

TUGS & TOWING NEWS

DUKE OF NORMANDY II AT CRINAN



The **Duke of Normandy II** seen at the basin of the Crinan Canal, Crinan, where she has been based for the last few years. [54grt 70.9 x 14.4 x 5.8 ft. 350bhp (re engined 1958 with the installation of new Mirrlees 290bhp engine.)]. Built in Germany in 1934 as a river customs vessel she was requisitioned by the Kriegsmarine during the Second World War, as a Harbour Protection Vessel, under the designation **FK01**. She was

stationed in Jersey as part of the German forces occupying the Channel Islands and as such she took part with other units in two German raids on the French port of Granville in February and March 1945. She remained in the Channel Islands, owned by the States of Jersey and renamed **Duke of Normandy**. Sold and renamed **Duke of Normandy II** (1972) resold 1975 to Arrochar Boathiring Co Ltd, who she used her to tow small barges around the Clyde from Arrochar. Currently owned by Mick Walker who converted the 1943 Clyde Puffer **VIC 32**, for cruising, and which is now owned by the charity, The Puffer Preservation Trust Co Ltd. The **Duke of Normandy II** has not been used commercially in recent years. *(Source & Photo: Iain McGeachy)*

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

CITY OF ADELAIDE UNDER TOW TO CHATHAM

The "**Dutch Pioneer**" on Sep 20 started the transit of the "**City of Adelaide**" and has an ETA at Chatham on Sep 26. A crowd of up to 1,000 people has watched the world's oldest clipper ship leave

Scotland for the last time when the pontoon barge supporting the "*City of Adelaide*" was towed from the Scottish Maritime Museum at Irvine. The pontoon supporting the Clipper was now being towed out into the Irish Sea. Over the next seven to 10 days, it will travel round the tip of Cornwall and up into the River Thames. The historic clipper will then be loaded onto a cargo ship for its final journey to Adelaide. *(Source: Vesseltracker)*

BERKEL SOLD

It has been reported that the former Navy tug **Berkel** has been sold. The 1956 built tug is one of the four Navy class tugs with sisters **Dintel**, **Dommel** and **Ijssel**. She was built by Scheepswerven v/h H.H. Bodewes – Millingen; Netherlands under number 507 for the Dutch Royal Navy – Den Helder with pennant **Y 8037**. In 1987 she was taken out of service and transferred to Dienst der Domeinen. In 1989 sold to Vof Gebroeders Oldenhage – Lissersbroek;



Netherlands and renamed Berkel. In 1998 sold to Peter F. van Koningsbruggen - Den Helder; Netherlands and renamed **MS. Berkel**. In 2007 she was laid up for conservation at the "Museumhaven Willemsoord" ("NSM - Stichting Nautische Monumenten") – Willemsoord; Netherlands. On the picture she is seen without name. The tug has been sold to her new owner the retired American Stephan Thomas. Stephan will not use the tug for commercial purposes. The intention is to sail with the tug worldwide as yacht and live on her. A dream come true aid Stephan. At present the **Berkel** is



berthed in the industrial port of Den Helder where at the request of the new owner a number of modifications are carried out. After the modifications the Berkel will run some trails from Den Helder. On the question what will be the new name of the tug Stephen's answer, Berkel stays Berkel, that is clear!. She has a length of 25,32 mtrs a beam of 6,30 mtrs and a depth of 2,80 mtrs. The 4 stroke 8 cylinder Werkspoor TMAF-278 develops an output of 368 kW (500 bhp) a speed of 11 knots and a bollard

pull of 9.5 tons. *(Source & Photo: Ron Damman; On the picture is seen left Stephan Thomas and right Peter F. van Koningsbruggen)*

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MUSEUM SHIP *Buffel* LEAVES LEUVEHAVEN



On September 19th, 2013 tugs pulling the museum Navy ship *Buffel* away from her more than thirty years berthing place at the Maritime Museum Rotterdam in the Leuvehaven. The tugs **Havendienst 20** and **Eerland 28** has towed the *Buffel* from the berthing to the entrance of the harbour. The next day the *Buffel* was towed by the **Buizerd** and **Adriaan**, with standby assistance of the **Eerland 28**, to the Keppel Verolme Yard for a maintenance survey. On October 5th the *Buffel* will arrived in Hellevoetsluis at the Jan Blanken Drydock. At the end of the year the *Buffel* will be accessible for the public again. (Photo: Jan Oosterboer)

TUGBOAT OPERATIONS IN THE ROTTERDAM EUROPOORT

Deep draught bulkcarrier *Berge Bureya* arriving at Rotterdam Europoort EECV terminal, March 27th 2013. Harbour tugboats **Smit Panther**, **Smit Hudson**, **Smit Elbe** and **Fairplay 24** assist the vessel during her manoeuvre. She will be stopped before turning 180 degrees off the berth. Boatmen will take the mooring lines ashore with their mooring boats, assisted by winch trucks.



(Source: Pilot Robert Blonk) [Click here](#) to watch this interesting youtube video

RESOLVE MARINE GROUP ANNOUNCES PURCHASE OF THE ETV, RESOLVE MONARCH



RESOLVE Marine Group is pleased to announce to the acquisition of a 152-ton bollard tug, **Resolve Monarch**, from JP Knight (Lowestoft) Ltd. Previously named the **Anglian Monarch**, the purpose built emergency towing vessel (ETV) was on contract with the United Kingdom government, where she served as part of the government's coast line emergency response fleet, actively involved in many high-profile maritime casualty

rescues. "The **Resolve Monarch** is a great addition to our growing global fleet and enhances our worldwide emergency response and salvage capabilities for our OPA-90 clients and others," according to Damian Allan, RESOLVE's Director of Business Development. The vessel was designed to serve as a dedicated emergency response and salvage vessel in northern European waters. For her first assignment, **Resolve Monarch** sailed from Invergordon, Scotland on August 19th and is currently en route the Bay of Plenty, New Zealand where she will assist with RESOLVE's work on the *MV Rena project*. "Adding this purpose built ETV to our fleet not only strengthens our global emergency response abilities, but also reflects our commitment to offer clients the best resources available," says Joe Farrell, President of RESOLVE Marine Group. This acquisition illustrates RESOLVE's dedication to serve its clients on a continual basis by reinvesting revenues in rescue fleet expansions and emergency response resources of both personnel and equipment. As part of this commitment, RESOLVE recently stationed an ETV, the U.S.-Flagged **Resolve Pioneer**, in Dutch Harbor, Alaska, where there has been a great need for emergency response resources due to increased vessel traffic in the environmentally-sensitive area. The Acquisition Highlights RESOLVE's Commitment to Clients by Reinvesting Revenues, Expanding Fleet. (*Press Release Resolve Marine*)

TUG FIRM'S ROLE IN SALVAGE OPERATION

An Anglesey company played a key role in the salvage operation of the stricken cruise liner *Costa Concordia*. A tug belonging to Holyhead Towing helped pull the ship upright in a 19-hour operation. The luxury vessel had been stuck off Italy's Tuscany coast since running aground in January last year killing 32 people. The £500m salvage operation was described as one of the largest and most daunting ever undertaken. Holyhead Towing's tug **Afon Cefni** was part of the operation to right the vessel.



But it was all in a day's work for the managing director Mark Meade whose fleet of boats operate in more than a dozen countries. The company also has an office in Kazakhstan where their boats work in one of the biggest oil fields in the world. A sister company has also gone into business making specialised boats for workers and equipment in the wind turbine industry. Mr Meade told BBC Radio Wales what the 22-metre long **Afon Cefni** had been doing in Italy. "We kind of like to think of her as the wheelbarrow of the job," Mr Meade said. "She does all the push me-pull you with the barges and helping them in and out of position and into the port if bad weather's coming. (*Source: BBC; Photo: D. Earl*)

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ANTWERP TOWAGE CELEBRATE FIVE YEARS TOWING ACTIVITIES



Antwerp Towage N.V. a Joint Venture between German Fairplay Towage and Dutch Multraship celebrate last week her fifth anniversary. The company are offering ship owners and operators competitive harbour assistances for in- and outgoing ships. Antwerp Towage N.V. is serving all river-terminals and locks along the River Scheide in the Port of Antwerp area. With Fairplay's 50% participation in Muller Maritime

Holding BV in August 2008, one of the first joint activities of both shareholders was, to start a harbour towage service in the Port of Antwerp, traditionally so far a port with only one towage provider. On 18th September, 2008 the new venture started its activities to serve the river-terminals respectively the various locks along the River Schelde in the Port of Antwerp area. Both partners decided to supply each two tugs for a start the **Multratug 5; Fairplay-III; Multratug 3** and **Fairplay XIV**. Antwerp Towage N.V. is focussing primarily on harbour towage. The Port of Antwerp is divided in two areas. 'Behind' the locks, towage services are provided by the Port Authority itself. The area 'before the locks' is consisting of various container terminals, the Deurgangdok as well as number of other piers and facilities up-river. (*Source: Antwerp Towage*)

MEET WITH PIRIOU AT MIDDLE EAST WORKBOATS 2013 – ABU DHABI

From Tugboats to Fast Crew Boats, from Wind Farm Vessels to PSV, PIRIOU is your partner for any shipbuilding project. Our recent developments and current production include: - FPSV of 19m, 40m and 55m; - 19m and 24m Wind Farm Vessels; - Harbour tugs with bollard pull up to 85T. Piriou is a



specialist in three core activities: shipbuilding, ship repair and naval engineering. With sites located in France, Poland, Nigeria, Vietnam and Singapore, Piriou can provide complete and customised solutions, from the design to the construction of all types of ships, including operational maintenance during operations. Come and meet with our team at Middle East Workboats, Booth #C37 from 30 September till 2 October, (*Press Release Piriou*)

ANOTHER LAUNCHED AT PELLA

The regular tugboat from the Acceptance Program of 2013 “**RB-401**”, building No 939, project 90600 is launched. Before the end of the year the tugboat will be delivered to Baltiysk, where it will be put into operation within RF Baltic Fleet. The tugboat is intended for towing and berthing operations in harbor, roadsteads and coastal areas which comply with R3 navigation area, refloating of ships and vessels, fire fighting operations at floating and shore objects, oil and petroleum content



products, cargo transportation, ice breaking and erosion operations. *Technical information:* Length max 25,4 m; Width max 8,8 m; Draught 4,2 m; Speed 11,8 knots. Classification KM Arc4 R3 Aut3 Tug by Russian Register of shipping. Propulsion system Z-drives US 155, Rolls-Royce, FPP into nozzles. Powerplant 2*746 kW at 1800 r/min, Caterpillar C32. *Deck equipment:* • bow electro-hydraulic anchor-towing-mooring winch Fluidmeconica providing 10 t of bollard pull and 847 kN of brake holding force; • 23 t towing hook SWL with quick release device. The tugboat is equipped with cargo crane PC 2300, Palfinger with lifting capacity of 150 kilos at the boom of 5m. In order to fulfill fire-fighting operations the tugboat is equipped with external fire fighting system made by FFS (capacity is 800 m³/h, 2 water monitors, water curtains system). (*Source: Pella*)

TOWAGE OF THE SANS VITESSE TO LERWICK

On September 21, 2013 was seen the Muller – Dordrecht; Netherlands tug **En Avant 7** with in tow the accommodation vessel *Sans Vitesse*. Assistance, by a speed of 5 knots on the river, was given by the Muller – Dordrecht; Netherlands tugs **En Avant 4** and **En Avant 21**. The *Sans Vitesse* is the



former drug boat *De Boei* of the municipality of Arnhem; Netherlands. Chevalier Floatels BV have bought her last year on speculation. The ship is virtually completely stripped and rebuilt by Instalho BV in Werkendam; Netherlands. The ship now has 101 rooms with private shower, sink and toilet. All rooms have TV and internet. In addition, the ship has now a large restaurant with cafe area. There is a spacious kitchen with the necessary stores

and a large laundry. In particular through the use of very high-quality materials at the conversion. Chevalier Floatels BV think it is the most beautiful accommodation ship in the world in terms of Interior (for the professional market). The ship is rented to Petrofac for a project in Lerwick. They build there a gas factory for Total and needed more hotel accommodation. The other Chevalier Floatels BV ship the *Kalmar* is also rented to Petrofac and berthed in Lerwick already. That ship has 220 rooms, restaurant, cafe, fitness, laundry, and recreation rooms. (Source: Chevalier Floatels; Photo: Reinier van de Wetering)

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AORAKI UNDERWAY FOR DRYDOCKING SURVEY

In the New Zealand port of Littelton was seen last week the 2008 built Primeport owned, Timaru; New Zealand with call sign ZMAO tug *Aoraki* (Imo 9494125) about to enter the Lyttelton dry-dock for underwater survey. The hull of the Seatech Solutions International Pte Ltd - Singapore designed tug is built by Beng Bu Shen Zhou Machinery Co Ltd - Beng Bu; China and completed by Jing Jiang Traffic Shipyard - Shiwei Port at Jing Jiang; China. And delivered to the Port of



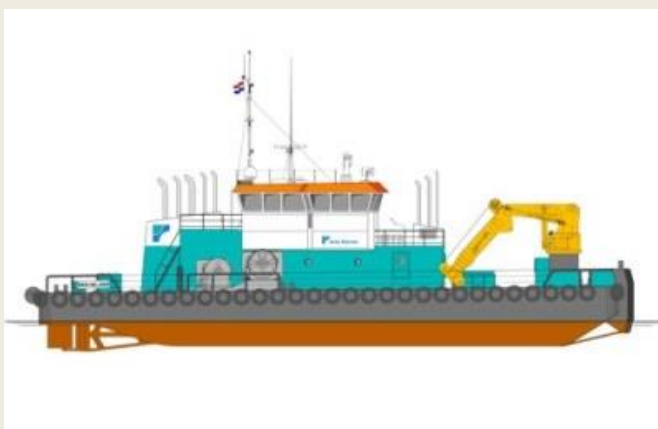
Timaru Ltd – Timaru; New Zealand. She has a length of 28.00 mtrs a beam of 9.80 mtrs and a depth of 4.90 mtrs. Her grt is 318 tons and the nrt 95 tons. The two Yanmar type 8N21A-EN main engines develops a total output of 2,648 kW (3,600 bhp) at @900 rpm. Her speed is 12 knots and bollard pull 50 tons. The tug is classed Lloyd Register of Shipping. *(Photo: Alan Calvert)*

UNION SAPPHIRE CONFESS COLOUR



On Thursday 26th September 2013 the URS tug **Union Sapphire** (Imo 9220550) was seen departing the IJmond. The tug came in with her original URS colour (left) and now she was seen in her new Boskalis outfit. The **Union Sapphire** is built in 2001 by Astilleros Armon SA – Navia; Spain under number 512 for the Unie van Redding en Sleepdienst NV – Antwerp; Belgium. She is one in a series of eight tugs built for the URS. In 2005 she was transferred to URS België NV – Antwerp. In 2009 transferred to URS Ocean Towage NV – Antwerp. In 2010 to Smit Transport Belgium NV – Antwerp and rebuilt into an Anchor Handling Tug. In 2013 transferred to the Boskalis group. *Which colour do you prefer? (Photo: Jan Plug)*

ACTA MARINE ORDERS ANOTHER DP-1 MULTI PURPOSE VESSEL WITH FUEL EFFICIENCY



Leading workboat operator Acta Marine is further expanding their fleet with a new multipurpose workboat with Dynamic Positioning and more than 35 tons bollard pull. The vessel, which will be named “**Coastal Chariot**”, is a sister vessel of Acta Marine’s existing DP-1 unit “**Coastal Challenger**”. The multipurpose vessel has the following main characteristics: • 35 by 12 meters; • Propulsion power: 2,380 Kw (2 x fixed pitch propeller in nozzle and 1 azimuth thruster); • Two azimuthing bowthrusters: 250 kW each; • 80 tons anchor handling winch; • 310 Ton/meter hydraulic deck crane • DP-1 classification; • Accommodation on board for 10 persons.

Coastal Chariot will be the fourth unit within Acta Marine’s fleet of 40 workboats that is equipped with Dynamic Positioning. The company was the first owner/operator to apply this technology upon such smaller type workboats. Also unique for a vessel of this power, is the operating draft of only 1.8 meters, making the vessel particularly suitable for operating in ultra-shallow waters and very close to coastlines. Furthermore, Acta Marine’s DP Multicats have a track record of being the

most Fuel efficient DP Multicats in the market. The vessel is currently under construction in the Netherlands by Maritiem Cluster Friesland. Upon delivery early 2014 the new build vessel will be available for charter. *(Source: Acta Marine)*

ACCIDENTS – SALVAGE NEWS

TUG DORIS MORAN / BARGE ALEXANDRA

At approximately 1130 PM EDT on Aug. 13, 2013, the tug "**Doris Moran**" lost power and it's tow, the barge "**Alexandra**," colliding with it in Buzzards Bay Massachusetts. The barge was carrying 6,000 tons of cement powder. There were no reports significant damage or pollution from the tug, but the barge was taking on water. USCG is on-scene and salvage efforts are underway. The NOAA scientific support coordinator is consulting with the USCG. *(Source: Incident News)*

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NO PLACE FOR HEROES



It took a strong nerve and some astonishingly good ship handling by the master of the salvage tug '**Turmoil**' to close the steeply listing cargo ship '**Flying Enterprise**' – abandoned by all except her master in fierce Atlantic weather just after the New Year of 1952. Then, as the two ships almost touched, the tug's mate, Kenneth Dancy, threw himself onto the deck of the freighter "on an impulse". We were reminded of this maritime saga with the announcement of the death at the age of 88 of Kenneth Dancy, who so courageously

boarded the stricken ship to assist the master Captain Kurt Carlsen. Carlsen, alone aboard his disabled command, had been unable to make fast the tow. The heroic struggle to save the '**Flying Enterprise**', which captured imaginations and filled the pages of the newspapers and airwaves in a pre-TV world for days on end, was ultimately unsuccessful. The ship foundered just forty miles off the English coast after three days under tow. The incident began more than ten days earlier when the westbound cargo liner, heading into a severe storm, had suffered structural failure with a stress fracture forward of the accommodation. Carlsen's crew tried hard to save their ship, attempting to reinforce the hull with wires run from the cargo winches. Even cement boxes were brought into

play. But things went from bad to worse when the ship was thrown on her beam ends by a huge wave, leaving her wallowing with a 25-degree list to port, disabled, with her cargo shifted and the rudder damaged. People didn't give up the ship lightly. They tried unsuccessfully to rig a jury rudder, but making water through the cracks and at the mercy of the weather, Carlsen called for help. Ships in the vicinity came to the assistance and were able to take off all but nine of the crew who had volunteered to stay with the master and try and save the vessel. One passenger drowned in the hazardous abandonment. But the list was increasing and the nine seamen were eventually taken off, leaving Carlson alone to await the arrival of the salvors. When Dancy leaped aboard the steeply listing ship to join the master, the pair of them managed to make fast the tow and 'Turmoil' began her 400-mile haul to Falmouth at around three knots. Pictures taken by overflying aircraft and beamed to the world's press showed the two officers clinging to their precarious perch on the rail of the vessel as she rolled in the huge Atlantic waves. The morning and evening editions of the newspapers and radio newscasts kept the public fully informed of the slow progress. But, alas, the weather worsened, the towrope parted, and it was clear that the end was very close – the ship being nearly on her beam-ends. An American destroyer reported that the ship was sinking and just before she went, the master and Dancy walked along the funnel and jumped into the Atlantic to be pulled aboard the 'Turmoil'. The ship may have been lost, but the sheer bravery exhibited by Carlsen and Dancy filled up the columns for days afterwards. The master was given a ticker tape parade in New York and, eventually, a new ship. Dancy, meanwhile, turned out not to have been a regular salvor but a tanker master on leave, who had been "helping out" when 'Turmoil's' regular mate was away. He was also hugely lauded. It is instructive to speculate on the sort of coverage that today's mariners might receive were they to be in a similar situation. Sixty years ago, we still could contemplate the courage of sea heroes. Their bravery was inspirational and doubtless inspired large numbers of youngsters to take up a sea career in a society that had yet to become risk averse and in which such action was appreciated. Goodness, it encouraged me to fight off any school or parental pressures towards a "respectable" career on dry land! Today, if such an accident were to happen (and ships do still suffer structural failure in heavy weather), the first scrutiny from the vigilant media would be to focus intently upon any possible environmental pollution. Whatever the size or type of vessel, she would be described inevitably as a "supertanker". Then, if the media had not moved on to other matters, the next attention would be upon the important matter of blame. Whose fault was it that hundreds of sea birds had been hazarded by the sinking of the ship? The survivors, instead of being hailed as heroes by cheering crowds, would probably be arrested, held in detention and asked searching questions by the local law enforcement authorities looking to press charges. But most likely, unless it was a 'Costa Concordia' scenario, the sinking would be largely ignored. Anyone doubt this? Check out the general news coverage of the 'MOL Comfort' casualty, when the biggest containership ever to be lost broke in half and sank with her entire cargo. There was some bravery and seamanship involved in getting the crew off safely, and in the salvors' vain attempt to save the forward part of the severed ship which caught fire and joined the after end on the floor of the Indian Ocean. But there are no maritime heroes today like Dancy and Carlsen. Only people to blame. See the youtube movie click [here](#) (Source: Baird; Photo: SeniorPlaza)

TUG IS HALF SUBMERGED

In the Bay of Mindelo, Porto Grande, Cape Verde Islands waiting for scrapping since 2011, the 1977 built tug **Leopard** (Imo 7723998) broke her moorings after years of lay-up and washed ashore. The tug is seen half submerged on the 15th September 2013. The tug was built by Schiffswerft und Maschinenfabrik Max Sieghold - Bremerhaven under number 176 and delivered to Bugsier Reederei und Bergungs AG – Hamburg; Germany as **Caribic**. In 1985 sold to Black Sea Shipping Co – Odessa;

Ukrain and managed by Tsavliris Salvage International – Piraeus; Greece and renamed **Leopard**. In 1997 Sold to Blascospetsflot with same management. In 2000 sold to Derzhvane Pidpriemstvo MARS - Morska Avariyno-Ryatuvalna Sluzhba- Odessa; Ukrain, management continue. In 2007 Sold to SATCO - Salvage & Towage Co (Upravleniye Buksimo-Spatsatelnogo i Spetsialisirovanogo Flota) still same management. In September 2011 grounded and partly sunk at Porto Grande. *(Photo: Danny van der Ent)*



In September 2011 grounded and partly sunk at Porto Grande. *(Photo: Danny van der Ent)*

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SUPPLY VESSEL ALLIDED WITH GAS PLATFORM - 40 EVACUATED



Workers on a gas platform off the Norfolk coast were rescued after the "**Vos Raasay**" hit the offshore structure on Sep 22, 2013. The masts of the supply vessel hit a bridge of the gas platform about 19 miles off Cromer at 9.30 a.m. A Humber spokesman said 40 people were airlifted by a helicopter as a precaution and no-one was injured. The supply boat was taken to Lowestoft for minor repairs and docked at 4.45 p.m. *(Source: Vesseltracker)*

OFFSHORE NEWS

BLUE PROTECTOR' OFF TO WORK IN THE NORTH SEA

The platform supply vessel '**Blue Protector**' was delivered from Ulstein Verft on 23 September 2013. The vessel is owned by Blue Ship Invest and managed by Atlantic Offshore. The vessel is going to the spot market in the North Sea. '**Blue Protector**' is the final newbuild in a series of six platform



supply vessels (PSV) of the PX121 design, and Atlantic Offshore already has the management for two vessels in this series. The latest vessels in the series have been adapted to requirements for work in the Norwegian sector. That includes more power in order to keep position in foul weather at rig, and NOx reduction for the exhaust emissions. In addition, the latest vessels carry the light ice class (ICE-C), to be prepared for work further north. The first platform supply vessel in this series was delivered from Ulstein Verft in 2012. Blue Ship Invest, a

wholly-owned company in Ulstein Group, decided at the time to invest in the construction of a series of newly developed medium-sized PSV designs in order to introduce them to the market. Market surveys had shown that the size and capacity would be very attractive for various assignments. All of the previously delivered vessels to Blue Ship Invest have entered into firm contracts in the North Sea, and the interest in this design has been steadily increasing world-wide. So far, ULSTEIN has sold design & equipment packages for eight of these vessels for construction at several yards in south east Asia and China. The vessels of the PX121 design have an optimal combination of fuel-efficiency and deadweight. They have the capacities and performance close to the segment for larger PSVs, but at a cost that provides excellent value-for-money. The vessels' X-BOW® hull line design offers efficiency over a wide draught range, which is important for PSVs as they frequently operate with varying loads. Moreover, the X-BOW has unique, beneficial qualities in terms of motion and propulsion efficiency in heavy seas. Both the hull and choice of propulsion system make the vessels particularly suited for North Sea and North Atlantic conditions. 'Blue Protector' has a length of 83.4 metres and a beam of 18 metres, and keeps a maximum speed of approximately 16 knots. She has a load capacity of 4,100 tonnes (dwt), and the 850 square metre cargo deck can carry a deck load of 2,200 tonnes. In addition to tanks for oil, water and drilling fluids, the vessel has four stainless steel tanks for flammable liquids. 'Blue Protector' has modern accommodation for 23 persons, is equipped with a dynamic positioning system IMO class II and meets the requirements of DNV's Clean Design notation. *(Press Release Ulstein)*

ADRIATIC MARINE BUYING SIX OSVs

LA-based Adriatic Marine LLC has entered into a contract with Harvey Gladiator LLC, a wholly-owned subsidiary of Harvey Gulf International Marine LLC, for the purchase of **six 205' DP-1 Offshore Supply Vessels (OSVs)**. The transaction is expected to close in the early fourth quarter of 2013. The purchased vessels are a subset of a larger acquisition by Harvey Gulf of substantially all of the assets of Abdon Callais Offshore LLC. With the



acquisition of the six 205' OSVs, Adriatic Marine will have a fleet of seventeen DP-1/DP-2 OSVs, ranging in length from 170' to 205' and having an average age of four years, making the fleet one of the newest and most sophisticated in the Gulf of Mexico. Adriatic Marine also has five 200' DP-2 OSVs and one 260' DP-2 OSV on order, with all deliveries expected to be completed within two years. Additionally, Adriatic Marine owns and operates a fleet of ABS-classed, ocean-going deck barges, the oldest of which was built in 2011. Adriatic Marine has ordered two new 72'-wide barges and two new 100'-wide barges to add to its fleet, with deliveries commencing in October 2013. Adriatic Marine is a marine transportation company providing offshore supply services in the Gulf of Mexico since 2007. *(Source: Offshore Energy Today)*

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EASTERN SHIPBUILDING LAUNCHES FOURTH HOSMAX 300 FOR HORNBECK OFFSHORE



Eastern Shipbuilding Group, Inc. has launched the fourth HOSMAX 300 series Offshore Supply Vessel, the **HOS Riverbend** (H204) for Hornbeck Offshore Services, LLC. Hornbeck's first vessel, the **HOS Red Dawn** (H201), was delivered on June 21, 2013. The **HOS Red Rock** (H202) was launched on April 19, 2013 and the **HOS Renaissance** (H203) on June 21, 2013. Both the **HOS Red Rock** and **HOS Renaissance** are currently at Eastern completing final outfitting,

regulatory and DP – 2 trials. The **HOS Riverbend** (H204) is Diesel – Electric powered, twin Z – drive propelled OSV measuring 292' x 64' x 24' -6". These high – tech vessels feature four Caterpillar 3516 C 16 – cylinder turbo – charged Tier II I diesel generator engines each rated at 1,825 kW at 1,800 rpm. Main propulsion power is provided by two GE Energy furnished Hyundai 2,500 kW 690VAC electric motors driving two Schottel SRP 2020 FP Z – Drives with nozzles rated at 2,500 kW at 1,025 rpm each for a total of 6,704 Hp. Schottel also provides two STT 4 fixed pitch tunnel thrusters rated at 1,180 kW at 1,170 rpm, each with direct coupled Hyundai 690VAC electric motors. GE Energy Power Conversions provides the complete system integrated diesel electric package, including the propulsion and thruster drives, motors, control systems, DP system,

switchboards, motor control centers, automation and navigation / communication electronics. These vessels are capable of a maximum speed of 14 knots with a cruising speed of 12 knots. The fully integrated bridge is arranged for increased visibility and features the latest technology in navigation, communication equipment. The remaining six Offshore Supply Vessels under contract are 302' x 64' x 26' designated HOSMAX 310 Offshore Support Vessels. Additionally, HOS has contracted with Eastern for two HOSMAX 310ES Multi – Purpose Supply Vessels (MPSV's) with accommodations for 73 persons, a 250MT subsea crane, moon pool, helideck and two ROV/LARS units. *(Source: Eastern Shipbuilding Group)*

EMGS TO START 3D SURVEY IN MALAYSIA

Electromagnetic Geoservices (EMGS) has received a Letter of Intent for approximately one month of 3D EM acquisition in Malaysia. The survey will be performed using the vessel **BOA Thalassa**, which is expected to complete its current work programme in Brunei mid-October. The vessel will thereafter have a 2 week yard stay for routine inspections, before starting the survey in Malaysia in the beginning of



November. “This is a good continuation to the building of our backlog in this region for Thalassa,” says Roar Bekker, CEO of EMGS. *(Press Release; Image: Wikimedia)*

BASE EXPRESS RENAMED VOS BASE



It is reported that's Vroon Offshore Supply Vessel **Base Express** (Imo 9378046) has been renamed **VOS Base**. The 2008 Damen Shipyard Galati OSV is renamed during her special survey drydocking at the Oranjewerf in Amsterdam. The Dutch registered vessel with call sign PBNJ and owned by Base Express BV – Den Helder; Netherlands and managed by Vroon Offshore Services BV – Den Helder; Netherlands has a grt of 2,534 tons and a dwt of 3,130 tons. She is classed by

Lloyds Register of Shipping. *(Photo: Joop Marechal)*

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BUILDING FOR THE FUTURE

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PSV'S ON TEMPORARY CHARTER SNS POOL

For a short period of time Pool Manager Peterson from Den Helder, the Netherlands, has chartered the platform supply vessels **FD Incomparable**, owned by Fratelli D'Amato, and **Highland Eagle**, owned by GulfMark Offshore, for strengthening the Southern North Sea (SNS) Pool. The **FD Incomparable** is a UT755-XL design (3,133 dwt) and the and **Highland Eagle** is a UT755-L design. Both vessels fly the UK flag. *(Source & Photos: Paul Schaap)*

BLUESTREAM CHARTERS STRIL EXPLORER

Diving support vessel **Stril Explorer** has been chartered by Bluestream Offshore from Den Helder, the Netherlands, for the installation of subsea spools and related diving work in several blocks in the Dutch sector of the North Sea. The vessel, owned by Hallin Marine, mobilized from Den Helder. *(Source & Photos: Paul Schaap)*

*IREMIS DA VINCI*

A regular visitor in the South African Port of Cape Town is the 2011 built Marshall registered with



call sign V7SG4 diving support vessel **Iremis da Vinci** (Imo 9441233). The vessel is owned by Iremis Da Vinci Marine – Sharjah; United Arab Emirates and managed by Iremis Ltd. – Sharjah; United Arab Emirates. She has a grt of 8,691 tons and a dwt of 5,640 tons and is classed Det Norske Veritas. *(Photo: Aad Noorland)*

WINDFARM NEWS

ALSTOM HIRES BOLD TERN



Alstom has hired “**Bold Tern**” jack-up installation vessel, owned by Fred. Olsen Windcarrier, to complete the offshore operations at the Belwind offshore wind farm. Recently, the company announced that they have faced a delay during the installation of Alstom’s 6MW Haliade 150 offshore wind turbine, for which they found a solution in the form of another vessel. The wind turbine was scheduled to be

completely installed in July, however, pile dredging and grouting of the jacket installation have taken a large part of the slot that Alstom had with the jack-up vessel ‘**Pacific Osprey**’, which could not be extended. After **Bold Tern** arrives to the port of Ostend this week, the preliminary works (loading of components) will ensue. The company expects that the turbine will be fully installed in the course of October. *(Press Release)*

NAVALU LAUNCHES NEWBUILD CATAMARAN FOR ENVIROSERVE

NAVALU has launched the **SeaFox**, an offshore wind farm service catamaran, for the UK wind farm service provider Enviroserve Ltd. Working in close collaboration with Enviroserve, Navalu’s in-house design team have been able to produce a crew boat, designated the NxS 24, that meets the demands of windfarm service operators, who require speed, good sea-keeping, low fuel consumption, and maximum reliability. The vessel is powered by four separate engines driving four independent propulsion lines. Even with an engine, or drive line failure, the NxS 24 will be able to operate effectively while maintaining a reasonable speed. The **SeaFox** is designed to remain on location offshore for long periods of time. Special attention was paid to power conservation with details such as LED for both interior and exterior lighting as well as search lights. In crew transport

mode she can carry 12 technicians on suspension seats. The main cabin will have plugs for computers and features flat screen televisions. Just under 24 metres in length with a 9.7 metre beam, the NxS 24 can carry 12 tonnes of cargo. Deck equipment includes a Guerra M 60 hydraulic crane, and a transom A frame with 2 ton lift capacity. The design allows for multiple use and, in fact, Navalu prides itself on the ability to design and build to a client's requirements. (Source: *Navalu*)



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STANDARD OF EXCELLENCE





TIDAL TRANSIT ENTERS CHARTER CONTRACT FOR 'TIA ELIZABETH'



In an exciting renewable energy supply chain development, Tidal Transit Limited has been awarded an 18 month contract by Scira Offshore Energy Limited for its latest personnel transfer vessel, **Tia Elizabeth**, to service the Sheringham Shoal Offshore Wind Farm. Announcing this contract, Tidal Transit's Commercial Director Leo Hambro said: "**Tia Elizabeth** only arrived in the UK on 1 September 2013, having successfully completed sea trials following her launch from the shipyard in Southern Spain. An 18 month contract is a huge step forward for our

company as it provides confidence for our ambitious investment programme in additional vessels. "Although our first two vessels, **Ginny Louise** and **Eden Rose** have been in constant use in the southern North Sea since their arrival in the UK in early 2012, they have been working on short term, typically six month, charter contracts. Up until now, this has been normal for newcomers in this young offshore wind industry; however, longer term contracts are essential if companies are to make the substantial investment needed in additional purpose-designed vessels to support the planned growth of offshore wind farms in UK coastal waters." **Eden Rose** has been on charter working on the Sheringham Shoal Offshore Wind Farm on short-term charter contracts since May

2012, initially transporting construction workers building the 88 turbine wind farm to site; since this power plant was completed late last year she has been transferring technicians to the wind farm for scheduled maintenance activities. Around Easter this year, the sea swell caused by the rough March and April weather conditions also resulted in her sister vessel **Ginny Louise** being called into service. This highlighted the advantages of the use of Tidal Transit's rugged, high specification vessels on a day-to-day basis in the notoriously unpredictable southern North Sea; further trials then followed over the summer months, the success of which have resulted in this new, long term vessel contract for **Tia Elizabeth**. (Source: Tidal transit)

KNIGHTS OFFSHORE SUPPORT TAKES DELIVERY OF FIRST CTRUK OWSV

New business venture Knights Offshore Support (KOS) has taken delivery of its first CTruk 20T MPC offshore wind support vessel, **Coastal Knight**, which will soon join offshore wind industry service provider CWind's growing charter fleet. Owner Paul Knight considers CTruk's multi-role composite cats to be 'the vessels of the future' and hopes that the 18.5m **Coastal Knight**, will be the first of a fleet of KOS workboats to ultimately support offshore



wind farm construction and operations around the Scottish coast. He is already in advanced discussion with the Brightlingsea-based designer and builder for a second craft. 'Offshore wind is creating opportunities in Scotland and Knights Offshore Support will be well placed to service future projects with these fuel-efficient, robust workboats,' said Paul, who bought his first fishing vessel seven years ago and has owned several since as part of a successful commercial operation. Explaining why he chose CTruk's popular 20T design for Knights Offshore Support Paul commented, 'For me the fuel economy of these lighter boats stands out as key in an industry that is under pressure to cut costs. That coupled with the flexibility of the modular deck pods and moveable wheelhouse will mean we can offer a range of services at competitive rates. We are delighted with **Coastal Knight**, which has been finished to exceptionally high standards.'



Designed to meet the complex demands of the offshore wind support sector, the CTruk 20T MPC comfortably accommodates 12 technicians for transfer in its crew pod and can also reconfigure to carry a substantial payload on fore and aft decks of 37m² and 34m² respectively. CTruk managing director Ben Simpson said 'We are delighted to deliver **Coastal Knight** and wish Knights Offshore Support every success. Paul's belief in the merits of our innovative product

range is great to see and we look forward to working with him again soon.' **Coastal Knight** is the

14th composite offshore wind support vessel to leave CTruk's production facility since the company launched in 2010. She was named by Paul Knight's partner and 16-month old daughter during an informal ceremony in Brightlingsea on Wednesday. (*Press Release CTruk*)

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YARD NEWS

ZAMAKONA ROUNDS OFF OSV GUARD CELENA'S REPAIR



Over the past weeks, Zamakona Yards in Canary Islands, carried out the docking of Offshore Support Vessel (OSV) **Guard Celena**. **Guard Celena** is a 53.8m long OSV that operates on the western coast of Africa. The vessel belongs to Norwegian company Tananger Offshore AS, engaged in providing support vessels for offshore seismic jobs and stand-by vessels for offshore installations. The repair works performed included painting of the hull, cathodic protection,

reconditioning and repairing of the propeller, general overhaul of main engines, rudder works and deck machinery repairs. Some minor refitting jobs of valves, piping, chain cables, anchors were also included. (*Source: Zamakona*)

BARWA BANK CLOSSES ITS QR455MN VESSEL FINANCE DEAL WITH TOPAZ ENERGY

Barwa Bank recently closed a QR455mn (\$125mn) deal with Topaz Energy and Marine to finance 12 vessels including two newly-built that will be operated in the Arabian Gulf and Caspian Sea. The deal, Barwa Bank said, is setting a precedent for the lender given the "uniqueness" of the asset class and strategic importance of the industry. The facility comprises a \$110mn ijarah to finance some *10 existing vessels* and a \$15mn istisn'a to finance **two newly-built vessels**. These are offshore support

vessels used to provide special services to oil platforms. Barwa Bank Group CEO Steve Troop said, “The oil and gas services industry is experiencing robust growth and Barwa Bank is proud to support Topaz in catering to this booming sector. The selection of Barwa Bank for this deal is an important achievement for us financially and strategically as we strive to enhance our positioning as a strategic choice for major local, regional and international companies.” Topaz CEO René Kofod-Olsen said, “I am pleased with Barwa Bank’s support on this deal. We believe this facility is testament to the confidence the bank has in Topaz, which is underpinned by the Company’s track record of performance and corporate governance, as well as its prospects for future growth. Topaz’s steady cash-flows, earnings visibility and strong balance sheet make it an attractive and secure financing client. We look forward to further developing this partnership with Barwa Bank.” Topaz is a “pioneer” in its industry with a “solid track record”, and Barwa Bank said it looks forward to partnering with Topaz to support further expansion. Capitalising on its strong financial situation and innovative suite of products and services, Barwa Bank will continue to work closely with energy and energy-related sectors to achieve its vision of becoming a “universal banking group with its roots in Qatar”, a statement said. Hogan Lovells advised Barwa Bank on legal matters related to the transaction, while Reed Smith advised Topaz. *(Source: Gulf Times)*

ULSTEIN VERFT BOOSTS CAPACITY

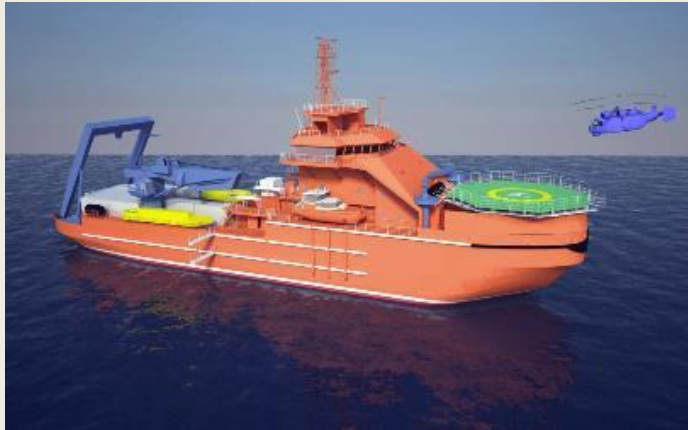
At Ulstein Verft, work is underway to install a new 250-tonne travelling crane in the dock hall. With this additional crane, Ulstein Verft becomes the first Norwegian yard capable of performing 500 tonne indoor tandem lifts. This investment is an important measure to strengthen the company’s shipbuilding activity long-term. “We have also purchased two multiwheelers to transport large sections around the yard. The procurement of new transport and lifting equipment will make us even more flexible. We will now be able to handle larger and heavier blocks,” says production manager Roar Riise. “ULSTEIN aims to further develop its shipbuilding activity. We are good at integrating systems, we have solid outfitting expertise, and otherwise take steps to shorten the project time in order to further strengthen our competitiveness,” says Riise. Investments have also been made at Ulstein Verft’s production facilities in Vanylven, where a new environmentally friendly bevel plasma burner will be installed this October.

(Source: Ulstein)



NORDIC YARDS COMMENCES CONSTRUCTION OF RUSSIAN RESCUE AND SALVAGE VESSELS

Nordic Yards started construction of two ice-breaking rescue and salvage vessels for the Russian Ministry of Transport today. The cutting of the first steel section, which traditionally marks the start of flame-cutting, was celebrated at the Wismar yard in the presence of representatives of the Russian Maritime Register of Shipping (RMRS) classification society. The Russian Ministry of



Transport ordered the two multipurpose rescue and salvage vessels from Nordic Yards in December 2012. After their delivery in 2015, the 88-metre-long, 18.5-metre-wide ships will be used by the Russian State Maritime Rescue Coordination Centre (SMRCC) for patrols and rescues on the northern Polar Sea route. They are intended for fighting fires and combating oil pollution. The ships' highly specialised equipment and a helicopter landing pad on the bow qualify

them for search and rescue missions to help ships in distress and for their evacuation and the provision of medical assistance. "This order strengthens Nordic Yards' reputation as a reliable and competent partner on the Russian market – in the Arctic as well as in the offshore oil and gas sectors," says Vitaly Yusuf, owner and president of Nordic Yards. "We look forward to further successful projects with Russia." The vessels of ice class IB6 in accordance with the RMRS classification are suitable for use in ice up to one metre thick and are therefore designed to perform excellently in Arctic conditions. Each ship has a total power output of about 7 megawatts. (*Source: Nordic Yards*)

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ABB WINS \$25 MILLION ORDER FOR TWO RUSSIAN ICEBREAKER VESSELS

ABB, the leading power and automation technology group, has won an order worth around \$25 million to supply its marine propulsion system, Azipod, and complete electric power plants for two new rescue and salvage icebreakers that are under construction at Nordic Yards GmbH in Germany. The new vessels, owned by Russia's State Maritime Rescue Coordination Centre (SMRCC), will be used for patrols and rescue



operations in offshore oil-and-gas fields. They will be fitted with equipment for search and rescue tasks and oil-spill response. The vessels are designed for Arctic conditions and will receive Russian Maritime Register of Shipping (RMRS) Icebreaker 6 class notations to perform rescue operations in waters covered by ice of up to one meter thick. “Since ABB’s first delivery of Azipod technology for ice breakers in the 1990s, 60 units have been delivered for more than 30 ice-going vessels,” said Veli-Matti Reinikkala, head of ABB’s Process Automation division. “On average, two out of three high ice-class vessels built today are fitted with ABB systems. This order sustains our reputation as a long-term and reliable partner in the Russian market.” ABB’s scope of supply will include 3.5 megawatt (MW) Azipod VI units, main switchboards, drives, bow thrusters and generators. Total power per vessel will be 7 MW. ABB has made a significant investment in Russia to support the country’s fast-growing offshore oil-and-gas activities in the Arctic. The company has 27 offices in Russia and five production sites, overseen by the head office in Moscow. ABB has also reinforced its presence in Russia by establishing dedicated marine centers in Moscow and St. Petersburg, backed by specialized marine service teams in Murmansk and Sakhalin. *(Press Release ABB)*

PROVINCIAL PRODUCT APPROVED

Recently, an **ASD tugboat developed by Zhenjiang Shipyard** was approved by Jiangsu Technology Department as a provincial new high-tech product. Featured by high-efficiency, energy-saving and superpower, it also represents the intellectual property rights of Zhenjiang Shipyard. Based on the design and manufacture ability of multifunctional ASD tugboats, Zhenjiang Shipyard made further efforts on new products R&D. Thus the new **ASD tugboat** boasts a main propulsion system total power of more than 6000kw, a towing force of more than 96t, an astern bollard pull of more than 90t and a free sailing speed of more than 14kn, which meets the individual requirements of superpower and high-efficiency from ship owners. The new product also applies self-developed patent skills such as energy-saving and green technology. It also represents the upgrade of ASD tugboat series and improves its core competitiveness. *(Source: Zhenjiang Shipyard)*

FIRST CUSTOMER BENEFITS FROM NEW ‘QUICK DOCKING/FUEL SAVING’ PACKAGE AT DAMEN SHIPREPAIR & CONVERSION



Damen Shiprepair & Conversion has developed a new innovative product, the ‘**Quick Docking/Fuel Saving**’ package. This offers owners a fast and low-cost additional docking with the sole aim of reducing fuel consumption in between the five-year statutory survey period. The first vessel booked under the new concept has docked at Damen Shiprepair Brest (France). It is the capesize bulker ‘**Castillo De Catoira**’

operated by Spanish company Empresa Naviera Elcano. Damen expects to bring more of its vessels to its ship repair yards. Jos Goris, Managing Director of Damen Shiprepair Brest and initiator of the concept, comments: “We know that hull resistance builds up during years of service and this can

have a significant impact on performance and consequently, fuel costs. By introducing this product, we are thinking along with our customers and know that fuel costs are a major consideration for shipowners and charterers, especially in this economic climate.” Mr Kees Jan Groen, Commercial Director Damen Shiprepair & Conversion adds: “Charterers are focusing more and more on vessel performance and its impact on fuel consumption. Owners can add value by ensuring the vessel is performing in accordance with the chartering agreement and Damen can add value and help our clients perform better.” *Quick Docking characteristics* Under the package, anti-fouling and fresh coatings are applied to improve hull performance, propellers are given a super high polish and the yard fine-tunes the main engine. “Inside and out, everything is optimised for efficient fuel consumption. By improving the engine and propulsion line and applying coatings, the vessel’s performance is improved considerably, said Mr. Goris.” Damen expects the fuel saving docking – which can take as little as a few days – to pay for itself within six to eight months depending on the type and size of the vessel. The package is provided on a lump sum basis. The ‘Quick Docking/ Fuel Saving’ package can be executed at any of Damen Shiprepair & Conversion yards, which boasts 40 dry docks throughout Northwest Europe. “We aim to provide new and innovative services for shipowners and managers which can help them add value for their clients,” says Mr Goris. Damen Shiprepair & Conversion is developing more value added ‘Quick Docking’ services to be introduced shortly. *(Press Release Damen)*

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OFFSHORE HOTEL SHIP KEPT STEADY BY 'BUILT IN WAVES'

This accommodation vessel makes it easier for offshore industry workers to find their sea legs, thanks to opposing waves created in specially-designed tanks fitted in the hull. It is designed by the Stord-based maritime design company SALT, and is being built under contract for ship owner Østensjø. “This concept provides an alternative to the semi-submersible platforms commonly



used at present. The aim is to create a more mobile hotel unit which can be leased by oil companies which operate in several parts of the world. Our job has been to give the ship characteristics which make it more comfortable to live on at sea,” explains Sverre Anders Alterskjær of MARINTEK, the

Norwegian Marine Technology Research Institute. *Built-in waves* The integrated system designed to reduce rolling of the vessel has been developed by Hoppe Marine and thoroughly tested by Alterskjær and his research colleagues at MARINTEK who are specialists in investigating new ship and hull concepts using the unique test basins in their laboratories. The roll damping is achieved using tanks integrated into the bottom and sides of the hull – called “U-tanks” because of their shape. “The tanks are filled with water which is set in motion in opposing phase to the wave forces acting on the hull,” Alterskjær explains. •The tanks are fitted with air valves at the top which partially control the water motion in the tanks. •Valve opening can be adjusted depending on the ships roll period •The result is reduced rolling and improved comfort for those on board. The researchers investigated the optimal opening of the valves at the top of the U-tanks and the correct water level relative to the ship design, as well as measurement of the motion of the ship during voyages and in hotel mode. *(Source: MarineLink; Model tank test: Photo credit MARINTEK)*

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - [First customer benefits from new ‘Quick Docking/Fuel Saving’ package at Damen Shiprepair & Conversion](#)
 - [Meet with Piriou at Middle East Workboats 2013 – Abu Dhabi](#)
 - [Resolve Marine group announces purchase of the ETV, Resolve Monarch](#)
 - [Boskalis acquires EUR 130 million port dredging project in St Petersburg, Russia](#)
2. The website last month has been modified on the subscribe page and on the all newsletter page. On both pages there is a Flash Page Flip added with the latest newsletter view.
3. Maybe you have notice that the newsletter is sent to you as attachment again as Towingline is working with another server/provider.

*Be informed that the mobile telephone number of Towingline has changed into: +31 6 3861 3662
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