

ugs owing & Offshore Newsletter

14th Volume, No. 52

1963 – “50 years tugboatman” - 2013

Dated 08 September 2013

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

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RAMPARTS 2400SX CLASS TUG FROM ROBERT ALLAN LTD. SANMAR'S NEW "BOĞAÇAY SERIES"

In late 2011, Sanmar A.S. contracted with Robert Allan Ltd., Naval Architects of Vancouver, B.C., Canada to provide a design for a new tug series to add to Sanmar's expanding product portfolio. The design is called the *Ramparts 2400SX* and is a customized version of Robert Allan Ltd.'s Ramparts 2500W design, but updated for Sanmar's production and marketing objectives, and



incorporating as always some of their well thought out ideas about how to build better tug boats. Sanmar has named the *Ramparts 2400SX* class tugs as their **Boğaçay** series. So far two Boğaçay series *Ramparts 2400SX* tugs have been delivered. Fittingly, the kickoff of the Boğaçay series with **Bogacay I** marked the occasion of the 100th tug delivery by Sanmar. The **Bogacay I** was delivered to new owners Gemport in Turkey and renamed **Zeycan Y**. The second hull of the series, **Bogacay II** has entered into service in Sanmar's fleet. The hull is essentially the same as the Ramparts 2500W hull first introduced for Italian operator Rimorchiatori Riuniti. The hull features standard Ramparts class characteristics including good dead rise for improved thruster performance, modest side flare, a half-raised forecastle deck for good sea keeping, gently rounded deck line in plan to ensure that the tug can safely and easily come alongside and remove itself from an attended ship at speed, and most

importantly the characteristic conically shaped double chined stern unique to all Robert Allan Ltd. designs which ensures that the tug can run astern at high speeds and maintain good control and directional stability. The hull is under the 24m rule length for load line and tonnage conventions. Beyond the hull, the remainder of the tug was customized to suit Sanmar's requirements for flexibility in available options and for production efficiency. And indeed Sanmar had some unique and challenging requirements for the design team on this project: - Ability to install 3 different Z-drive sizes to achieve 50 tonne, 60 tonne, and 70 tonne bollard pull versions of the tug (all while keeping the same shaft line and same diameter drive well); - Ability to fit both CAT 3512C and 3516C engines on the same engine bed and to accommodate the 3 different power levels for the 3 bollard pull tiers; - Ability to fit a double drum winch, a split drum winch, or a single drum winch all on same deck foundation; - Optional aft winch; - Ability to fit both a single aperture staple and a double aperture staple on the same seating to suit the 3 winch options; - Ready for optional FIFI 1 system with CP thrusters; - Ready for optional FIFI ½ driven by independent auxiliary engine; - Ready for optional box cooling; - Optional escort winch and escort staple. *Particulars of the RAmparts 2400SX are as follows:* Length overall: 24.40 m; Beam, moulded: 11.25 m; Depth, least moulded: 4.38 m; Maximum draft (overall): 5.10 m. The tug was designed and constructed to ABS Class requirements with the following notation: ABS □ A1 TUG, □ AMS. *Tank Capacities at 98% are:* Fuel oil: 87.3 m³; Potable Water: 10.6 m³; Main engine lube oil: 2.0 m³; Used oil: 1.9 m³; Sludge: 1.1 m³; Oily Water: 1.6 m³; Grey Water: 3.0 m³; Sewage holding tank: 3.0 m³; Water Ballast: 41.8 m³. The vessel has been outfitted to high standards for a crew of 6 people. The main deckhouse contains the galley, mess, two officer cabins. and a common WC. The lower deck contains 2 double berth cabin, a laundry, galley stores, and a common WC space. The wheelhouse is designed with frameless bonded windows for minimum window mullion obstruction and a single split control station which provides all round maximum visibility and exceptional visibility to the bow and side fendering. The engine room features a small sound resistant switchboard room. Ship-handling fenders at the bow comprise an upper row of 800mm diameter cylindrical fender and a lower course of W-fender. Sheer fendering consists of 300mm D- rubber 300 mm "W" block type fendering is fitted at the stern. Typical of Robert Allan Ltd. tug designs, significant noise and vibration reduction measures have been implemented throughout, including resiliently mounted main engines, resiliently mounted gensets and auxiliary engine, high attenuation engine exhaust silencer systems, ventilation intake air silencers, sound dampening deck treatments, and insulation measures. As mentioned, the vessel was designed for wide variety of powering and deck equipment options. However, the first two vessels in the series have the following equipment: - 2 x Caterpillar 3512C main diesels delivery 1765 bkW @ 1800 RPM; - 2 x Rolls-Royce model US 205 Fixed pitch Z-drives; - 2 x CAT C 4.4 diesel gensets, each with a power output of 86 ekW @ 1500 RPM, 50 Hz; - DMT Type TW-E 250KN electric double drum hawser winch with a pull of 250KN at 0-9m/min on low speed and 80 KN at 0-28m/min on high speed; - A FIFI ½ pumpset driven off the front of the port main engine. The pumpset delivers 1200 m³/hr sea water to one 1200 m³/hr water/foam remote operated monitor.; - Data Hidrolik tow hook; - Data Hidrolik aft capstan. On trials, the RAmparts 2400SX met or exceeded all performance expectations, with the following results: Bollard Pull, ahead: 60 tonnes; Free running speed, ahead: 12 knots. Plans are currently underway to offer the RAmparts 2400SX design up to 75 tonnes bollard pull. (*Press Release Robert Allan*)

THE 1890 BUILT TUG R.P.ELMORE

The Elmore has built a brilliant historical reputation over her 122 years. Built by Elmore Sandborn Canning Companies as a steam vessel, the **R.P Elmore** (ex Kiket) carried passengers and forty tons of freight between Astoria and Tillamook. To do this she had to cross two of the most dangerous



river bars in the world twice a week. In mid 1890s she was brought to Puget Sound and in 1898 she ferried freight and passengers to Alaska in the rush for gold. She is one of the last two known boats still afloat. Shortly after, she was tailored to accommodate towing equipment and from that time until present, she plied the Pacific Northwest inland waterways. In 1901 she became the flag ship of the newly formed American Tug Boat

Company. She retired in 1982; was saved from being scuttled; and was turned into a live-aboard. The Dee & Sara Meeks purchased her in 1991. They lived on her, cruised her and put in a ton of elbow grease and paint with love and appreciation of her past. The tug was seen last week on September 1st inbound Victoria Harbour. The tug has a length of 78 ft. a beam of 20 ft. and a draft: 10 ft. Her power is provide by an Atlas Imperial Diesel of 110 hp. *(Photo: Robert Etchell)*

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HORTON RECOGNIZED AS VETERAN FOR MERCHANT MARINE SERVICE

For the first time in 70 years, a World War II Merchant Mariner was recognized for his service to the nation, at times involving duty under hazardous circumstances and in Nazi submarine-infested waters. Capt. Jack Horton, 84, on Monday was honored as a veteran by federal, state and local officials, including Coast Guard Rear Adm. Steven Ratti, U.S. Rep. G.K. Butterfield, state Sen. Bill Cook and state Rep. Bob Steinburg. During the war Horton made numerous barge trips through the Atlantic war zone from the Hampton Roads area of



Virginia to Maine, providing support to America's armed forces. Horton's brother Don Horton, 81, hosted the ceremony, held in the Museum of the Albemarle auditorium. The most emotional moment came near the end of the gathering, when Don Horton presented his brother with a custom-made Merchant Mariners cap crafted to show his brother served as an officer. Jack Horton was asked afterward how he and others were able to persevere in such a situation. "You didn't pay any attention to it," he replied. "You did your job." Ratti, asked about Horton finally being honored, said, "I think he is like a lot of these folks that were active back during World War II and the war effort. He is very humble and he has lived with that for so long that now it's hard to overcome his humbleness." Moments earlier, Ratti, who commands the Coast Guard's 5th District, based at Portsmouth, Va., presented Horton with medals and buttons honoring his service. Horton and his family, under the command of his father, Capt. William Horton, crewed barges during the summer school breaks. Jack Horton began working aboard barges at age 13 and became a master of barges at 18. However, after the war, Merchant Mariners such as Horton neither received government pensions nor benefits nor could take advantage of the GI Bill. In 1988, the courts ruled that the wartime mariners were veterans, but they would have to provide proof of service. In Horton's case, a single document was found, proving his service. During Monday's ceremony, Butterfield, D-N.C., thanked Horton for his service. "Thank you, thank you, thank you for your service to our country," he said. Steinburg, R-Chowan, who noted that his father served as a Coast Guardsman during World War II, said that in 1942 alone, approximately 8,500 Merchant Mariners perished. He said he believes that the Merchant Mariners had to be strong-willed "because they had to know that there were people out there hunting for them." "There was nobody there to protect them, but they went anyway because that was their duty," he said. Additionally, the gathering included a tribute from Jeremy Roberts, state senior vice commander of the Disabled American Veterans. "The title of veteran holds a special meaning to those who have served," said Roberts, who served in Iraq and Afghanistan. Turning to Horton, Roberts said, "Jack, I'm glad to call you a brother veteran." Note from WW Coastwise Merchant Mariners: We still continue to search for those Coastwise Mariners from WW II who *served on tugs and barges*. We need the help of all who served and their relatives who know of some who served. We will assist them in gaining their due recognition. Please contact J. Don Horton at 252 336 5553 or email him at jdonhorton@embarqmail.com. *On the picture is seen Captain Jack O. Horton (left) listens as Cmdr. Steven Ratti presents him with his discharge, medals and citations during the ceremony bestowing Horton WWII veteran status at Museum of the Albemarle*

SPECIAL TRANSPORT - ROTTERDAM TO ST. PETERSBURG



The **SD Salvor** with **Taucher Wulf 5** with Barge **KMR-103** seen passing the Kiel-Canal on the 4th September 2013 near Brunsbüttel. The destination of the transport is St. Petersburg – Russia. *(Photo: Tony Zech)*

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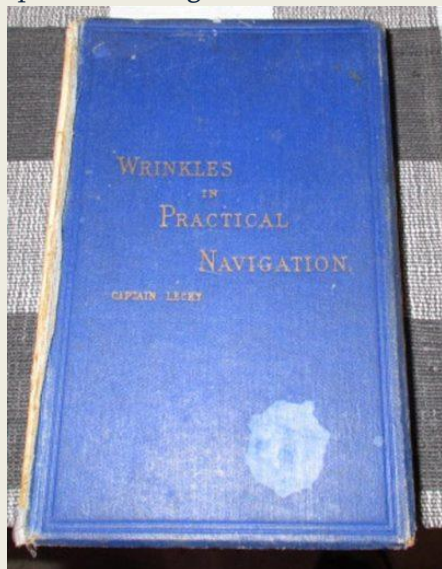
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SOMETHING OF INTEREST FROM NEW ZEALAND

For some reason that I don't understand; maybe call it serendipity, I happened to notice a book on auction with TradeMe (our version of Ebay) It is titled "-Wrinkles for Navigators" -a well-known old publication. I don't usually keep an eye on books for sale there. I guess I've got most of 'em. I had to buy this one though because of its history.

This one has an inscription inside and was

apparently given as a token of esteem by the Skipper of **HMS "Frisky"** to his navigation officer in 1919. We came to know Frisky as "**Foundation Franklin**" and all followed her epic salvage jobs in the book "Grey Seas Under" –probably what started most of us on tugs! I first read Farley Mowat's epic book at age seven and was enthralled by the stories that it tells of the hard work done by

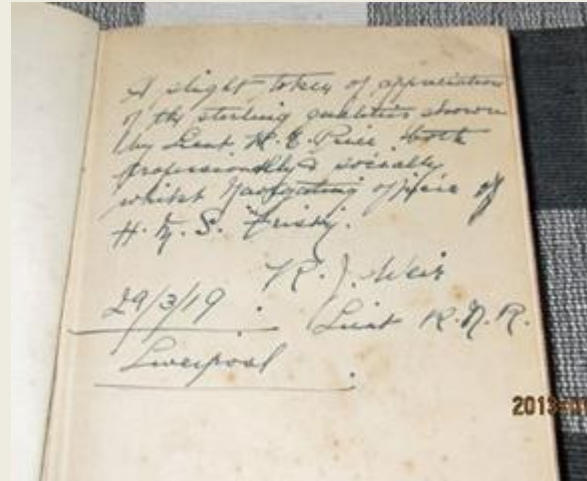


"**Foundation Franklin**" previously **HMS Frisky**. In 1919, the almost new "**Frisky**" seems to have been in Liverpool and was apparently engaged in tending ships at Scapa Flow. I would love to know how the book found its way here to NZ. Anyone got any leads? *(Source: Russell Ward)* Below some information from Wikipedia:

The SS **Foundation Franklin** was a seagoing salvage tug built for the Royal Navy in 1918 but most famous for many daring salvage operations and rescues while operated by Foundation Maritime between 1930-1949. Her many rescues and salvage triumphs were celebrated in Farley Mowat's book "The Grey Seas Under". **Foundation Franklin** was built as **HMS Frisky**, a Racia type tug, by John Lewis and Sons Shipbuilding at Aberdeen, Scotland, in 1918. She was designed to move capital warships, and operate in rough weather. The ship was commissioned in the spring of

1919, but the ending of World War I ended the need for the **HMS Frisky**. She was used to tow warships to Scapa Flow until being laid up. In 1924, the ship was sold and performed towing work

on the Rhine River and in the Baltic Sea. The **Frisky** was later purchased by a German project intending to tow barges across the Atlantic Ocean to Argentina and renamed SS **Gustavo Ipland**, but the project was destined to fall through. The former **HMS Frisky** then was laid up until 1930. The ship was purchased in January, 1930 at Hamburg, Germany by Foundation Maritime representative Captain James Sutherland. Brought to Southampton for further refit and inspection, she was registered under the Red Ensign and given the name **Foundation Franklin**. Brought to Foundation Maritime headquarters in Montreal, Canada in 1931, the tug was further refitted by Halifax Shipyards for Atlantic salvage service. After a few salvage jobs based along the Saint Lawrence River, **Foundation Franklin** established a homeport at Halifax, Nova Scotia for the rest of her career. One of the most successful and hard-working vessels of her type, **Foundation Franklin** carried out many remarkable rescue and salvage exploits. She continued to operate in the salvage role until 1948, when, during the tow of the vessel **Arosa** a hurricane damaged the ship beyond economical repair. Her bell, bearing her original Royal Navy name "**Frisky**", was saved from the scrapyard and used at the Foundation Wharf to summon crews to successor rescue tugs when vessels were in distress. The bell has continued to reside at offices beside the company's wharf through successive ownership changes. Today it is owned by **Svitzer Canada Limited** which continues to operate tugs from Franklin's old wharf. A plaque beside the wharf on the Halifax Waterfront Boardwalk commemorates her many rescues. The Maritime Museum of the Atlantic preserved Franklin's bridge and engine room clocks as well as several models and the tug's heavy salvage tackle. **Foundation Franklin** was the centrepiece of a special tug



FRISKY. Tug.		
Lieut. R.N.R....	Robert J. Weir	21 June 18
Sub-Lieut. R.N.R. {	John M. V. Berry	28 Aug 18
Eng. Sub-Lieut. R.N.R. }	William Harding	21 June 18

exhibit which opened at the Museum in 2009 displaying many pieces of her original equipment and her original bell on loan from Svitzer Canada.

TSM BEHAT TRAILS

Last Wednesday the 4th September was seen the new building tug **TSM Brehat** returning from her technical trails and bollard pull test in the Rotterdam Caland Canal to the Merwehaven - Rotterdam. (Photo: Jan Oosterboer)



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HAWAII: TEACHING OLD TUGS A NEW TRICK



In late June, a new 120-foot by 35-foot ocean-going tugboat was christened by June Nakachi, the new vessel's sponsor, at the JT Marine Shipyard in Vancouver, Washington. The M/V **Hawaii** was built as the first of two vessels in a venture by newly-formed Hyak Maritime LLC. Hyak co-owners Gordon Smith and Robert Dorn hope to build a series of these vessels to replace an aged fleet of US line-haul

coastal and ocean tugs, most of which are nearly 40 years old. Hyak's second tug, the M/V **Washington**, will be delivered by the end of the year. "We expect to build several more of these boats to lease to operating tug and barge companies," Dorn says. He notes that while the US ship-assist and ship escort tug fleet is fairly modern, there has been little innovation in the US ocean-going line-haul fleet for decades. "In 2011, we did an in-depth study of the US coastal towing industry," he says. "It became clear that the boats that made up the largest working segment – 335 boats with 4,000 to 6,000 horsepower – were some of the oldest tugboats in the country." Dorn notes that these are the most properly sized tugs in most of the large US company fleets and are indispensable to move our most common sizes of ocean-going fuel and freight barges on the coasts and across the oceans. Most of these boats now cannot work in California without paying heavy state fines, are in violation of evolved MARPOL rules and cannot sail to foreign countries. Dorn predicts that the 4,000 to 6,000-HP tugboat will continue to make up the largest component of the US coastal market, based on the sizes of the ocean-going freight and fuel barges that continue to be regularly built in US shipyards. "The tug requirements for the US coastal barge fleet will remain the same as they have been for decades; but operators and their customers could enjoy much lower fuel, operating, and maintenance/repair costs with safer, more modern boats that are allowed to go anywhere in the world," Dorn states. Most US transportation industries rely on standardized equipment, whether it be a rail car, a truck/truck trailer, or a 737. In considering how a standard ocean-going tugboat should be, Hyak consulted Bob and Ric Shrewsbury of Seattle-based Western Towboat. Their company builds its own tugboats, and is currently working on the seventh Titan-class ocean tugboat utilizing azimuthing stern drives. "The Shrewsburys and their Port Engineer, Ed McEvoy, have developed the perfect tugboat to perform the most difficult weekly scheduled towing job on the planet," Dorn says. The vessels move 420-foot by 105-foot loaded rail/freight barges from

Seattle to Whittier, Alaska across the notorious Gulf of Alaska at 10 knots, and then moor the barges in a remote difficult port without needing assist tugs. “The Western Titan boats hit the power, the speed and the maneuverability ‘sweet spots,’” Dorn says. “Gordon and I are very grateful that Western Towboat and their naval architect, Jensen Maritime, licensed us the use of their design.” Hyak is powering the [Hawaii](#) with a pair of medium-speed 900-RPM General Electric 8L250 EPA Tier II engines coupled by Centa connectors and carbon-fiber shafting to Schottel FP1515 azimuthing stern drives. Dorn expects that virtually no maintenance will be required on the power train for 40,000 hours. “I budgeted an average of \$350,000 in annual maintenance and repair costs to a machinery-class 5,000 HP tug during my days towing ocean tank barges at Sea Coast and Sirius,” he says. “Getting to 40,000 hours without overhauls is about 7 years without that annual number pinned to the tug.” The projected fuel and lubricating oils savings for the Hyak boats are also remarkable. The GE four-stroke medium speed engine uses 18 percent less fuel than a high-speed four-stroke engine of similar horsepower, and unlike the industry standard two-stroke medium speed engine boats, consumes no lubricating oil. “I kept comparing the fuel power curves of the GE engines to similar horsepower engines and realized that I could expect to save more than 800 gallons of fuel and 30 gallons of lube oil daily over my normal Sea Coast or Sirius tug.” At \$3.00/gallon for diesel and \$8.00/gallon for lube oil, the numbers showed that using the [Hawaii](#) would have saved him more than \$700,000 in fuel costs annually over one of his older boats. “Gordon and I were trying to find instances in our histories of towing barges around the Pacific where we would have preferred the tug we actually used over the [Hawaii](#) , he says. “We couldn’t think of a single instance where the [Hawaii](#) would not have made one of our tows cheaper, faster, and safer.” The Hyak vessels are being offered out on long-term bareboat charter. The Hyak goal is to have the Titan class boats become the industry preference. “Tugboatmen typically have very specific ideas about what they want in a boat and what will work for their particular companies. It’s been very gratifying to have many tug industry leaders visit us during construction and tell us that they love the boat and it could easily tow their barges. Trust me, tugboat guys would tell us if they didn’t like it,” Dorn says. During sea trials, the [Hawaii](#) measured 82.5 tons of bollard pull, and 14.5 knots free running speed. “This was even better than we expected, and means that our performance standard –pulling a loaded 420-foot barge at 10 knots – has been met. It has the fuel efficiency of a 4,000-horsepower boat but pulls like a 6,000-horsepower boat.” The tug is set up for both barge towing and barge pushing modes, and the hydraulic deck machinery, provided by JonRie, is all fully visible and controlled from the pilothouse. The double-drum tow winch has 2,600 feet of 2 ¼-inch wire on one drum and 1,800 feet of 2-inch wire on the second drum. The headline winch has 450 feet of 7-inch plasma line. Two John Deere 6081 Kohler gensets each provide 195 kW of electrical service and each genset is also plumbed to provide full hydraulic power to the winches. The [Hawaii](#) and [Washington](#) each measure 91 US regulatory tons and 497 international tons, allowing the vessels to operate with the smallest crew complement possible in US and international waters. The ABS A1 Maltese Cross Towing certification with Marpol annexes compliance allows each vessel to sail to all international ports. The living quarters are acoustically dampened and fireproofed to the highest international crew comfort and safety standards, and a Daikin HVAC system conditions each cabin or crew space individually. While admitting that a tugboat is already a complex machine, Dorn says in the case of the new Hyak boats, simplicity is the name of the game. “We’re building a very straightforward tug that will be pretty simple to operate and maintain, and will provide tug companies and their customers substantial cost savings while meeting the new regulatory requirements. We think we met our goal of taking Western Towboat’s great Titan-class boat and modifying it to suit a broad range of operating companies’ requirements,” he says. On the picture is seen the Hawaii outfitting and looking good in her new Crowley red stack colors. (Source: [Pacific Maritime Online](#); Photo Chris Peterson©)

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TWINS CHRISTENED IN TERNEUZEN



On the 5th September the sisters Damen ASD 2810 tugs **Multratug 26** & **Multratug 27** were christened in Terneuzen; Netherlands by *Mrs. Yvonne Nuijten* and *Desiree Muller*. The built on the Damen Shipyard Galati; Romania were delivered just two months ago.

“The new tugs will be mostly engaged in harbour towage activities in the Zeeland Seaports and Antwerp areas. In addition to their primary duties, they will also be on standby, ready to respond in the event of fire- or explosion-related emergencies in the western and central part of the River Scheldt, as part of a February 2013 commitment entered into with the Zeeland Safety Region to keep two FiFi 1 tugs on standby.” The tugs have a bollard pull of 62.5 tons and a speed of 13.5 knots. *(Photo: Richard Wisse)*



ACCIDENTS – SALVAGE NEWS

KNYSNA SHIP GROUNDING TO BE PROBED

A combination of a sophisticated historical and theoretical analysis of the shipping industry Now Cape Town - A commission of inquiry will begin on Monday to probe the circumstances around the



grounding of a cargo ship off Buffels Bay near Knysna. The 168m bulk carrier **Kiani Satu** sank almost two weeks ago after numerous salvage efforts managed to refloat her. According to the SA Maritime Safety Authority, the **Kiani Satu** sank in 1,000m of water 110 nautical miles south of Buffels Bay. She ran aground at the beginning of last month, forcing the captain and his 19-

member crew to abandon ship. The ship was believed to have suffered an engine breakdown in heavy seas while carrying 330 tons of fuel oil and 15,000 tons of rice. The cargo was later lost in the sinking. The owners and insurers of the cargo approached the Western Cape High Court to order the ship's owner to make relevant documents and its crew available for evidence purposes. Judge Willem Louw granted the order on Wednesday and appointed commissioner David Melunsky to take the evidence concerned in terms of the Admiralty Jurisdiction Regulation Act. The respondents were ordered to remain in the vicinity until the commissioner had taken their evidence or excused them from proceedings. The respondents are the cargo ship owner, the ship's master and crew, the hull and machinery insurers, the protection and indemnity insurers, P & I associates, and Esmeralda (Antigua) Shipping Limited. Gavin Fitzmaurice, the instructing attorney for the owners and insurers of the ship's cargo, said the commission would be held in Cape Town and take between five and seven days. Proceedings were closed to the media. "The respondent has objected to the presence at the commission of the media. The applicant has no objection," Fitzmaurice said.

ATLANTIC TOWAGE WILL SALVAGE THE WRECK OF THE TALLSHIP ASTRID



Atlantic Towage from Casteltownbere will try to salvage the wreck of the Tallship "**Astrid**", after the Irish Coastguard at Cork gave her go-ahead for the operation on August 30. Experts of the Marine Casualty Investigation Board (MCIB) has start an engine room inspection. Tug and salvage vessels, including a floating crane and a barge departed the port of Kinsale with direction the wreck location between Oysterhaven and Kinsale. In any case, the "**Astrid**" is likely but never sail again. Depending on the weather conditions, the work should take one to two weeks. *(Source: ESYS; Photo: John Finn)*

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MAERSK KAMPALA FIRE IS OUT

The fire-fighting teams aboard the [Maersk Kampala](#) have succeeded in putting out the fire aboard the [Maersk Kampala](#). Some smoke continues to come from some of the containers that had fire but will stop eventually with continued spraying by the tugs and flooding by the fire-fighting teams. Operational planning is now the priority, including port selection, contingency planning for cargo as well as the vessel's eventual return to service. Maersk issued press-release on [Maersk Kampala](#) fire update on Sep 2: The fire originated in one container at the bottom of a stack before spreading to a second container. Weather conditions until Aug 31 prevented fire fighting tugs from getting close enough to have maximum effect. As a result the fire spread from two containers to several more, but was contained in the two foremost bays. After weather improve fire fighting tugs have been able to continue soaking the area and have managed to reduce the number of containers still with fire to six, all contained in the same bays. Fire fighting team on board is extinguishing the fire inside containers by cutting open the hot containers and those nearby and flooding them with water. No AIS signal yet, vessel most probably is anchored somewhere down south in Gulf of Suez further off from populated areas and curious eyes. Some latest news mentioned thousand containers destroyed or damaged, which seems to be an exaggeration, while Maersk reporting six containers seems to be an underestimation. *(Source: Maritime Bulletin)*

OFFSHORE NEWS

SIEM OFFSHORE ENTERS INTO OSCV CHARTER AGREEMENT

Siem Offshore has entered into a charter agreement with Daya OCI LTD for one additional Offshore Subsea Construction Vessels ("OSCV"). The agreement is made at market terms and is for a firm period of five years with two yearly options. The charter shall commence in fourth quarter 2013. *(Source: Siem Offshore)*

BWS LOADS FIVE AHTS VESSELS WITH MORE THAN 9,000 METERS OF ANCHOR CHAIN

Blue Water Shipping has extensive experience with handling anchor chains used in mooring systems of floating offshore transfer or production system. From a logistic point of view, handling of chains requires smooth execution to minimize time consumption. "We have provided services to ensure timely load out of chains and anchors onto Anchor Handling Tug Supply (AHTS) vessels for our Holland based client Bluewater Energy Services B.V. which specialises in design, manufacturing and installation of floating production, storage or transfer systems. The chains arrived in the Port of



Niterói in five batches and we have loaded five AHTS vessels in total carrying more than 9,000 meters of anchor chain”, says Tiago Bitiu, Sales Manager from Blue Waters Rio de Janeiro office. The chains arrived from the Brazilian manufacturer on local barges. In the port, the chains were stretched in the storage area before winding onto the AHTS. Simultaneously, 16 tons of anchors arrived to the port in two parts, and these anchors were assembled prior to load on the deck of the AHTS. This project is part of the

construction of an oil transfer and export terminal system in the Campos Basin at a water depth of 70 meters for the Brazilian Company Petrobras. *(Source: Blue Water Shipping)*

ENI NORGE AND SIMON MØKSTER SHIPPING SIGN LONG-TERM CONTRACT

ENI Norge AS has awarded Simon Møkster Shipping a 10 year contract plus options for a Platform Supply Vessel with extensive emergency response capabilities for their Goliat field operations in the Barents Sea. The vessel will be of **VARD PSV-06 LNG design**. In addition to standard PSV capabilities, the vessel will have standby class and NOFO-2009 oil spill systems. The vessel will be built at VARD Aukra under their H/N 827, and will be equipped with a large hydraulically driven Liquid Cargo Handling-, ORO NOFO 2009-, Special Cargo/Methanol- and Utility pump- package from PG. Delivery of the PG scope commence Q1/2014. *(Source: PG Marine Group)*



RIEBER EXTENDS OPTION WITH KLEVEN MARITIME



GC Rieber Shipping ASA announced today the extension of the option agreement with Kleven Maritime for the construction of a 3D high-capacity seismic vessel. The parties agreed to extend the option to the end of November 2013. Reference is made to the stock exchange announcement dated 13 February 2013, regarding an agreement between GC Rieber Shipping ASA and Kleven Maritime AS for the construction of a 22 streamer 3D seismic vessel with ice-class

1A. If exercised, the option will represent an investment of approximately NOK 700 million.
(Source: GC Rieber)

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BIBBY OFFSHORE SECURES MULTI-MILLION CONTRACT EXTENSION WITH TALISMAN

Aberdeen-based subsea installation contractor Bibby Offshore has secured a contract extension worth in excess of £100million, with Talisman Sinopec Energy UK. A further three years with a one year extension option has been signed, making this the longest fixed term contract to be secured by Bibby Offshore. As part of the agreement, Bibby Offshore will deliver construction and inspection, repair and maintenance (IRM) works via its Diving Support Vessel (DSV) **Bibby**



Topaz. Howard Woodcock, chief executive of Bibby Offshore said: “Securing this extension to our long term agreement demonstrates confidence in our ability to deliver complex and challenging subsea projects. This has been an extremely successful year for the business so far and we are delighted to be continuing our working relationship with one of our longest serving clients and one of the UKCS’s largest oil and gas operators. “Controlling high quality assets has been a focus for our management team and the recent charter of the **Mermaid Endurer** is a key part of this strategy. Giving our clients access to first class vessels is essential to meet their needs and allows us to continue to deliver excellent DSV support in the North Sea.” Talisman Sinopec Energy UK CEO, Geoff Holmes said: “We are committed to making significant investments within the North Sea in the coming years and to unlocking the potential of the assets across our portfolio. It is an exciting time for our business and for the energy industry as a whole, with many diverse opportunities available and a promising future ahead.” Bibby Offshore with new sister company Bibby Remote Intervention Limited (BRIL), has grown from 10 employees in 2003 to now employing more than 1,300 people onshore and offshore worldwide, with offices in Aberdeen, Liverpool, Singapore and Trinidad. The company has an international fleet of six subsea support vessels and 13 Remote Operating Vehicles (ROV) and will continue to add to their fleet to meet demand. *(Source: Bibby*

Offshore)

SKANDI BERGEN SOLD



DOF Subsea Rederi AS, a subsidiary of DOF ASA, has sold the vessel **Skandi Bergen**. DOF Subsea Rederi AS, an entity in the DOF Subsea Group, has entered into an agreement where the vessel Skandi Bergen is sold to an international buyer. Delivery to the new owners is expected early 2014. Based on today's USD/NOK exchange rate estimated gain on sale of tangible assets will be

approximately NOK 200 million. As a result of the transaction the subsea project activity in the Atlantic region will increase utilization of third party vessels in order to execute projects. *(Source: DOF Subsea)*

SEABIRD EXPLORATION TO EXERCISE HAWK EXPLORER PURCHASE OPTION

SeaBird Exploration Plc announced that it has notified the owner of **Hawk Explorer** that it will exercise its option under the current charter agreement to purchase the vessel and related equipment for USD 6.5 million. The vessel and equipment will be delivered at the end of the lease term 31 August 2014 against settlement of the purchase price. SeaBird is a global provider of marine acquisition for 2D/3D and 4D



seismic data, and associated products and services to the oil and gas industry. SeaBird specializes in high quality operations within the high end of the source vessel and 2D market, as well as in the shallow/deep water 2D/3D and 4D market. Main focus for the company is proprietary seismic surveys (contract seismic). Main success criteria for the company are an unrelenting focus on Health, Safety, Security, Environment and Quality (HSSEQ), combined with efficient collection of high quality seismic data. *(Source: SeaBird Exploration)*

TEN YEAR BAREBOAT CHARTER PERIOD STARTS TODAY

Following the transfer of ownership of the first 9 vessels to the Chinese company ICBC Financial



Leasing (“ICBCL”) as part of a 51 vessel sale and bareboat commitment and the payment of US\$144 million, BOURBON announces that the ten-year bareboat charter period of those 9 vessels by BOURBON will commence today, 4th September 2013. As announced last week, the transfer of the remaining 15 vessels currently under operation is expected to be completed within two months and the transfer of the 27 vessels under construction within 10 months. On April 9, 2013, BOURBON announced that the terms of the

first phase of the “Transforming for beyond” action plan were signed with ICBCL for a ten-year fixed rate (10.66%) bareboat charter of up to 51 supply vessels either in operation (24 on that date) or under construction (27 with delivery expected before June 2014) for a total of up to US\$1.5 billion. *(Source: Bourbon)*

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ATLANTIC OFFSHORE ACQUIRES ADDITIONAL VESSEL

Atlantic Offshore have today 4th September 2013, completed the purchase of **Bourbon Eko**. **Bourbon Eko** has been renamed **Ocean Tay** and will leave Norway bound for Sunderland to be converted UK registered Class A FSV in full compliance with all UK Oil & Gas Guidelines. The vessel which



will be operated by Atlantic Offshore Rescue Ltd. Atlantic Offshore Rescue Ltd are in negotiations with a number of operators in UK and a long term contract will be confirmed prior to completion of the conversion. *(Press Release Atlantic Offshore)*

OFFSHORE SERVICE VESSEL SOLD



Arena Offshore Brokers Ltd.-Istanbul is pleased to announce the delivery of one 2010 built Offshore Service Vessel to our Ivory Coast clients. Arena has acted as sole broker in the deal. The Egyptian built vessel has a length of 38.40 mtrs a beam of 9.50 mtrs and a draft of 3 mtrs. The two 16V92 Detroit diesels has a total output of 1,600 bhp. Her cargo deck space is 180m²; deck cargo strength 140t, fuel oil capacity 155t, freshwater capacity 160t and the

accommodation is available for 23 persons. The supply vessel has ½ Fifi firefighting and is classed Bureau Veritas. For further information contact Arena Offshore Brokers Ltd. arena@arenaturkey.com / www.arenaturkey.com

NEW MAINTENANCE/ WORK VESSEL JOINS TIDEWATER'S FLEET

A 66m Maintenance/ Work Vessel **Construct Tide II**, built by Yuexin Ocean Engineering for Tidewater was delivered successfully in August. With Wartsila ship design, the vessel is classed under the American Bureau of Shipping as a Maintenance/Work Vessel. With a moulded breadth of 20m, moulded depth of 5.9m and draft of 4.3m, the vessel can carry 500m³ of fuel oil, and 600m³ of potable water. At the same time, the vessel can carry



up to 60 men at one time, sailing at a maximum speed of 13 knots. The vessel is powered by twin CAT3512C engines and Marathon 1405kw generator, which is the first unit to be equipped with an electric propulsion system to reduce the environmental pollution caused by the diesel generator. In accordance with the PSPC requirements, the double bottom and double hull enables her to have safer operation. Moreover, Fire Fighting Class 1, DPS-2 system and ENVIRO notation endow the vessel with high automation and multifunction, along with environmentally-friendly features. Besides, the vessel is outfitted with a Kingpost Deck Crane with 40T lifting capacity and advanced navigation and communication systems supplied by Furuno. *(Source: Yuexin)*

AHTS VESSEL BERKAT TENANG DELIVERED

Martens Marine took delivery today, 4th September 2013, the last 58.7m 5150bhp DP 1 AHTS from Guangdong Yuexin Ocean Engineering Co., Ltd. in the Martens Marine "E 65T Series". **Berkat Tenang** is an Anchor Handling Towing Supply Vessel (AHTSV) intended for operations in the shallow waters of Asia, West Africa, and Middle East. **Berkat Tenang** is built to ABS Class, and includes the notations: A1 "Offshore Support Vessel, AH, Towing vessel, Fire Fighting vessel Class



1", AMS, and DPS-1. The "E 65T Series" vessels are powered by twin CAT 3516C engines at 5,150 brake horsepower. These engines are in compliance with US Environmental Protection Agency (EPA) Marine Tier 2 Commercial Regulations. Besides, the Martens Marine "E 65T Series" vessels are also equipped with twin Kawasaki bow thrusters of 8T capacity each, and a set of Becker high-lift performance rudders. The

Kongsberg Dynamic Positioning system onboard allows the vessels to maintain station in a Sea State 4 environment with winds up to Beaufort Force 7 and currents at 2 knots. *(Source: Yuexin)*

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OTTO MARINE TO NAME SECOND 24,000 BHP AHTS

Singapore's Otto Marine is to hold a naming ceremony tomorrow to celebrate completion of **Go Phoenix**, the second of four 24,000bhp AHTS being built at its Batam, Indonesia, shipyard. The two remaining vessels will be completed by next month and by early 2014. Otto Marine says this will free up shipyard capacity to capitalize on increased offshore and marine activities in Asia. Newly appointed CEO Garrick Stanley wants to grow Otto's ship chartering fleet and refocus the shipyard on repairs, conversion and fabrication projects.

Norwegian designed and DNV classed, **Go Phoenix** is a highly complex VS 491 24,000 bhp Anchor Handling Tug Supply vessel with a hybrid propulsion diesel electric drive. It is DP 2 and FiFi 2 capable, delivering up to 260 t of bollard pull. Otto Marine's first 24,000 bhp vessel is deployed in the Asia Pacific region and recently completed the rigmove of one of the largest rigs in the region for an oil major. *(Source: Otto Marine)*



FIRST MLC DETENTION IN DENMARK



The Liberia flagged offshore supply vessel **Atlantic Carrier** has for 24 hours been detained in Esbjerg. The Danish Maritime Authority discovered during a control Tuesday that the crew was without contracts. The detention is the first in Denmark as a result of breach of MLC requirements. "It is satisfying to see that the MLC requirements are incorporated in the Danish authority's port state control. The seafarers' employment is quite basic. The contract is a piece of paper that states under which conditions he or she is employed. Conditions such as wages, rights during sickness, etc must be included in the contract and if this is missing, no one can be aware of the terms," says President of CO-Søfart, Ole Philipson. The seafarers' working and living conditions have with the entry of the MLC, Maritime Labour Convention on 20 August become part of a supervisory system. Ole Philipson has on several occasions emphasized the MLC requirements as a most important measure for seafarers since World War II. Conditions on board a ship have not previously been part of the inspectors' duties under the Port State Control. The company behind **Atlantic Carrier** corrected the situation and the ship will continue to operate in the North Sea, where it operates in connection with the offshore wind farm DanTysk, which is currently under construction. *(Source: CO-Søfart)*

OCEAN INSTALLER WINS STATOIL JOB



Norwegian contractor Ocean Installer has won a subsea, umbilicals, risers and flowlines contract from Statoil potentially worth up to \$150 million. The Stavanger-based operator will put its newbuild vessel **Norman Vision** to work on the contract which will see it perform modification work on a number of Statoil-operated fields on the

Norwegian continental shelf. The firm contract is worth \$55 million but there are options which could add another \$95 million. Engineering and project management will be done from Ocean Installer's Stavanger office. Offshore work will be conducted in the summer periods in 2014, 2015, 2016 and possibly 2017. The work scope comprises marine operations for replacement/installation of flexible risers, flowlines, jumpers, structures, and umbilicals, including all associated tie-in activities. The construction vessel **Normand Vision** is set for delivery in June next year and may be accompanied on the contract by a light construction support vessel. In March Ocean Installer won

an \$85 million contract from Statoil for subsea installation work on the Gina Krog and Eirin fields under development off Norway. The engineering, procurement, construction and installation contract covers installation and tie-in of subsea facilities at the fields that are being developed in tandem by the Norwegian state oil company. The workscope includes design, fabrication and installation of a gas export pipeline end-manifold, oil export riser base, and tie-in spools and covers, as well as remote tie-in work. The **Normand Vision** will also be working on this contract and will be joined by the **Normand Clipper** and **Normand Mermaid**. The contract also includes an option for Eirin subject to later sanction of the project. *(Source: Upstream)*

WINDFARM NEWS

'TIA ELIZABETH' LEAVES CARTAGENA, SPAIN



The crew of Tidal Transit's third personnel transfer vessel, the **Tia Elizabeth**, flew out to the shipyard in Cartagena in Spain in late August to sail her up from the Mediterranean. She left Cartagena for the port of Grimsby on 22 August. **Tia Elizabeth** has immediately gone to work on a short contract for RES Offshore, working on the maintenance of the Hornsea met mast. She joins Tidal Transit's two existing personnel transfer vessels, **Ginny Louise** and **Eden Rose**; they are currently in service with Scira Offshore Energy

on the Sheringham Shoal Offshore Wind Farm. These two vessels have been in constant use by the offshore wind industry since their arrival in 2011 and 2012 respectively, and have achieved 100% safety rate on their first 10,000 transfers. Leo Hambro, Co-Director of Tidal Transit says: "Tidal Transit is a growing young company, based in North Norfolk. We took advantage of the challenge offered by renewable energy, in particular the construction and maintenance of offshore wind farms along the east coast, and made a big investment in this industry sector. The arrival of each of our vessels has created employment for suitably qualified local crews; Tia Elizabeth has already offered the same opportunities." *(Source: Tidal Transit)*

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VVT MARITIME TO PROVIDE ENGINEERING SERVICES FOR 'EDDA FREYA'

Continental Energy Corporation affiliate VTT Maritime AS (VTT) has been awarded a contract by Germany's BARD group to provide engineering services pertaining to the conversion of the offshore oil and gas construction vessel **Edda Freya** into the **Ocean Zephyr** and new duty as a dedicated maintenance vessel at the BARD Offshore 1 wind energy farm. BARD Offshore 1 is located in 40m water depth in the North Sea approximately 100km NW of Germany's Borkum Island. It consists of 80 5-



Megawatt wind turbines with a total nominal electrical generation capacity of 400 Megawatts. Construction of the wind energy farm was started in March 2010, completed last month, and will go online at full capacity in September 2013. Bergen based VTT is a well-established contractor to the North Sea offshore oil and gas industry. It provides a variety of maritime related engineering, planning, supervision, and management services. These include heavy lifting operations, anchoring and removal of drilling rigs, installation of foundations and anchoring systems for platforms and subsea production facilities, vessel inspections and testing, and vessel design and engineering. *(Source: VVT Maritime)*

HVIDE SANDE AS OFFSHORE WIND PORT



Five service and supply vessels have during the past few months used Hvide Sande Harbour as base for their activities. The four vessels are working on feasibility studies for Horns Rev 3. Currently, Hvide Sande Harbour also acts as base for the platform '**Sound Prospector**' which has, with its 50 meters long legs, made preliminary studies for Horns Rev 3. It is the Danish company GEO and the Swedish company SSE, that in collaboration have conducted feasibility studies for the provision of DEA / Energinet.dk. "We chose Hvide Sande because the port is closest to the study area and it offers the facilities we need, draft wise and to be in service 24 hours a day. And it turned out to be just so", says GEI project manager Lars Rasmussen. The five prospecting ships have already given work to many of the companies in the cluster Hvide Sande Service Group (HSSG), which was formed last year to serve the port's new customers. Hvide Sande is a town on the northern tip of the Holmsland Dunes in western, central Denmark. *(Source: HSSG)*

YARD NEWS

PORT OF LONG BEACH'S POWERFUL NEW FIREBOAT



Currently taking shape at Foss Maritime's shipyard in Seattle are the Port of Long Beach's new Robert Allan-designed fireboats. Once delivered in 2014, these will be amongst the world's most powerful fireboats. The ten water monitors that conspicuously surround the vessel's superstructure have the ability to throw more than 41,000 gallons of water per minute at distances of up to 600 feet horizontally and 236 feet vertically. These new vessels will replace the port's 1988-vintage fireboats, Liberty and Challenger. Two 2012 hp Caterpillar 3512C diesel engines and pair of Voith Schneider VSP

26GII/165 AE45 propellers will enable a top speed of approximately 12 knots. The design is based on the Voith Water Tractor principle currently in use at the Port of Los Angeles. *Vessel Particulars:* •Length, overall: 108 ft; •Length, waterline: 100.75 ft; •Beam: 35 ft; •molded Beam: 34 ft; •waterline Depth: 14.33 ft; •molded Draft: 9.15 ft; •hull Draft: 15.00 ft; •maximum Air Draft at DWL: 45.00 ft; •Hull Construction: Steel Hull/Aluminum Deckhouse; •Displacement: 300 gross tons. Two of the four fire pumps are driven by the diesel engines however, in firefighting mode, the propulsion power is limited to approximately 25 percent with the remaining 75 percent available to the fire pumps. This allows the fireboats to be positioned in a fuel-efficient manner, while at the same time increasing the vessels' pumping power without requiring additional engines. As the VSP pitch can be altered, the fireboats can operate efficiently and safely under all operating conditions. The Port of Long Beach is the second largest port in the United States and served by more than 140 shipping lines with connections to 217 seaports worldwide. The port has ten piers, 80 berths, six container terminals equipped with 66 post-Panamax gantry cranes and one of the deepest dredged main channels in the U.S. at 76 feet. (Source: Robert Allan)

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WÄRTSILÄ WIN SIEM OFFSHORE LNG POWER PACKAGE CONTRACT

Wärtsilä has been awarded a contract to supply the design & an integrated solution for a new large platform supply vessel (PSV). The ship will operate primarily on liquefied natural gas (LNG) and is owned by Siem Offshore. The contract's scope of supply includes the Wärtsilä VS 4411 LNG PSV initial, basic, and detailed ship design, as well as the complete diesel electric system with Wärtsilä dual-fuel generating sets, the Wärtsilä



LNGPac gas storage and handling system, and the complete electrical and automation system, including a four-split Wärtsilä LLC (Low Loss Concept) solution. The Wärtsilä LLC will help the vessel fulfil the highest possible Environmental Regularity Number (ERN) of 99.99.99.99., which represents the vessel's capability for maintaining its position and normal operations under certain weather conditions. The 89.2 metre long vessel is scheduled to commence operations in 2015 and will be used to support offshore drilling and production activities in the North Sea. It can accommodate a crew of 25. Wärtsilä say that this latest order emphasises their front runner status in the LNG PSV design market. During the past year, for example, three major oil companies have chosen Wärtsilä's well proven LNG PSV design and integrated solution for their North Sea tenders. This line of success dates back ten years, when the first two LNG PSVs designed by Wärtsilä for operations in the North Sea were chartered by Norwegian oil company Statoil. *(Source: Maritime Propulsion)*

VROON UPS ORDER TALLY TO TEN PLATFORM-SUPPLY VESSELS



With the order of two additional platform-supply vessels (PSV) at COSCO Guangdong Shipyard now confirmed, Vroon currently has ten PSVs under construction in China: • four PSVs with 850 m² deck space and 4,200 DWT, **PX121-type**, to be built in Guangdong; • six PSVs with 710 m² deck space and

3,980 DWT, **KCM design**, which will be built at Fujian Southeast Shipyard. These vessels represent an important step in further enhancing the services we provide to our offshore clients. All ten PSVs are scheduled for delivery during 2015 and will be managed by Vroon Offshore Services. We are looking forward to our continued cooperation with both shipyards. *(Source: Vroon)*

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VARD SECURES CONTRACT FOR ONE PLATFORM SUPPLY VESSEL TO BE BUILT IN VIETNAM

Vard Holdings Limited (“VARD”), one of the major global designers and shipbuilders of offshore and specialized vessels, is pleased to announce that it has secured a new contract for the design and construction of one Platform Supply Vessel (“PSV”) for Carlotta Offshore Ltd., a newly established player in the offshore support vessel market. The vessel is a multifunctional PSV of **VARD 1 08 design** with a total length



of 81 meters, beam of 18 meters and a cargo deck area of 830 m². The vessel of approximately 4000 dwt will be prepared for standby, rescue, firefighting and oil recovery operations. Delivery is scheduled from Vard Vung Tau in Vietnam in 4Q 2014. The VARD 1 – SERIES comprises a wide range of Platform Supply Vessels designed by Vard Design in Ålesund, Norway. The vessels are designed with high focus on cargo capacity and excellent maneuvering capabilities combined with low fuel consumption. *(Press Release VARD)*

OTTO MARINE SIGNS MOU FOR FIVE CEMENT CARRIERS

Otto Marine Limited, a leading offshore marine company which specializes in building complex offshore support vessels, ship chartering and offers specialized offshore services, announced that the Group has signed a Memorandum of Understanding for the newbuilding of **5 cement carriers**. The 5 cement carriers have capacities in the range of 7,500 deadweight tonnes to 15,000 DWT. Conversion works will be carried out in Otto Marine’s shipyard in Batam. Apart from the firm orders, there is also potential for the Group to secure contracts for the conversion of 2 additional bulk carriers into cement carriers, and a further order for a **3,500bhp Ocean Towing Tug** from the same Indonesian customer. *(Source: Otto Marine)*

23/25

CRAIG GROUP INVESTS USD 110 MILLION IN SIX NEW VESSELS



Family owned shipping and energy services firm, Craig Group, today 5th September 2013, announced the investment of £70million to build *six new vessels* at the Balenciaga Shipyard in Northern Spain. **Four D class IMT 950 Emergency Response and Rescue Vessels (ERRVs)** and **two F class IMT 958 ERRVs** will be delivered during 2014 and early 2016, replacing existing tonnage in the fleet. Douglas Craig,

Chairman and Managing Director of Craig Group, said: “This significant investment is part of our continued drive to operate the largest and most modern wholly British owned fleet engaged in the UK offshore industry. “A new-build programme of this size and scale underlines our commitment to the marine industry and means that we continue to offer our customers an unrivalled service.” The fleet expansion comprises of four D Class vessels, complementing the existing four D Class vessels already in service within the fleet. 50 meters in length, the vessels will be outfitted as a minimum with 1 x Daughter Craft and 1 x FRC as well as state of the art survival facilities. Two F Class vessels will also be brought into service. Slightly larger at 58 meters long with diesel electric propulsion via twin Azimuth Stern Drives, they will also be outfitted with Daughter Craft and FRC’s as well as being able to transfer and store limited deck cargo and provide offshore locations with fresh water and fuel if required. North Star managing director, Callum Bruce, said: “We are constantly looking at ways of expanding and modernising our fleet. The new vessels will feature the most up to date technology and designs, meeting our customers’ needs in terms of safety, quality and efficiency.” The newbuild programme will secure 160 seafarers’ jobs and in addition North Star Shipping continue to support British Shipping by Training 80 Officer Cadets on an annual basis. At present the fleet stands at 36 vessels and includes a mix of Platform Supply, Tanker Assist, ROV Support and Emergency Response and Rescue Vessels. *(Source: Craig Group)*

WEBSITE NEWS

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Last week there have been new updates posted:

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

- [Great Lakes Shipyard receives contract for U.S. Fish & Wildlife r/v Spencer F. Baird](#)
 - [World Port Days in Rotterdam 6 September – 8 September 2013](#)
-

- [Global maritime industry gears up for St Petersburg](#)
- [Done and dusted](#)

*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*

[mailto: jvds@towingline.com](mailto:jvds@towingline.com)

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