orders in the third quarter. The scope of supply for each

ship consists of six 8-cylinder Wärtsilä 32 engines, two transverse thrusters, two retractable thrusters, and three steerable underwater demountable thrusters. Wärtsilä says its ability to provide easy and quick changing of the underwater de-mountable thrusters was particularly important to the customer. The contracts call for a tight delivery schedule and Wärtsilä's deliveries will begin in February 2014, with further deliveries following at four month intervals. "The delivery schedule is challenging, but we have frequently demonstrated that our world class manufacturing and logistics processes can handle fast-track projects such as these," says Aaron Bresnahan, Vice President Sales, Wärtsilä Ship Power. Both Subsea 7 and Sapura Kencana already have vessels with similar Wärtsilä equipment installed, and Wärtsilä has enjoyed a long-standing and successful relationship with IHC Merwede. Wärtsilä has an existing worldwide services and spare parts contract with Subsea 7. Wärtsilä's scope of delivery per ship set: 2 x Transverse thruster FT300H-D 2 x Retractable thruster FS1510/MNR 3 x Steerable underwater demountable thruster FS2510/NU 6 x 8-cylinder Wärtsilä 32 engines. *(Source: MarineLog)*

WEBSITE NEWS

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1. Several updates on the News page posted last week:
 - [Bollinger shipyards announces new company president and new chief operating officer](#)

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