Tugs Towing & Offshore Newsletter

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

TUGS & TOWING NEWS

21ST ANNUAL NORTH RIVER TUGBOAT RACE & COMPETITION

Another magnificent and memorable day on the river! The 1st day of September proved to be an amazing and record breaking day for the Annual Tugboat Race. 12 Tugboats and 1 retired Fireboat raced along the Hudson from Pier I at 72nd Street to Pier 84 at 44th Street. The fireboat *John J. Harvey* was not in the competition but lead the Parade of Tugs up the river and raced alongside them in exhibition and encouragement. Also alongside the tugs racing down the river was the Circle Line Spectator Boat. On board these spectators had the best seat in the house as they watched a record breaking finish by tug **Resolute** of McAllister Towing with a time of 5 minutes. In fact the race as a whole was the fastest overall in the 21 years of the competition. There was one exception and also another record broken, the slowest finishing time of 30 minutes went to **Lt. Michael Murphy**. **Lt Michael Murphy** broke down mid race but did not quit. After some repairs, owner Scott Keon and his crew made it past the finish line and were awarded 3rd Place in Division C. In addition to all this excitement, Miller's Launch Tug **Debora Miller** brought the best mascot we have ever seen in tugrace history....an actual live donkey. Indeed the donkey won the award for best Mascot. *(Source: Working Harbor Committee: Photo: Birk Thomas-tugboatinformation view the album klick here)*

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TWO LINE HANDLERS OFF TO SINGAPORE

The UK's premier commercial boat builder Alnmaritec have recently completed the build of two hose and line handling boats at their yard in Blyth, Northumberland, both of which are destined initially for shipyards in Singapore. Reacting to an urgent customer request one of the boats was completed in just 16 weeks – bang on time. The first boat, Alnmaritec **hull number 158**, will be installed onto the FSO (Floating Storage and Offloading) Gagak Rimang by Sembawang at their Singapore shipyard as part of a larger conversion project. From there she will head to the Cepu Oil & Gas block in East Java, Indonesia. The Cepu block, which is operated by US-based ExxonMobil's subsidiary Mobil Cepu Limited, is expected to begin producing in July 2014. **Hull number 161**, the second of the two boats, was ordered by single Buoy Moorings Limited of Monaco and is set to be installed onto the FPSO (Floating Production, Storage and Offloading) N'GOMA at the Keppel yard, also in Singapore. 2014 will see the FPSO make the journey to Angola where she will stay for at least 12 years. Both boats are of the highly successful Wave Handler 900 class and have been supplied complete with a twin arm davit system. The primary role for each is in line and hose handling duties. They have a small wheelhouse forward with folding seating for four passengers and a bow access arrangement for personnel transfers. The aft deck is fitted with a working platform at the stern to facilitate hose/line handling with a hydraulic capstan built into a plinth on the deck and a towing point with a remotely operated quick release hook. Completion of these boats sees Alnmaritec reach yet another milestone as Managing Director Chris Millman explains," FPSO N'Goma represents the 25th Wave Handler class boat that we have completed and I couldn't be happier with the result. We have developed the design of this class of boat over a number of years to the point where we have seen it become the industry standard for this type of work." Even more pleasing for Mr Millman was the fact that company managed to meet the tight delivery timeframe that was requested , especially with the added complication of fitting ATEX certified systems - (ATEX is an EU directive describing what equipment and work environment is allowed in an environment with an explosive atmosphere) - "I'm extremely proud of the team for hitting the target, especially when you take into consideration the additional work and learning which had to take place in order to fit the ATEX certified systems." *(Press Release Alnmaritec)*

OSPREY FIGHTER IN TRANSPORT WITH STEMAT BARGE

The tug **Osprey Fighter** and loaded barge waiting for the pilot before she sailed today for Methil on the East coast of Scotland. The barge was facing down river so the little multicat **Sylvester** was used to lift the stern off once the tug had swung round to tow to sea. *(Photo: Tommy Bryceland, SCOTLAND)*

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BREMEN'S MÖWE IS NEW JACK OF ALL TRADES

German port management company Bremenports has put the versatile new multi-functional workboat **Möwe** into service to replace a 75 year old predecessor and as part of a continuing fleet modernisation programme. The 16.25m long and 4.5m wide **Möwe** was built by the Schiffswerft Bolle in Neuderben on the Elbe for €650,000. It replaces the 13.75m oldtimer **Butt**, built in 1935, and is also the third special ship introduced on the Weser in recent years, complementing two other unusual specialist workboats already in service in the area. One of the trio is the 16.97m diving support vessel Taucher Bremenports, in service since 2007. Built by the Barthel Werft for divers and their specialised equipment, its main job is as a diving platform for inspections, maintenance and repair projects along quaysides, outside and inside locks, at river barrier structures and elsewhere within the Weser ports. It is however also capable of handling a range of other project work. The second specialist is the 40m water injection silt and sand dredger *Hol Blank*. It was built at Lloyd Werft Bremerhaven and has been in service since 2006. The new workboats are part of an ongoing programme to replace aging tonnage on the Weser. According to officials more are still to come. Even with all three new specialists now in service, Bremenports' managing director Robert Howe said modernisation would continue. He said tenders were now being invited for the construction of a new port tug. Bremenports spokesman Rüdiger Staats added there were also plans to replace motorised silt transport barges, possibly with LNG driven units but no date has apparently been set for that. Bremenports is responsible for facilities in the port of Bremen and in its big sister Bremerhaven, home to Germany's second biggest container terminal complex, and many other port handling facilities. **Möwe**, which draws just 90 cms and has a crew of two, will work in Bremerhaven on handling, general inspection work, repairs and maintenance ranging from quayside and lock welding to fender exchange. It boasts a flat superstructure enabling it to pass below swing bridges without the need for opening, so saving time for road traffic. The new workboat is driven by a Volvo Penta main engine of Type D7A, rated at 173kW, and also carries a 74kW, 20kVA Sauer & Sohn auxiliary/generator of Type Iveco FTP N 455M1. The vessel has an MKG Type HMC 80 A1 naval crane on board, capable of handling 0.6 tons at 5.3m outreach. Unclassified, the small but punchy Möwe packs an array of useful gear including a Type 23-50s-155 ballast , bilge and deck

wash pump, a Sidepower SP 300 HYD bow thruster, installed welding and air compressor equipment, a built-in sonar transducer and radar equipment. *(Source: Maritime Journal; Photo: Mercator Media)*

SISTERS DEPARTED FROM HOLLAND TO THEIR HOMEPORT VYSOTSK

The Damen built ASD 2810 tugs **Siver** (Imo9673587) and **Bulat** (Imo 9673575) departed last week on the 4th September from the Damen Shipyard Schiedam; Netherlands with destination, according to AIS, Vysotsk. The tugs will be operation in this area. As the funnel marking show Port Vysotskiy in Cyrillic lettering. both tugs were flying the Russian flag. The temporary homeport Kingston was invisible as the AIS shows still the St. Vincent indentification *(Photo: Henk Ros)*

ANOTHER STEP FORWARD

The world's first Liquid Natural Gas (LNG) fuelled escort tug has been launched by Sanmar from its construction hall into the waters of Tuzla Bay near Istanbul. Designed by owner Buksér og Berging AS of Norway the vessel will be completed by Sanmar on its finishing pier and is scheduled to be handed over in early October. It will then enter service on a long term charter with Statoil ASA, the international energy company, and Gassco, the operator of the gas transportation network off the Norwegian coast. The LNG system is designed by AGA Cryo and integrated with a Rolls-Royce propulsion system. This single tank LNG system has got full gas redundancy i.e. no diesel back up is required. The tug, the first of a pair under construction, measures 38m in length with a beam of 14.5m and will have a bollard pull of 65 tonnes. It is asserted that up to 20 per cent higher thrust will be obtained with only a very small fraction of the polluting emissions when compared to conventional equivalents. *(Press Release Sanmar)*

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SOUTH AFRICAN TUGS ON STAND-BY

At the foot of table mountain in the South African port of Cape Town some tugs are waiting for their next job. Cape Town harbour tugs seen at the Victoria & Alfred Harbour waterfront last week *(Photo: Aad Noorland)*

GROUPE OCÉAN UPDATE

The two Stevns tugs arrived at Ile-aux-Coudres on schedule during the night of August 7. They were hauled out in turn on the marine slip at Industrie Océan for delivery inspection, and perhaps some small underwater work. I was on the scene the next morning and gave them a quick appraisal. They are in surprisingly good condition, and are impressive tugs despite being overshadowed by the giant **Océan Tundra** under construction at the yard. Following a few days on the slip, the tugs went on to Quebec City where they were repainted in Océan colours and renamed at Océans ship repair base. **Stevns Ocean** (built in 2002) has become **Océan Stevns**, at least for the duration of the charter, and **Stevns Arctric** (completed in 2005) is now **Océan Arctique**. The tugs were registered in Ottawa, on August 15. They have been placed under the management of Océan Remorquage Côte-Nord Inc, which confirms that they will be assigned to the Iron Company of Canada contract at Sept-Iles when Svitzer's contract expires later this year. Strangely, Transport Canada's web site lists

their power as 1850 kW. This is the power of each of their two MaK engines, at roughly 2500 bhp each, totaling 5,000. *(Source & Photo: Mac Mackay-http://tugfaxblogspotcom.blogspot.nl/)*

RETURN OF THE JAMIE L

McNally Construction's **Jamie L** has returned to Halifax after several years of work in other locations. It arrived during August with the crane scow *Derrick No.1* (built by Canadian Dredge and Dock in Kingston, ON in 1979). Now working both at Fairview Cove on the pier extension and at pier 9C with the pier 6 crib work, it can be seen running back and forth to the various locations. Built in 1987 by Navigation Verreault at Méchins, QC for Public Works Canada, it was originally named **Baie Ste-Anne**, and measured 41 feet overall length, 25 gross tons, and was fitted with engines totaling 470 bhp driving twin screws. In 1996 when PWC decided to get out of the dredging business, the tug was renamed **T.1.** It was soon snapped up by Beaver Marine and continued to operate under that name until 1998. By that time the name **Baie Ste-Anne** had been taken by another vessel, so the tug became **Baie Ste-Anne II**. In 2005 as Beaver became fully integrated into McNally Construction the tug was renamed again this time as **Jamie L**. As built, the tug had a grey hull and white superstructure, and yellow funnels with black cap and red maple leaf. Beaver painted the hull black, then the deckhouse red, leaving the PWC funnels unchanged. In 2005 McNally gave it the green and cream colour scheme that it carries now, but it still carries the red maple leaf - a nice touch revealing its history, and showing a little patriotism too. **Jamie L**'s near sister tug, built by Ben Livingstone Shipyard in Charlottetown PE in 1987 was called **George Bay**. Based in Yarmouth, it was transferred to the Canadian Coast Guard by PWC, then sold in 1997 to Navimar Inc of Quebec and renamed **Le Taureau**. (after a French immigrant ship of 1656-1658 , and translated means "*The Bull*"). In 1999 Beaver Marine acquired the tug and at that time it was reported to be fitted with two 6 cyl GM 6V92s delivering 660 bhp. On October 6, 2007, it was on the deck of the crane scow *McNally Olympic* when they parted a tow line and went ashore near Hebron, Labrador in heavy seas. Both tug and barge were lost, but the towing tug **Jerry Newberry** made it through. *(Source & Photo: Mac Mackay-http://tugfaxblogspotcom.blogspot.nl/)*

THE PORT OF VYSOTSK TERMINAL OPERATOR TAKES DELIVERY OF NEW TUGS FOR TANKER ESCORT

LLC Port Vysotsky has taken delivery of two new 3.1MW (4,200hp) tugboats from Damen Shipyard, Vietnam, the stevedoring company said in a press release. Now the harbor fleet owned by Port Vysotsky consists of four vessels. The vessels were purchased for mooring Panamax vessels and for escorting oil tankers bound to a nearby terminal - RPK Vysotsk LUKOIL-II, Port Vysotsky General Director Vadim Pavlov told the PortNews correspondent. The oil terminal operator

confirmed the readiness to use services of Port Vysotsky's new tugs. LLC Port Vysotsky is a stevedore company operating in the port of Vysotsk, Leningrad region, and specializing in handling Russian coal exported primarily to Western Europe. In 2012, coal throughput at the company's terminal rose 2.9% year-over-year to 3,295,727 tonnes. Dredging project completed in Dec 2011 enabled the port to give access to 45,00dwt vessels (and more), with max draft of 11.9 meters. The depth of access channel and water area is 12.7 meters, width - 200 meters. As from August 2013 the operator is able to receive and load Panamax bulk cargo carriers. *(Source: PortNews)*

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WORLD PORT DAYS ROTTERDAM

Last weekend 6, 7 and 8th September the 36th World Port Days were held in Rotterdam. The world port days in Rotterdam are visited by approximately the same number of people as last year. The Organization estimates that there were 400,000 visitors and speaks of "peak periods with happy faces everywhere. Friday 6th and Saturday 7th was very busy, just today Sunday 8th the flow spectators by predictions of bad weather was slowly on-going. The 36th Edition of the three-day event

had as its theme 'from Volga to Maas', to the importance of Russia as a trading partner. The highlight of the world port days was a fireworks show. Visitors were allowed to come in the port in places that are normally not accessible. The Organization sold about 30,000 excursions, more than ever. Not only companies present themselves to the public during port days. The Royal Navy dropped his latest see patrol vessel and the British Navy had delegated a Minesweeper. The days again was a great success. *(Photo: Nico Ouwehand)*

MCALLISTER TOWING LEADS DRILL AS INDUSTRY SPONSOR

Industry and Government Collaborate in New York and Connecticut on Major Long Island Sound Marine Industry Casualty Simulation. On September 17, McAllister Towing and Reinauer Transportation will be partnering with the U.S. Coast Guard Sector Long Island Sound and Sector New York in a major simulated marine accident and pollution incident on the waters of Long Island Sound. Responders will be faced with a simulated grounding and subsequent oil spill impacting the waters and shoreline of Connecticut and New York. The exercise is part of the National Preparedness for Response Exercise Program (PREP), a voluntary program bringing together industry and government to meet the exercise and preparedness requirements of the Oil Pollution Act of 1990, legislation enacted following the Exxon Valdez. It is the first to test newly enacted vessel salvage regulations, passed by Congress to further strengthen marine response efforts. These exercises physically bring together public and private response professionals. They test the enormous management, logistics, and public response demands associated with major accidents and the actual public and environmental protection response plans which have been developed. McAllister Towing is sponsoring the exercise and other participants include Reinauer Transportation; National Ocean and Atmospheric Administration (NOAA); the U.S. Environmental Protection Agency; U.S. Fish and Wildlife, Fire Island National Seashore; New York Office of Emergency Management; New York Department of Environmental Conservation; New Jersey Department of Environmental Protection; Connecticut Department of Energy and Environmental Protection; Fire Department of New York, Marine Response Alliance, OPA 90 Salvage and Marine Fire Fighting provider; National Response Corporation; Gallagher Marine Services Spill Management Team; The Bridgeport & Port Jefferson Steamboat Company; Steamship Mutual; and Freehill, Hogan, & Mahar. Cadets from the U.S. Coast Guard Academy and SUNY Maritime College will also participate. McAllister is a partner in the Marine Response Alliance; The MRA was founded in 1994 combining the leading experts in the US in all aspects of Emergency Response providing member owned salvage, lightering, tugs and firefighting equipment in all Captain of Port (COPT) zones. The participation in this exercise is especially important to the MRA as the OPA 90 NON Tank regulations are in final review and are to be enforced later this year. “This is an amazing opportunity to exercise the activation of the MRA’s Salvage Marine Fire Fighting response capabilities in the case of a NON Tank Casualty,” said Lindsay Malen, MRA Director of Business Development. “We are proud to be working with our partners McAllister, Titan Salvage and Marine Pollution Control, the USCG and other industry leaders in this exercise.” USCG Sector New York Commander and Captain of the Port of New York & New Jersey, Captain Gordon Loebl, said of PREP “This exercise is of particular value to the port community in the greater New York area. We are able to bring together a number of agencies – federal, state and local – as well as private companies to exercise our response capability. This becomes absolutely crucial in the event of a real incident. These exercises strengthen our collective ability to protect the environment and ensure the

continued free flow of commerce." As part of the drill, the USCG Atlantic Strike Team, Fire Department of New York, the Town of Greenwich, and National Response Corporation will deploy boats and oil containment boom in New York and Connecticut waters, while an Incident Command Post is established at SUNY Maritime College, in the Bronx. USCG Sector Long Island Sound Commander, Captain Ed Cubanski, said "Honing an employee's skills to improve their proficiency in response via participation in exercises is vital to the development and training of both government and industry personnel. Sector Long Island Sound personnel are enthusiastic to be participating in this exercise with Sector New York and McAllister Towing. It is through exercises and the meetings with other government agency members and port stakeholders leading up to an exercise that forges the partnerships and trust needed during a crisis." Bert Reinauer, Vice President-Treasurer of Reinauer Transportation, said "Reinauer Transportation is a major transporter of petroleum products all along the Eastern Seaboard and Gulf Coasts. By joining with McAllister and the other participants we all stand to benefit from the knowledge and experience of each other. It is through these co-operative exercises we all can look to appreciate what needs to be accomplished in the event something happens." Buckley McAllister, President of McAllister, said "We are proud to be supporting this exercise and our colleagues in government and emergency response services. Resiliency and emergency preparedness are key to our business; this exercise will provide training for our McAllister family and all of the other stakeholders participating. This exercise will help to ensure that in any crisis event we will know how to respond and how to best coordinate our efforts with other first responders." *(Press Release)*

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SPANISH TUG TOWED DUTCH BARGE

The 1982 built Spanish flag with call sign EAIG tugboat **Nervio** (Imo 8117770) was seen towing the 785GT multi-purpose barge *Stemat 63* entering Grand Harbour, Malta on Saturday 7th September, 2013. The tug is owned and managed by Remolcadores Naviera – Tarragona: Spain. She has a grt of 168 tons and a dwt of 67 tons and is classed Germanischer Lloyd. *(Photo: Brendon Attard - www.maltashipphotos.com)*

ACCIDENTS – SALVAGE NEWS

PHA WELCOMES NEW EMERGENCY RESPONSE VESSEL

Amid a colorful spray of water jets over vessels in the Houston Ship Channel Wednesday, the Port of Houston Authority formally welcomed the first of a new fleet of high-performance emergency response vessels. The new emergency response vessel, a Firestorm 70 model, is a state-of-the-art command center and high-speed response vessel. The vessel was purchased with awards from the Department of Homeland Security and the Federal Emergency Management Agency Port Security Grant Program as well as funding from the Port Authority. The vessel has significant enhancements, including hazmat capabilities and infrared sonar, enabling the crew to see the bottom of the Houston Ship Channel. Built by MetalCraft Marine, the fireboat has powerful quad diesel inboard engines to propel the vessel at a swift 45 knots top speed – three times that of the current fleet vessels. These new vessels will provide PHA firefighters with nearly three times the pumping power of the old fleet to help protect the nation's No. 1 port for foreign tonnage. Before the formal blessing and christening ceremony, a retirement ceremony was held for the emergency response fireboat **Tellepsen**, named for Howard Tellepsen, Sr., Port Chairman from 1956 to 1970. The Tellepsen family was present for the ceremony and Longoria presented his son, Tom Tellepsen with the name board from the Tellepsen vessel. The powerful state-of-the-art vessels will be used to help protect facilities along the Houston Ship Channel, a waterway critically important to the state and nation for international commerce and because it is home to the largest petrochemical complex in the United States. The fireboats will enhance firefighters' ability to save lives and property along the 25-mile-long Port of Houston. *(Press Release)*

DATE OF UPRIGHTING COSTA CONCORDIA DEPENDS ON CALM SEAS NEAR GIGLIO ISLAND

The operation to right the ship **Costa Concordia** (known as "parbuckling") has been given the go-ahead for this month: this was the outcome of a meeting convened in Rome today, 6th September 2013, at the headquarters of the Civil Protection Department, by the Emergency Commissioner Franco Gabrielli, and attended by representatives from the Advisory Committee, the Observatory, the Micoperi-Titan Consortium and the cruise line Costa Crociere.

Final authorization to proceed with the operation to rotate the wreck is subject to submission of all the test certificates following inspection of all the finished structures and to completion of the preliminary activities required before the actual parbuckling can begin. All of this should take place by the end of next week; at any time thereafter, as soon as the sea and weather conditions are favorable, the operation to rotate the wreck into an upright position can begin. The parties present at the Rome meeting all contributed to the discussions – within their respective areas of expertise – providing guidelines and instructions that the contracted firms will be obliged to abide by during the parbuckling and which were added to the final document drafted subsequently. The decision taken at today's meeting is the result of continuous work – with a constant exchange of information and documents – between the companies contracted to remove the wreck (world leaders in marine salvage and naval engineering) and the Emergency Commissioner's Office, particularly its Monitoring Observatory. Over the months, in fact, the potential risks associated with the parbuckling were assessed and specific precautionary measures were taken accordingly. In this regard, a comparison was made between the risk of leaving the ship upright throughout the winter, exposed to adverse sea and weather conditions, or else leaving the wreck in its current tilted position for the same period of time; the conclusion reached was that the former option is preferable to the latter – another winter left lying at an unnatural angle would possibly have comprised the parbuckling operation if this had been delayed until next spring. The meeting also agreed on a weighty document dealing with management of the water inside the hull; indeed, since the start of August, preliminary work has been proceeding involving the "remediation" of the liquid material and its removal from some accessible parts of the ship. As has been the case all along, arrangements were also made to inform the population of Giglio about the latest developments; to this end, next week a meeting is scheduled on the island with the Prefect Mr. Gabrielli, the Mayor of Giglio, the Chairman of the Monitoring Observatory and representatives from the Micoperi-Titan Consortium and Costa Crociere. A few days after this, a press conference will be held to announce to the media the likely date of commencement of the operation – this is still uncertain at the moment – as well as to explain the associated details and provide logistical instructions so that reporters can cover the story properly without hindering the parbuckling or the work of the Civil Protection Department, which is actively engaged at Isola del Giglio. *(Source: The Parbuckling Project)*

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FEARS OF POLLUTION AS SALVORS GET READY TO DUMP SMART'S CARGO OF COAL OVERBOARD

The capesize bulker **Smart** which went aground outside the port entrance of Richards Bay harbour on 19 August presents an environmental risk, according to some reports. The shipwreck has already spilled a large volume of coal into the sea when the ship broke its back and twisted in half. What is raising concern is that salvors have been granted permission from the South African Department of

Environmental Affairs (DEA) to dump 10,000 tons of coal into the sea in order to lighten the shipwreck. The ship was carrying 148,000 tons of coal when she sailed from the nearby Richards Bay Coal Terminal. Environmentalists have begun expressing their concern over this action, which the authorities are playing down as being of little consequence because the ship is aground off a port entrance (overlooking the fact that it is also in front of the town's main swimming beach). They say that the port is an industrial area which is dredged regularly. The Department of Environmental Affairs (DEA) says it will do all it takes to ensure that neighbouring estuaries are not affected by the salvage operation. "The department is of the view that given the circumstances under which the salvage operation is taking place, and in consideration of the reasons provided by SAMSA, dumping coal in the sea is a viable solution. "However, the process of dumping coal in the sea has to comply and be consistent with the prescripts of the Integrated Coastal Management Act (IMC) and London Convention Protocol on Marine Environment Protection," the DEA said, adding that it will continue to monitor the salvage process to ensure that the marine environment is not compromised. Meanwhile it cannot be confirmed that a petition has been presented to the Richards Bay Town Council to have Alkanstrand renamed Black Beach….. *(Source: Ports & Ships Maritime News)*

ASTRID SALVAGED OFF CORK COAST

The sail training ship the **Astrid**, which ran aground over six weeks ago, has been salvaged off the Cork coast. Salvagers intend to bring it to Kinsale for assessment by marine casualty investigators. A floating crane was being used to lift the 250-tonne ship onto a barge, before it is handed over to the vessel's insurers. Just before 12pm on 24 July, the 42m ship crashed onto rocks after it lost power in bad weather travelling from Oysterhaven to nearby Kinsale in Co Cork. A massive rescue operation saved the lives of the 23 sail trainees, six crew members and the ship's captain, but the 95-year old **Astrid** was wrecked. Since then the ship has remained wedged on the rocks, while its insurers agreed a salvage plan with the Irish Coast Guard. West Cork-based Atlantic Towage and Marine beat competition from several other European salvage companies to win the contract. *(Source:RTE News/Ireland)*

OFFSHORE NEWS

OSD-IMT SECURES SEISMIC SUPPORT VESSEL CONTRACTS FOR COSL

OSD-IMT, a division of Offshore Ship Designers, has secured a design contract for two **IMT 965 seismic support vessels** with a bollard pull in excess of 50 tonnes for China Oilfield Services Ltd (COSL), Beijing. The vessels will be used to provide a range of support activities to larger seismic vessels which operate continuously for months when conducting seismic surveys. Designed to have a multi-role capability in support of the mother ship, they can be used for re-fuelling, fresh water replenishment, the provision of refrigerated stores and dry provisions, the supply of spares and general stores, emergency towing, and escort support and guard duties. The **IMT 965** carries 980 cubic metres of cargo oil for refuelling the mother ship, either alongside or ahead. Fuel is pumped to the mother ship from a deck-mounted fuel supply module located on the working deck of the IMT 965. Up to 500 cubic metres of fresh water can be supplied in a similar way. Cold stores and dry provisions totalling 80 cubic metres can be accessed directly from the working deck of the IMT 965, providing easy access for transfer to the mother ship, either by the ship's crane or by a crane mounted on the mother ship. The operating cycle for the **IMT 965** requires it to be on station shadowing the mother ship for prolonged periods. During this time the **IMT 965**'s activities include keeping passing vessels clear of the streamer arrays, and ensuring that there is a traffic-free area ahead of the mother ship. The vessel is classed with a DP1 notation which will allow it to shadow the mother ship at a pre-set distance for long periods. The main IMT 965 propulsion arrangement is a hybrid system, comprising twin CP propellers, each driven by a medium-speed diesel engine. A PTO/PTI alternator/motor is connected to each main gearbox, and two 360 kWe diesel generators are also provided. The system is arranged such that one main engine can drive both propellers for maximum fuel economy. The IMT 965 has accommodation for a total of 48 persons, including cabins for mother ship relief personnel. Its principal dimensions are: LOA: 64.9 metres; LBP: 58.2 metres; Beam: 16 metres; Draught: 5.65 metres: Total Deadweight: 1,800 tonnes; Speed: 13 knots *(Press Release OSD)*

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FRIGG VIKING ON TEMPORARY CHARTER IN SNS POOL

For a short period of time Pool Manager Peterson from Den Helder, the Netherlands, has chartered the **Frigg Viking** for a temporary strenghtening of the Southern North Sea (SNS) Pool. The **Frigg Viking**, owned by Viking Supply Ships Ltd from Aberdeen, is a VS470 MK II design (3,662 dwt) platform supply vessel. *(Source & Photo Paul Schaap)*

SIEM OFFSHORE ACQUIRES PCT 50 OF SECUNDA CANADA

Siem Offshore and Birch Hill Equity Partners Inc., together the "Parties", have entered into an agreement whereby Siem Offshore today has acquired 50 percent ownership in Secunda Canada LP at a purchase price of CAD 16.25 million paid in cash. Secunda has more than two decades of offshore experience in serving the oil and gas industry and currently owns and operates a fleet of six offshore support vessels on Canada's east coast. Secunda has a total of 170 employees (onshore and offshore) and has offices at St. John's and Halifax. The management team is represented by: Idar Hillersøy, President & Chief Executive Officer; Sam Amendola, Chief Financial Officer; Darrell Sheppard, Vice President Operations; Colleen Alexander, Director Human Resources; Chris Pitts, Director Business Development. The current Board of Secunda is represented by: Paul Henry, Chairman; John MacIntyre, Director; Bill Stedman, Director; Dean MacDonald, Director; Johan Koss, Director. The Parties have agreed that each party shall have an equal Board representation in Secunda. Birch Hill established Secunda in March 2012 following an asset transaction. The 2012 financial statements for Secunda, covering the period from March – December 2012, includes revenues of CAD 33.4 million and an operating margin of CAD 7.8 million. Total asset was CAD 60.6 million at 31 December 2012. Shareholder equity was CAD 27.8 million. The ownership in Secunda will give Siem Offshore a strategic position in Canada's east coast offshore sector. The aim is to grow the business of Secunda and also to develop Siem Offshore's current business through the position represented by Secunda. *(Source: Siem Offshore)*

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SIEM OFFSHORE ANNOUNCES TWO CHARTER CONTRACTS

Siem Offshore and Capricorn Exploration and Development Company Limited & Nautical Petroleum Limited have entered into a contract for the AHTS vessel "**Siem Aquamarine**" for operations offshore Morocco. The charter contract is a firm period of 4 wells and Charterer has an option to extend the charter contract for 4 additional wells. Siem Offshore and Hess Equatorial Guinea INC have entered into a contract for the PSV "**Sophie Siem**" for operations offshore Equatorial Guinea. The charter contract is for a firm period of 18 months and Hess has an option to extend the charter contract by 2 x 3 months. The contracts have commencement in third quarter 2013 and the gross value for the firm period of the two contracts is USD 23 million. *(Source: Siem Offshore)*

MAINPORT: PEOPLE AND BUSINESS FROM IRELAND TO MALAYSIA

On their web site, Mainport says, "All business is about interaction between people". The firm, based in Cork Ireland, has demonstrated this throughout their business. These include a range of subsidiaries in diverse marine fields and diverse locations from South Africa to the Caspian and at home in Ireland. The recognition of the importance of interaction between people is continued to their community work with an annual cleanup of the river that runs into the Port of Cork, to participation in an on line schools program that introduces students to the importance of the maritime economy. The innovative program allows students to follow and interact with Mainport and other Irish vessels worldwide. (http://www.imdo.ie/followthefleet/index.asp). Recently Mainport extended the concept of "interaction between people" to Malaysia where they are having two new seismic support vessels built at the Shin Yang Shipyard in Miri, Sarawak. The firm sponsored teams to a futsal tournament composed of the shipyard crews building the **Mainport Cedar** and **Mainport Pine**. In this manner the firm brought the workers into the global community

that is represented by the innovative firm. The first of the two vessels, the **Mainport Cedar**, has now been delivered while the sister-ship **Mainport Pine** will deliver later this year. Wartsila Ship Design of Singapore designed the 54.6 by 13.8-meter seismic support vessels. Main engines for the vessels are a pair of Cummins QSK60M-MCRS IMO Tier II. Each engine produces 2200 BHP at 1800 RPM and turns a four-blade Berg Propulsion controllable pitch propeller through a Twin Disc MGRP1817VC gear with a 7.59:1 ratio. This power will give the vessels a speed of 12 knots and a 53 ton bollard pull. Each vessel is fitted with three 360eKW, 50 Hz main gensets that are powered by three Cummins KTA19D(M) engines. A Cummins 6CTA8.3DM engine powers a 135eKW emergency genset. A 300eKW 50 Hz shaft alternator driven by a PTO on the gearbox can generate additional electric power. All engines were supplied by Scott and English Malaysia. Each vessel is also fitted with an electric bow thruster. The vessels each have accommodation for 50 crew and passengers. Tankage includes an 80 cubic meter urea tank and a 20 m3 sludge tank. Each ship's total fuel capacity is approximately 1100 MT. The Mainport Cedar and the Mainport Pine are built to BV class. Both vessels will work with one of the major seismic acquisition companies for the next seven years. *(Source: Alan Haig-Brown)*

SABLE SEA - SAD STORY

The supplier **Sable Sea** has finally found a buyer after many months of maintenance/ layup at pier 9 and other locations in the harbour. It would seem however that the sale is for scrap rather than for further use. New owners are listed as Icefresh Ltd, Cleethorpes, Lincolnshire, UK. They are the same people that bought the trawlers *Cape Ballard* and *Cape Beaver* last year. While on delivery to the scrappers, *Cape Beaver* sank, but *Cape Ballard* reached port safely after rescuing Cape Beaver's riding crew. Icefresh is apparently associated with Icelandic and Danish interests. I have covered the history of **Sable Sea** before, see: http://tugfaxblogspotcom.blogspot.ca/2012/09/sable-sea-at-pier-9a-times-two.html According to Transport Canada's website, **Sable Sea** has been re-classified as a yacht - thus freeing it from

commercial standards before being cleared to sail from Canada. Nevertheless, it still required a pilot when it sailed some days ago, but experienced engine trouble and had to return to port, again requiring another pilot. I understand that the ship has now been detained with several liens placed against it by creditors, so ti may be here for some time to come. *(Source & Photo: Mac Mackay-http://tugfaxblogspotcom.blogspot.nl/)*

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HAI YANG SHI YOU 699 UNDER REPAIR

Heavily damaged China's CNOOC Engineering (CNOOEC) AHTS **Hai Yang Shi You 699** (ex Ocean King , ex Sagitario) spotted in drydock at the Yiu Lian drydock in Shekou (China) this week the AHTS had sunk after it was hit by Typhoon Vicente as reported on July 27, 2012, through a statement on its website that the **HYSY 699** lost power near the eastern coast of Hong Kong, and the vessel sank while a rescue team was towing it back to the shipyard. All of the crew on the vessel managed to evacuate and there were no casualties. The **HYSY 699** is the most powerful tri-use working vessel that CNOOEC owns. It was purchased by the company for $43 million in 2008. *(Photo : Michiel de Vliegher ©)*

WINDFARM NEWS

ALICAT LAUNCHES, NAMES SOLWAY CHALLENGER

Alicat Workboats, a full service offshore wind farm workboat manufacturer and repair business, has successfully completed and launched the first of four offshore wind farm workboats for a major energy utility. The vessel has been named '**Solway Challenger**', following a naming ceremony that took place today at the dedicated seven-acre manufacturing and full-service workboat site that has direct access to the North Sea. The 19-metre workboat , that entered the water for the first time late last week, will now complete preliminary sea trials, with Alicat Workboats working closely with the

energy utility throughout, before the vessel is deployed for long-term operations and maintenance work. The bespoke aluminum hulled catamaran offers a greater loading capacity across the fore deck, a completely redesigned saloon and island wheelhouse arrangement and was envisioned by Global Marine Design. Powered by two MAN V12 engines and with jet propulsion supplied via twin Rolls Royce water jets, the vessel will be capable of 30 knots. "As the offshore wind energy market evolves, it's imperative that utilities, developers, operators and investors have access to the right equipment at the right time, in order to undertake scheduled operations and maintenance programmes at notoriously hard to reach sites," said Steve Thacker, General Manager Alicat Workboats. "For energy utilities in particular, this is especially important, if they are to ensure the uninterrupted production, transmission and supply of electricity to the UK grid." "Working closely with the utility over the past six months, we're confident that we've delivered a high quality product that sets the standard for future operations and activity on the site. As part of this contract, over the course of the next nine months, we'll be manufacturing and delivering the final three workboats that together, help safeguard and protect the utilities wind energy operations in the future." In the first six months of 2013, Alicat Workboats has manufactured and built one class-certified vessel and a further three non class-certified vessels, for the European market at its Great Yarmouth facility. This follows a £1.6m investment in the East coast boat yard earlier in the year that has seen the introduction of a 24-hour operational hoist designed for the fast lift out and turnaround of repairs, paint touch ups and defouling. In 2012, Alicat Workboats acquired South Boats IOW, a class-leading workboat manufacturer, with a dedicated facility on the Isle of Wight. Combined, the two complementary businesses provide wind farm charter firms, developers and investors with a multi-site manufacturing, service and repair hub as well as a wide array of vessel selection and choice. The four-workboat order underlines the long-term commitment of Alicat Workboats to the offshore wind energy market. *(Press Release)*

LAST CABLE OF PHASE I LAID FOR VSMC AT NORDSEE OST

Last week, VSMC completed the first part of laying 52 infield cables for the Nordsee Ost offshore wind farm. VSMC started their work on 3 August and completed the installation of the 25 cables within a month and ahead of schedule. VSMC was able to bring the start of the project forward by temporarily using the CLV **Normand Flower**, which had finished the cable installation at Meerwind Süd | Ost OWF ahead of schedule. The works at Nordsee Ost will continue as planned in Q1 2014. Nordsee Ost. The wind farm consists of 48

wind turbines and has a total capacity of 295 MW. Nordsee Ost OWF is situated in the German Bight, the south-eastern part of the North Sea. *(Press Release)*

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SUPACAT TO UNVEIL SMV24 SUPPORT VESSEL DESIGN AT DSEI

Supacat is unveiling the Supacat Multi-purpose Vessel 24 (**SMV24**) to the defence and security market at DSEi. Launched to the wider marine and renewable energy sectors in July, the **SMV24** is a new concept in support vessel design, which also has the potential to perform a range of defence and security related roles. Its flexibility, high speed and high payload have already attracted interest from potential operators in the sector. The **SMV24** is a fine entry catamaran that can achieve speeds up to 30 knots and has a range up to 790nm. In the present configuration, the 24 metre vessel can carry up to 12 additional passengers and up to 30 tonnes of cargo simultaneously. However, the flexibility of the design allows for adaptation to meet alternative and emerging roles. The first **SMV24** is under construction and will be completed later this year. It was developed by Supacat to support the new generation of far offshore wind farms which require it to operate up to 150 nm from a safe haven. "Since launching the **SMV24** into the marine and renewable energy markets it has generated interest from military users for a number of different roles, hence our decision to exhibit it at DSEi. Supacat has a strong brand in defence, which differentiates our offering in this segment of the market", said Jamie Clarke, Head of Marketing & Communications. The **SMV24**'s multi-role performance is based on a revolutionary deck system boasting a through-deck and an integrated rail system running the length of the vessel. This allows a range of equipment for different roles to be installed, such as ISO containers, a deck crane or diving rig. The deck can carry up to 50ft of ISO containers in a variety of 20ft and 10ft sizes. For the **SMV24** project Supacat selected a team with strong pedigrees in the marine sector. Naval architects Incat Crowther translated Supacat's **SMV 24** concept into a detailed design and established boat builder, Mustang Marine (Wales) Ltd, is building the first vessel. DNV advised on classification. The **SMV24** will meet DNV 1A1 HSLC R1 Windfarm Service Vessel Class 1 and be UK MCA SCV Code

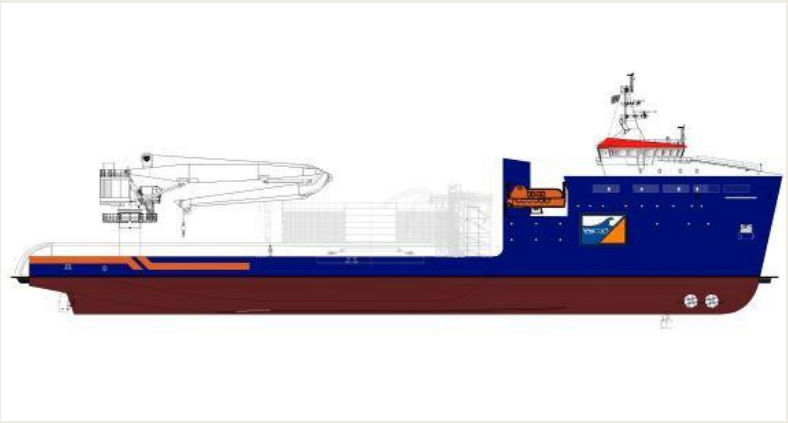
(MGN280) Category 1. The ISO compatibility of the through deck allows the **SMV24** to perform multiple roles including infrastructure support, diving, survey, fuel transport, workshop, refrigeration, general cargo, passenger transport, Remotely Operated Vehicle support by using ISO compatible modular custom loads. The rapid loading of these alternative ISO modules extend the functionality of the **SMV 24** further. Interestingly, the inspiration for this functionality came from defence where Supacat has witnessed such modularity in use for military logistic operations. The **SMV24** is a catamaran based design constructed from marine grade aluminium with double bottom to ensure maximum survivability. Two MAN D2862 LE463 engines each coupled to a Servogear Controllable Pitch Propeller give greater control of thrust throughout the rev range and maximise fuel economy. Significant redundancy has been built into the electrical system to fulfil specific customer requirements and the two generators fitted are capable of powering all the vessel systems individually. *(Press Release)*

TRI POD'S FOR GLOBAL TECH 1 WINDFARM

Last week was seen the *HLJV Innovation* of HGO Infrasea Solution sailing out from Eemshaven after loading two no's Tri pods weighing each 900 T and 6 no's monopoles. She is sailing out to Global Tech 1 Windfarm. *(Photo: Mohan Divakaran-Sr Jacking Engr of JB 117)*

YARD NEWS

NEW CABLE LAYER ORDERED FROM DAMEN



Van Oord has ordered a new cable-laying vessel. The ship will be built at Damen Shipyards' wharf in Romania and will be completed at the end of 2014. The ship is intended for the installation of electricity cables for offshore wind parks. Van Oord is making preparations for the Gemini wind park project which will be constructed 60 kilometres to the north of Schiermonnikoog, one of the Dutch Wadden Islands. The cable-laying vessel will be deployed at that site, among many others. The investment concerns a multipurpose vessel with a dead weight of 8,500 tonnes, a length of 120 metres, a beam of 28 metres and a DP-2 system (dynamic positioning). It will be equipped with a cable carousel with a capacity of more than 5,000

tonnes and an offshore crane that will enable it to lay heavy and long export cables. On board 90 people can be accommodated. The cable-laying vessel forms part of the Van Oord strategy to offer a complete package for the construction of offshore wind parks as an EPC contractor. *(Press Release)*

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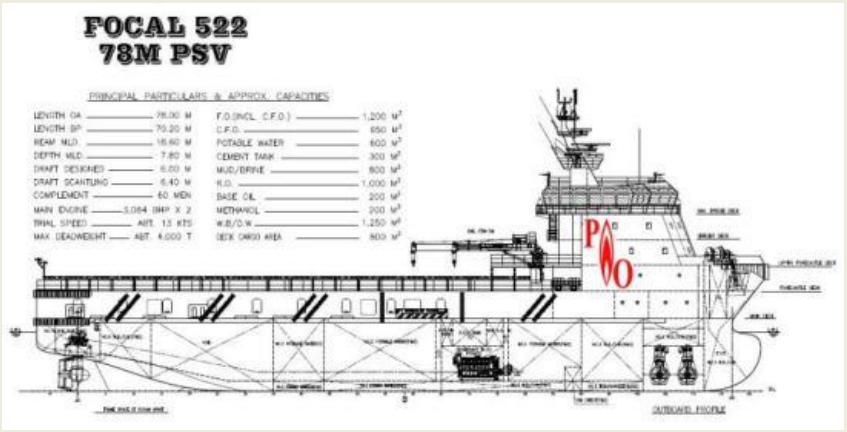
View the youtube film of the Alphabridge for tugboats on http://www.youtube.com/watch?v=hQj6hFDcHW4&feature=plcp

PHERANZY OFFSHORE NIGERIA ANNOUNCES KEEL LAYING OF PSV IN CHINA



Pheranzy Offshore Chairman and CEO, Chris Ezuede announced the Keel Laying of the first of two (2) **FOCAL522 Class 78M DP2** Platform Supply Vessels (PSV's) at Hongda Marine Co, Ltd., China. During the 8 August, 2013 ceremony held at Hongda Marine shipyard facility in Guangzhou, China, Ezuede addressed the group saying, "We are very excited to have this opportunity to begin this partnership with Hongda Marine for the building of the first of two state of the art PSV's for our growing Nigerian fleet." Hull #1305 will be the first of two **FOCAL522 Class 78M** vessels entering the Pheranzy Offshore fleet working in Nigeria. Pheranzy Offshore is an indigenous Nigerian marine transportation company operating PSV's, Tugs and Tank barges servicing Oil & Gas research and development operations in Nigeria, and the West Africa region. Pheranzy Offshore announced the signing of the contract for the two (2) 78M PSV's on 9 May 2013, and advised that this was the first step in growing the company's expanding fleet of PSV's, to meet the growing demands of the Nigeria Oil and Gas sector. "We have worked very closely with the management of Hongda Marine Co, Ltd for many months to make this day a reality. This building program is in line with the Nigerian government's aspiration to have local indigenous companies involved in the marine transportation sector of the oil and gas industry in Nigeria, thereby creating more jobs for Nigerians and exposing our people to the latest technologies in the maritime industry," said Ezeude. The **FOCAL522 Class 78M** DP2 design features 4,000 ton deadweight, 800 m2 deck cargo area, complement of 60 persons and carriage of multiple cargoes of fuel oil, base oil, fresh water, liquid mud, dry bulks and methanol. In addition to supply function, the design also includes oil recovery notation and FiFi 1 capacity for stand-by and emergency response, as well as capabilities to support ROV operations, subsea installation and offshore construction services. Delivery for Hull #1305 is scheduled for 4th quarter 2014 and the second unit, Hull #1306 is scheduled to deliver the 1st

quarter 2014. Plans are already being discussed for additional vessels, as Pheranzy Offshore advised that they are presently in talks with several major oil companies for long term contracts of their new build program. *(Press Release)*

BOSKALIS ORDERED TWO SEMI-SUBMERSIBLE PONTOONS

Boskalis have ordered two new buildings semi-submersible pontoons **Giant 5** and **Giant 6** as replacement for the recently sold **Giant 2, 3** and **4**. The dimensions of the new pontoons are 137,0 x 36,0 x 8,5 mtr with a DWT of 21.500 tons. Design Concept SMIT Hull shape MARIN optimized for low drag and high course stability by CFD & model tests. The Vuyk engineering basic designed semi submersible pontoons have a deck space area of 4,500 sq mtrs. with a free deck length of 120 mtrs. The deckload is 20 ton/m2. Submersible draught aft is 17.0mtrs.; submersible draught fwd is 17.0mtrs and grounding draught aft is 20.0m. The Singapore registered pontoons are classed Lloyds Register +100 A1 Pontoon, Submersible to a maximum draught of 17m, IWS, WDL (20t/m2). They are available in the Far East as from autumn 2014. The vessels will be built at Nantong; China.

PACIFIC RADIANCE PICKS ULSTEIN PX121 DESIGN FOR TWO PSVS

Singapore based Pacific Radiance Group orders two platform supply vessels of the **ULSTEIN PX121** design for construction at a Chinese yard. The vessels are estimated for deliveries in Q2 and Q3 2015. The contract includes options for two more vessels. The Pacific Radiance Group is currently managing over 120 vessels. "After researching a few designs we found that the **PX121** design suits our targeted markets in the best possible way", says Mr James Pang in Pacific Radiance, continuing: "Our team is striving towards operating cleaner and more fuel efficient vessels that meets and exceeds all the latest regulatory requirements. In addition, the crews' and special charterer's personnel comfort and operability of a vessel in rough weather conditions and strong currents are of increasing importance to our clients. This design meets most of our clients' operational expectations in terms of e.g. deck space, capacities, speed, position holding capabilities and fuel efficiency. We believe this is achieved by the unique hull design and longer lines that allow for better transit speed and efficiency, saving time and cost for both us and our clients." The contract with ULSTEIN comprises basic design, engineering, and an extensive package of equipment. The first vessel of the **PX121** design started operations in 2012. The design has quickly gained popularity

around the world as charterers and shipowners have discovered that the vessel meets the typical PSV requirements with a fuel efficient and competitive combination of loading capacity, speed and discharge capability. FACTS: **ULSTEIN PX121** for Pacific Radiance: Length: 83.4 m; Breadth: 18 m; Load capacity: 4,000 t; Cargo deck: 840 sqm; Speed: 14.5 kn; Accommodation: 30 persons; Clean Design (DNV). Satisfying IMO's SPS Code (Special Purpose Ships) for carrying up to 60 specialised personnel. OILREC class notation for oil recovery in emergency situations. Comfort class. *(Source: Ulstein)*

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INCAT CROWTHER: FIRST OF TYPE 70M CATAMARAN FAST CREW BOAT UNDER CONSTRUCTION

Incat Crowther announced a first of type 70m Catamaran Fast Crew Boat (FCB), compliant with IMO HSC code and complete with a crew transfer system consisting of dynamic positioning equipment class (DP2) coupled with a stabilized access platform. Construction of the vessel has commenced at the shipbuilder Incat Tasmania, with delivery scheduled for September 2014. The vessel will operate as a fast crew transfer vessel for 150 offshore workers to multiple offshore installations. The hull design has been optimized for high speed transits with specific features to limit the sea sickness of transiting offshore workers. The on-board noise, vibration and indoor climate is in accordance with DNV comfort class notation. The vessel is designed to operate in sea conditions of 40 knot wind and seas of 3m significant wave height. The high speed of the 70m FCB allows operational cost efficiency over helicopter transfer for passengers and cargo, whilst the advanced design ensures the crew arrive at the platform fit for work. Crew transfer is completed primarily by a stabilized access platform, providing a level platform and gangway to access the offshore platform from the vessel. The access platform compensates for the vessels motion by using 6 hydraulic cylinders. The vessel will hold station using dynamic positioning (DNV DYNPOS-AUTR), and in combination with the stabilized access platform, crew transfers will be performed in up to sea state 4. This vessel is the first catamaran to utilize this system and the first to have the stabilized access platform structure and supporting systems integrated into the design. For redundancy and operations in higher sea conditions, a crane lifted personnel transfer system is provided for up to 2 groups of 9 offshore

workers. Whilst the primary function of the vessel is crew transfer, the vessels arrangement provides flexibility with over 100 square meters of cargo deck, rated at 2t/m2. This capacity will allow the vessel to complete cargo hot shots for up to 110 tonnes of specialized equipment to a range of 300nm at speeds up to 35 knots. The vessel is under construction at the Incat Tasmania shipyard, with the design by Incat Crowther and production engineering by Revolution Design. The final product incorporates key experience and strengths by each of the parties involved. Incat Tasmania has the specialized facilities, construction methodologies and experience of very large aluminium catamarans. Revolution Design has incorporated the production engineering design techniques optimized over multiple build projects at Incat Tasmania. The shipyard's construction capability and capacity has leveraged into this market with the oil and gas design experience of Incat Crowther; utilizing the track record obtained from the design of the SEACOR CrewZer class fast catamaran crew boats. This class of vessel dates back to 2007, with the first of class vessel SEACOR Cheetah. The latest vessel in this class, SEACOR Leopard, has just completed sea trials in the US. Incat Crowther has over 90 vessels operating or under construction for the world-wide oil and gas market, which includes eight Incat Crowther-designed crew boats currently operating in the Caspian Sea. The high level of passenger comfort on the 70m FCB will be achieved by the vessel's advanced semi-SWATH hull form, combined with a resiliently mounted main cabin and superstructure and active ride control system consisting of T-Foil, interceptors and yaw stabilisers. Passengers are accommodated on both the main deck and mid-deck, with the mid-deck featuring crew accommodation for 14. All crew cabins are ILO-compliant. The main deck also features VIP rooms, vending machines, luggage space and a large workshop. The aft cargo deck measures in excess of 400 square meters; housing the stabilized access platform, dedicated landing area for the crane lifted personnel transfer system, as well as 10' luggage containers and hot shot cargo area. Four MTU 16V4000 engines will power the vessel driving Hamilton HT-900 water jet propulsion with a service speed of 30 knots at full load condition and 90% MCR in sea state 4. Four azimuthing drop-down thrusters forward will take care of maneuvering, with the vessel having DP-2 equivalent DNV classification. Safety of operation and environmental protection is a high priority; subsequently the environmental impact of the vessel's emissions to air, discharges to sea, deliveries to shore from the vessel and protection against accidents are controlled and designed in accordance with environmental class. The safety of vessels operation is prioritized by the bridge design and navigational equipment compliance with nautical safety class. The new crew transfer vessels will be delivered to Caspian Marine Services Ltd (CMS) in Baku, Azerbaijan, via a transit through the Volga-Don Canal. Once deployed, CMS will operate the vessels, providing crew transfer and hot shot cargo services to platforms in such fields as Azeri-Chirag-Deepwater Gunashli (ACG), the largest oil field in Azerbaijan sector of the Caspian Sea and Shah Deniz (a large offshore gas and condensate field). The oil and gas produced from these fields is transported by tanker for processing in Baku, and then transported via pipeline through Georgia and Turkey to the Mediterranean port of Ceyhan or the Georgian port of Supsa in the Black Sea. *(Source: Incat Crowther)*

WEBSITE NEWS

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Last week there have been new updates posted:

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

   - Fears of pollution as salvors get ready to dump Smart's cargo of coal overboard
   - Last cable of phase I laid for VSMC at Nordsee Ost
   - VSMC completes works at London Array
   - The maritime division of Voith Turbo B.V. in Twello has appointed a new Sales Engineer

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

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