



## TUGS & TOWING NEWS

### SEAWOLF UNDERGOES A CROSS-HEMISPHERE REFIT



Since announcing their joint venture in 2012, the partnership between New Zealand and Spanish yards Integrated Marine Group (IMG) and Atollvic has gone from strength to strength. A successful collaboration on the well-known expedition yacht M/Y **Seawolf** ( ex **Clyde** ) has proven the value of the global refit network that the yards offer the superyacht fleet. Vigo-based Atollvic, is currently undertaking work on **Seawolf**, with an extensive list

of maintenance and upgrade works entrusted to its team. What makes this project special however, is that Integrated Marine Group, which had **Seawolf** in its Auckland yard 18 months ago, will send a team to complement Atollvic’s own skilled workforce. The team of painters are indicative of the wider approach the two yards take to delivering exemplary service to clients. Working in cohesion, they’re able to deliver a quality, consistent finish, guaranteeing a great result while working with the yacht’s schedule. In a competitive market, and with yachts travelling further and wider than ever before, this ability to work across hemispheres delivering cohesive, well-planned and effective service to a yacht wherever she happens to be, is a trait which has seen both yards increasing in strength. Marco Villar, managing director of Atollvic says the partnership has enhanced the skills of the Spanish yard and given it new forward momentum. “Being in partnership with IMG has proven of vital importance in such a competitive industry. IMG has reshaped our attitude, refined our skills and without a shade of doubt, improved our management and accounting plans and programs. We’re looking forward to a long lasting relationship.” “Working with our partners has been a very refreshing process. We have developed a new momentum and have learnt a lot from the many talented people we have met within their organization. Our collaboration has definitely enabled us to deliver a higher standard of service to our clients,” added Mark Wightman, CEO of IMG. Integrated Marine Group have recently taken over a new workspace in Auckland’s Hobsonville to increase capacity. “Obtaining a covered shed facility is significant milestone for IMG, we look forward to some impressive results rolling out the door in the near future” The companies are united in their joint venture by a shared strong bond based on close connections to the sea, a

strong maritime heritage, and the capability and resources to deliver exemplary results. Add to that an ability to deliver those results in the northern or southern hemisphere without disrupting a yacht's cruising schedule, and it becomes clear why their partnership is proving popular with yachts. Widely-travelled and iconic **Seawolf** is a great example of this. She's recently paid a visit to her original build location in Holland for a commemorative visit with another former towing tug, **Elbe**. The two iconic vessels steamed together, with 58-metre **Seawolf** leading her sister ship, **Elbe**. It was a sight much anticipated by yacht watchers and the two grande dames of the sea didn't disappoint. In the past, **Seawolf** achieved fame for her endurance, once towing two US Navy aircraft carriers from Boston to Japan, well and truly earning this classic ship her right to a life of adventure and exploration. Both IMG and Atollvic are proud to put their names to ensuring this 56-year-old yacht, which has had a global career stretching from Yokohama to Rotterdam, continues to delight her owners, guest and crew for years to come. *(Source: Super Yacht Times)*

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## DAMEN TRADING DELIVERS SEVERAL VESSELS

Trading in preowned vessels continues to be a popular choice for many customers. Damen Trading facilitates the sale and purchase of both Damen and third-party vessels. Recent deals highlight how trading in vessels results in a win-win situation for buyer and seller. Under these arrangements vessels have been sold in Australia and bought by clients in Uruguay, U.K. vessels have gone to Zanzibar, Colombian vessels to Jamaica, with customers worldwide seeing the benefits of trading in. This summer a client based in the Middle East purchased two Damen 26 m Shoalbusters and decided to take advantage of trading in opportunities by selling two of its Multicats 1908 and a Fast Crew Supplier. **Australia** Damen carried out the inspections and refurbishment of the three vessels at its partner yard, Albwardy Marine in Dubai. The two Multicats were destined for an Australian client so it was vital that the hulls were sandblasted and repainted to comply with the country's strict environmental regulations. Damen also handled the transport to Australia. **Kazakhstan** The FCS was sold on to a client in Kazakhstan. Here, Damen carried out changes to the seating arrangement, reducing the number of seats from 75 to 60, as well as making the required adjustments to the heating and air conditioning system. Michel Radjiman, Damen Trading's Sales Manager, said, "Damen has yards all over the world, so we can carry out any refurbishment or



repairs needed and all near to Damen Trading's clients." *Nigeria* In other trade-in deals, Damen Trading has sold vessels on behalf of the U.K. Customs Authority, with vessels being sold on to clients in Nigeria and Zanzibar. *Offshore Wind* Furthermore it has handled vessel exchanges for several customers active in the offshore wind industry. Often these customers want to upgrade from non-Damen vessels to the pioneering Damen Twin Axe FCS 2610, a vessel fast becoming the offshore wind industry standard. *U.K.* Damen Trading also facilitates customers that have a change in their fleet requirements, although they may still want to keep the same vessel type. In another recent example, a customer wanted to trade a Damen Stan Tug 1606 for one of the same type. The first Stan Tug had an exhaust at the stern and no A-frame but the new 1606 vessel has funnels and an A-frame. The original vessel was then sold to a customer operating on the River Thames in London. *Damen Trading Delivers Several Vessels* Damen Trading, official dealer: sale and purchase of preowned (Damen) vessels, a trade in its own right A global position in shipbuilding also includes the Sale and Purchase of pre-owned ships. At Damen Shipyards Group this is the domain of Damen Trading. "Knowing the vessel, as often we've built it ourselves, gives us the unique position to best assess its operational condition, value and quality assurance towards its future owner." Sale and purchase of preowned vessels is the core business of Damen Trading. Located in Damen's Dutch head office, this business unit operates worldwide. Although Damen-built vessels dominate its portfolio –guaranteeing product expertise– Damen Trading also trades other makes. "Our fixtures include both vessels that are traded-in as part of a newbuilding contract with a Damen-yard, and non-orderrelated transactions. Here, we'll act as brokers only", Michel Radjiman, Damen Trading's



Sales Manager notes. *Buy-back* In terms of ship types, Damen Trading focuses on Sale & Purchase of vessels from Damen Shipyards' various standard design ranges encompassing tugs, dredging and offshore vessels, like Multicats, Shoalbusters, (high speed) crew boats and other auxiliary craft. Equally, non-Damenbuilt vessels mostly involve ships from these sectors. "We continue to establish how Damen-built vessels will on average land a

higher market price, both in contracted project assignments and on the second hand market. Having worldwide acquaintance with our standard types apparently does yield an additional asset, indeed. And thanks to our 'official dealer' position we're able to realize a higher revenue for a Damen-built vessel than any other broker," Radjiman added. He refers to the company's distinctive, multiple USPs that includes having built and even designed the vessel, the group's scale economies and its global presence and operations. Damen Trading does not only buy/sell vessels that are traded-in, or act as brokers for other second hand ones on sale. Radjiman said, "We also issue vessel or entire fleet valuations for our customers." *In sight* Damen Trading was established in 1985 as a spin-off of Damen Marine Services, the group's ship-rental subsidiary. From seeking buyers for the occasional tug or workboat having come off-hire, the new business unit gradually evolved towards its current trading/brokerage volume of an average twenty vessels per year. There's no stereotype customer

profile or pattern. Next to the trading-in/newbuilding order scenario, a company may seek a pre-owned vessel and end-up ordering a new one instead. The other way around, a company that initially sought a newbuilt, may buy a used vessel, especially when delivery time is critical. In such events, adding to its USP, Damen Trading will usually have a suitable, first owner vessel in portfolio or in sight from the vast fleet of Damen vessels around. *(Source: Damentrading.com)*

## SAAM AND SMIT SIGN DEAL TO MERGE TUG OPERATIONS

The parent company of SAAM SA announced that its subsidiary SAAM has signed a partnership agreement with Boskalis Holding BV, parent company of SMIT Tugs, the second global player in the industry. During the signing in Paris, the Chairman of Boskalis, Peter Berdowski, and the President of SM SAAM, Felipe Joannon, and the General Manager of the latter, Javier Bitar, signed and sealed documents assessed as a strategic agreement for both companies. The agreement includes the formation of two



joint ventures for the joint operation of tugs in Brazil, Mexico, Panama and Canada. As a result of this merger, the Joint Ventures will have combined sales of around \$250 million and operate a modern fleet of over 100 tugs. The first Joint Venture includes the merger of the two companies' operations in Brazil, with each of the parties having a 50% stake in the share capital. The second joint venture will consist of operations in Mexico, Panama and Canada. SAAM will have 51 % of this company and Boskalis the remaining 49%. The second agreement will expand regional coverage of SAAM to two new markets, very relevant in the region, such as Panama and Canada. Panama is a vital center for international trade, both in its current canal and its new expansion, which will double its capacity for freight traffic. "The agreement with SMIT, whose realization we are communicating, strengthens our leadership in America and opens a myriad of opportunities in areas we have defined as strategic for the company, and where we can add value to our customers," said Javier Bitar, General Manager of the company. *(Source: The Bulletin Panama)*

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## OLDEST CLIPPER IN THE WORLD REACHED CHATHAM

The "**Dutch Pioneer**" towing the "*City of Adelaide*", the oldest surviving clipper ship in the world,

to Chatham on the barge "*Lastdrager 28*" of the van der Wees company, reached the port on Sep 25 where the clipper was to be fumigated at Chatham docks and to say an emotional goodbye at an event in Greenwich by the "*Cutty Sark*" with the Duke of Edinburgh in attendance before leaving for Australia mid-October. The "*City of Adelaide*" spent five decades on the Clyde and will always be remembered in Glasgow as the "*Carrick*", having served as an RNVR Messhouse in the city centre. Having sunk twice at her quayside moorings, she was salvaged and taken down the Firth of Clyde to Irvine in Ayrshire and dragged ashore and was in that position for 22 years. Her eventual departure from Irvine Harbour attracted thousands to witness the move [here](#) (Source: *Vesseltracker*; Photo: *Thames Pics*)



## TWO OLDIES FROM BAKER-WHITELEY COAL



Tug **Elma** built 1916 by the New Baltimore Shipbuilding & Repair Co., New Baltimore, N.Y. & Tug **James S. Whiteley** built 1931 by M.M. Davis & Son, Solomons, Md., Both are owned by the Baker-Whiteley Coal Co. The **James S. Whiteley** has a 2 cylinder steam engine of J.W.Sullivan Co. – New York of 64 nhp. She has a grt of 193 tons and a nrt of 131 tons. The dimensions are 93.9' x 25.2' x 12.4'. In 1950 she was still in the Lloyd Register. (Source: *Harold E. Tartell*; Photo: *Vince Cucina*)

## ATLANTIC MAPLE - SPLENDID TUG, GONE FOR SCRAP.

After many years of layup and on the sale broker's list, Atlantic Towing finally gave up on the **Atlantic Maple** this summer and scrapping began at the Indiantown tug base in Saint John, NB, and is largely completed by now. In the 1960s Atlantic Towing Ltd ordered a pair of sea-going tugs from Saint John SB & DD. First was **Irving Maple** and second was the larger **Irving Birch**. **Irving Maple** was delivered in 1966 and set to work towing oil barges for Irving Oil. Some very large barges, such as **Irving Whale** and **Irving Sealion** were the usual consorts of this tug, which was also available for salvage and other towing work. Her fine lines and high bow made her an excellent sea boat, and she proved herself many times over in bad weather and awkward tows. In 1975 she towed the broken down **Leslie** from Newcastle NB to Philadelphia after a grounding. Built for navigation in ice, **Maple**

made several trips to northern waters, the most memorable was in 1980. She assisted **Irving Birch** in towing a mine plant barge from Trois-Rivières, QC to Little Cornwallis Island for Cominco's zinc mine. January weather in 1982 made for a difficult salvage job with **Irving Birch** when they were called upon to retrieve the tanker *Arhon* which had been adrift for two weeks off Sable Island. They arrived safely in Halifax



January 27, and the ship was eventually towed to Spain for repairs by **Irving Miami**. In March of the same year **Maple** took the lead in salvaging the abandoned *Dalia D*. In the Gulf of St. Lawrence. The ship had taken on a severe list in pack ice, but **Maple**, assisted by **Irving Birch** were able to get the ship safely into Gaspé Harbour. In 1984 she towed the two large Irving tankers *H.1060* and *H.1070*, in tandem, from Point Edward NS to Spain for scrap, arriving at Castellon July 9. She also towed the paper barge *Kent Carrier* and *Kent Transport* on numerous occasions, up and down the east coast. When business was slow in the 1980s recession, she was laid up at an anchorage in the Saint John River with **Irving Birch** and **Culver**. The fresh water in the river inhibited marine growth during the idle period. In February 1995 she towed the newly launched *Atlantic Spruce* (i) from Georgetown PEI to Halifax NS for completion. With the elimination of tanker barge services and the delivery of new harbour tugs, Atlantic Towing changed the existing tug's names. After working a few years as **Atlantic Maple**, the tug was laid up at Atlantic Towing's Indiantown base in Saint John in 2003. Although there was some expectation that she would see service in 2008 she remained mothballed until demolition began in the summer of 2013. Atlantic Maple, ex Irving Maple -96; O.N. 326466; IMO 6619578; 487grt. Built in 1966 Saint John SB & DD under number 1063. Dimensions 35.36m x 9.45m x 4.27m; 8 cyl Polar (Nydqvist & Holm) = 3200bhp, 1 screw, controllable pitch prop in nozzle. (Source & Photo: Mac Mackay – Tugfax)

## MCNALLY - STILL WORKING PIER 6, PIER 9 AND FAIRVIEW COVE



Three McNally tugs in Halifax involved with pier expansions at Fairview Cove and Halifax Shipyard. One new concrete crib, built by McNally, will soon be placed at Fairview Cove to extend the pier. They are currently using *Derrick No.3* to place steel sheet piles in the area. Meanwhile using pier 9c as a base McNally is building cribs for the Halifax Shipyard pier 6 expansion. So far five cribs have been positioned.

*Derrick No.1* and the semi-submersible *Beaver Neptune* are in use along with the previously shown Dexter scows and workboats. McNally's tug **Jamie L** seems to be the tug most in use, but **Oshawa** can

also be seen from time to time. **Bagotville** does not seem to be very busy by comparison. *(Source & Photo: Mac Mackay – Tugfax)*

## *PACIFIC HICKORY - CPT GLEN LLEWELLYN RETIREMENT*

Captain Glen Llewellyn with a painting of his command the **Pacific Hickory** presented to Glen on his retirement from active service. Glen started his career in 1976 with Atlantic Towing, eventually becoming the Captain of then **Irving Miami** in 1987 (name change to **Atlantic Hickory**, then **Pacific Hickory** when bought by Seabridge). Glen then remained as the lead Captain of the “Hickory” from 1987 until his retirement; 26 years of service on the



same vessel under only 2 owners. He took the “Hickory” around the world many times, albeit the majority of the time being spent in Canadian Flag and in service in the America’s until 7 years ago when Seabridge bought the vessel and she commenced WW tramping on a full time basis. Seabridge wishes Glen all the very best and salutes him for his dedicated and top class service; he will be sorely missed. Glen started work on tug boats in June of 1976 after receiving my 350T tug boat masters from Holland collage Summerside. He started work as chief mate on the **Irving Maple** doing harbour and coastal work and worked on various coastal boats while receiving first his Home Trade 2 certificate then his Home Trade 1 certificate then in 1987 Glen received his Master Mariners and went Master on the **Irving Miami** later renamed the **Atlantic Hickory** and now the **Pacific Hickory**. While on the Hickory they done many types of jobs at first we were towing specialty build barges carrying news print from Saint John N.B. to Fort Lauderdale Fl. After that we hauled lumber and waste paper on the same barge to England, Holland Brazil and all around the Caribbean from Saint John and later from Mobil Al. In between these jobs we towed oil barges around the Maritimes also did ice management work off Newfoundland and seismic support and refueling work off Nova Scotia and Newfoundland We towed a converted Great Lake self unloader hauling salt out of Pictou Nova Scotia the barge was 27000 Dead weight and in the notch we were 594 ft long the biggest ship ever into Pictou before that was less than 500 ft we had to turn and back in the last about 1 mile that was interesting after that the barge was bought by new owners and put to work hauling grain and



aggregate around the Great Lakes at 2700 T and 28 ft draft that was very demanding work in the close quarters and congestion of the Lakes We did different spot market work in between these times the most memorable was a tandem tow of 2 Victory class world war 2 ships from Norfolk Va. To Alang India for scrap we had many problems resulting in a 6 month trip with 2 weeks in Durban SA to clean contaminated fuel The Hickory then did charter work for Seabridge before

being bought by them. *Glen Llewellyn M.M. (Source & Photo's: Piet Sinke ©) Note of the compiler*

*of this Tugs Towing & Offshore Newsletter:* Interesting to read that with the retirement of Captain Glen Llewellyn started as chief mate on the **Irving Maple**, this vessel sold for scrapping last summer. See above article of the **Atlantic Maple**

### WHY DID TUG RUN AGROUND? COAST GUARD WANTS TO KNOW

The Coast Guard is investigating why a tugboat went off course and ran aground on Cape George Beach early Thursday morning. The tugboat **Shannon**, which ran aground at about 12:30 a.m., was refloated at about 7 a.m., the state Department of Ecology said. It was moored behind the Port Townsend Paper Corp. mill. “There was no damage to the boat, and no pollutants were released,” said Petty Officer 1st Class David Mosley, a Coast Guard spokesman. “We are still



investigating why it went off course, and this could take several days before we have an answer.” The tug, which is owned and operated by Maritime Works Corp. of Seattle, was heading from Port Angeles to Seattle when it ran aground south of its scheduled route, according to the Coast Guard. The 68-foot, 141-ton **Shannon** was towing a barge of paper products that did not run aground. Terry Lyle, who lives on the bluff above Cape George Beach, heard what he thought was a truck in front of his house but later determined it was a boat on the beach, according to his wife, Polly Lyle. “We called the Coast Guard, who acted like they didn’t know about it yet,” Polly Lyle said. “We watched the crew shine a flashlight onto the water and run the engine, trying to get out, for about an hour. “The crew finally turned out their deck lights,” she said. “We watched for a while longer and went to bed.” The tug was gone when they awoke, she said. *(Source: Peninsula Daily News by Charlie Bermant; Photo: Keith Thorpe)*

## ACCIDENTS – SALVAGE NEWS

### BLAZE QUICKLY DEALT WITH IN STOREROOM OF SHIP DOCKED IN LOWESTOFT



A supply vessel, which was in collision with a gas platform off the Norfolk coast at the weekend, was involved in further drama after it caught fire in Lowestoft during repair work. The **Vos Raasay** supply vessel, pictured here during repairs in Lowestoft docks on Tuesday, sparked another emergency call-out at 12.40pm yesterday (Thursday) following a small fire in the ship’s store room. Eight fire crews – including two crews from Lowestoft South, one from North Lowestoft, two crews from Great Yarmouth, two crews from Beccles, and a crew from Southwold – were called to Commercial Road, following reports from Port Authority that the ship had caught fire while undergoing welding repair work. A brigade



spokesman said the “small fire” affected the storeroom of the ship docked at North Quay in Lowestoft, but the blaze was out by the time firefighters arrived. After an inspection of the vessel, one member of the ship’s crew was taken to hospital for treatment for light smoke inhalation. Firefighters used a thermal imaging camera to check the fire had not spread before leaving the scene at around 1.30pm. (*Source: EDP 24 by Mark Boggis; Picture: Mick Howes*)

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

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

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

## *PORTION OF ST. JOHNS RIVER CLOSED AFTER VESSEL STRUCK MATHEWS BRIDGE*

ATLANTIC BEACH, Fla. - The U.S. Coast Guard closed a portion of the St. Johns River in Jacksonville, Fla., Thursday afternoon after a vessel struck the Mathews Bridge, which connects downtown Jacksonville to the Arlington area. A tug was towing the *USNS 1st Lt. Harry L. Martin* when the ship struck the bridge near the center span. Boatcrews from Coast Guard Station Mayport and other law enforcement agencies are currently enforcing a 200-yard safety zone on both sides of the bridge. Florida Department of Transportation bridge inspectors are en route to determine the extent of damage. It is currently unknown how long the waterway and road will be closed. Questions regarding the road closure should be directed to the Jacksonville Sheriff's Office. (*Source: USCG*)

## OFFSHORE NEWS

### *READY TO LAUNCH*



Bay Shipbuilding Co. of Sturgeon Bay is set to deliver the first of two ships designed to bring supplies to oil rigs in the Gulf of Mexico. The platform supply vessel, Bay Ship’s **Hull 771**, has been undergoing sea trials before leaving for Tidewater Marine LLC, based in New Orleans. The ship is expected leave Sturgeon Bay by next week, according to Todd J. Thayse, vice president and general manager of Bay Shipbuilding. The exact time of departure has not been determined. Since construction began in November

2011 with the laying of the keel, Door County Advocate photographer Tina Gohr has been photographing the vessel’s completion monthly. Cutting of steel started Sept. 19, 2011, with the first 50 tons of fabricated steel used for the keel or center line for Hull 771. Another 1,000 tons of

fabrication followed. Hundreds of Bay Shipbuilding workers helped complete the vessel. “It’s a great boat,” Thayse said of the completed project, adding that Hull 772 will also soon be finished, and Tidewater is expected to take delivery of the second vessel built in Sturgeon Bay later this year. Currently, Bay Shipbuilding has about 450 employees, with no layoffs expected, Thayse said. “We’re gearing up for a busy fall of conversion work,” he said. Hulls **771** and **772** are 303-foot deepwater class vessels, with diesel-electric Z-drive propulsion, designed by MMC Ship Design of Poland. The PSVs are the first of their kind to be built at a Great Lakes shipyard. They will join the Tidewater Marine Services fleet of more than 650 vessels used in the petroleum industry worldwide for offshore oil rigs. Bay Shipbuilding specializes in building commercial ships and in ship repair. Before the Tidewater contract, 2009 had seen the last of the major build programs that restarted in the mid 1990s, according to Thayse. Many of the lakers and barges that ply the Great Lakes were built at Bay Ship. In Door County, both the Eyrabaki and the Arni J. Richter were built in Sturgeon Bay for Washington Island Ferry Lines. The Sturgeon Bay shipyard is a division of the Fincantieri Marine Group, which builds ships for commercial and government customers including the U.S. Navy and Coast Guard. The group also has facilities in Marinette and Green Bay. It is a part of Fincantieri-Cantieri Navali Italiani SpA, an international company that employs more than 10,000 people worldwide including eight shipyards in Italy, building everything from mega-yachts, naval and commercial vessels to cruise ships. (Source: Ramelle Bintz at [rbintz@doorcountyadvocate.com](mailto:rbintz@doorcountyadvocate.com))

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## GC RIEBER SHIPPING SELLS HMS PROTECTOR

GC Rieber Shipping has entered into an agreement with the UK Ministry of Defence (MoD) on the sale of the in house designed ice-breaker “**HMS Protector**”. This vessel has been on a bareboat charter to the buyer since the spring of 2011. The sale provides GC Rieber Shipping with an accounting gain of about NOK 370 million, while the cash effect is NOK 485 million. GC Rieber Shipping is a leading international player in the segment for advanced operations in difficult ice conditions. “**HMS Protector**” (ex “**Polarbjørn**”) was purpose-built in 2001



for long expeditions to the Antarctic and for subsea assignments offshore. The UK MoD, a long standing client of GC Rieber Shipping, has been using the ship as an icebreaker and patrol vessel for the Royal Navy in the South Atlantic and the Antarctic since 2011. It has also provided support for

UK Foreign & Commonwealth Office and British Antarctic Survey. “**HMS Protector**” is the second vessel which MoD has chartered and later purchased from GC Rieber Shipping. The first one being “**HMS Endurance**”. Irene Waage Basili, CEO of GC Rieber Shipping, comments: “We are very satisfied with the collaboration we have had with the MoD. They are highly professional and we have found them both challenging and rewarding to work with. We are known for having highly technical vessels and unique expertise for operations in icy waters and we see this transaction as an acknowledgement that a long-term customer is so satisfied that it wants to own our vessel. New investments in the ice segment are very interesting for us going forward.” As part of the sale contract, GC Rieber Shipping will continue to support the vessel on a Contractor Logistic Support agreement for 1 year. *(Source: GC Rieber Shipping)*

### OFFSHORE SERVICE VESSELS SECURES CHARTER EXTENSION FOR MV C-CHAMPION



Offshore Service Vessels, Inc., from Louisiana is being awarded a contract by The U.S. Navy’s Military Sealift Command for an \$8.4 million modification to a previously awarded contract to exercise a one-year option for the time charter of maritime support vessel, MV **C-Champion**. MV **C-Champion** is a Submarine and Special Warfare Support vessel used as a platform for launching and recovering small boats, refueling and provisioning small boats and assisting with limited maintenance for small

boats. The vessel also provides support to maritime security operations. Work will be performed worldwide, and is expected to be completed by October 2014. *(Source: World Maritime News)*

### DOF ENTERS INTO NEW CONTRACTS WITH TOTAL EGYPT

DOF has today entered into two time charter contracts with Total Egypt (Total) for employment of the vessels “**Skandi Stord**” and “**Skandi Saigon**” in the Egyptian economic zone. Commencement is end September, 2013, each with a firm period of approx. 100 days. Total has an option to extend the contracts for each ship with approx. 40 days. The aggregate contract value for the firm period is approx. NOK 43 mill. “**Skandi Stord**” and “**Skandi Saigon**” are anchor handling (AHTS) vessels. “**Skandi Stord**” is owned by DOF Rederi AS, a wholly owned subsidiary of DOF. “**Skandi Saigon**” is owned by Aker DOF Deepwater AS, which is owned with 50 per cent by each of DOF and Aker Solutions ASA. *(Source: DOF)*



## DIVERSITY CREW OF CREST MARINER 2



Over the years it is clearly observable the changes in crew nationalities on board ships. About a half century ago the crew on board are from the same country. Nowadays that is different. It is a known fact that today's crews are from diversity nationalities as is seen on the picture taken on board of the **Crest Mariner 2** at Mtwara-Tanzania. But not nationalities only there are male and female mixed up also. *(Photo: Capt Pieter Bolt)*

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## NMS DELIVERED CREW BOAT



PT. Newport Marine Services (NMS) has announced that in line with its ongoing fleet expansion program, NMS has taken delivery of the newly built crew boat "**NMS Accomplish**". She is the first of four newly built crew boats with the other three set for delivery next month. These series of Crew Boats – A Series "**NMS Accomplish**", "**NMS Achieve**", "**NMS Accelerate**" and "**NMS Advance**" will be working on

charter in the oil and gas industry of Indonesia. Main points of the A Series Crew Boats: - 37 Meters - 60 Passenger Business Class Seats - 23 Knots Speed - Double Bow Thruster - 80 Square Meters of

Deckspace - Dual Class – BV & BKI (*Press Release PT. Newport Marine Service*)

## TWO PILOT BOATS SOLD TO LEBANON

"Blue Sea Brokers confirm they have now sold 2 Pilot Boats from France to Lebanon and have also organized the transport port to port in cooperation with their Logistics Agents. The two Pilot Boats were second hand sister ships with dimensions 12m LOA x 3.21m beam and Cummins engines 316 kW. (*Source and*



*photo: Blue Sea Brokers info@bluseabrokers.net / admin@bluseabrokers.net / www.bluseabrokers.net / Tel: 0034 669 70 65 31 / Skype-id: bluseabrokers")*

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 A blue and white offshore service vessel, branded with the SEAZIP logo, is shown sailing on the ocean. The vessel has a white superstructure and a blue hull.
 

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## CURACAO DRYDOCKING NEWS

*By John Smit*

### OCEANIC INSTALLER



It is reported that in week 38 at the Curacao Droogdok Maatschappij – Willemstad the 1984 built Offshore Support Vessel **Oceanic Installer** (Imo 8224494) undergoing survey and repairs. The vessel is owned by Oryx International Inc. – Dubai; United Arab Emirates and managed by Integrated Marine Services Inc. – Dubai; United Arab Emirates. She is Bahama registered with call sign C6LO4 and has a grt of 3,292 tons and a dwt of 2,100 tons and is classed Det Norke Veritas. (*photo: John Smit*)

## MARIDIVE 230

Another vessel seen at the Curacao Droogdok Maatschappij – Willemstad is the 2008 built Anchor Handling Tug Supply vessel **Maridive 230** (Imo 9346287) for survey and repairs. The vessel is owned and managed by Maridive Sae – Alexandria; Egypt. She is Egypt registered with call sign 6AFS and has a grt of 1,855 tons and a dwt of 1,350 tons and is classed Det Norske Veritas. *(Photo: John Smit)*



## WINDFARM NEWS

### TIGER WOULD BE GREAT ADDITION TO ANY FLEET



The thunder may have been roaring on the North East coast at the end of July but that didn't stop the UK's premier boat builder Alnmaritec delivering the latest boat to be built at their Blyth, Northumberland base for client Rix Shipping. The '**Rix Tiger**' is the second of the new Wave Captain class of wind farm support vessels to be completed for Rix by Alnmaritec and she will join her sister '**Rix Panther**' in serving the offshore wind industry. The vessel design features the latest high efficiency

hull form developed by the Alnmaritec design department. She is powered by twin Cummins QSK 19 800 bhp diesel engines, coupled to ZF 2000V gearboxes driving twin 5 blade propellers. She achieves a cruising speed of 24 knots and has demonstrated exceptional sea keeping characteristics during recent sea trials. In addition she boasts a resiliently mounted wheelhouse which minimises noise and vibration, a large cargo area forward, and she also has two single berth crew cabins below decks. She represents the state of the art in current wind farm service vessel design with exceptional attention to detail, having benefited from Alnmaritec's long experience in this sector as Managing Director Chris Millman explains, "We have been building the boats used for wind farm crew transfer since the industry began in the early 2000's so we understand what clients are looking for from their boats. We are constantly reviewing and improving our offering as a result of close working relationships with our clients in the sector and we are delighted with our latest delivery, the **Rix Tiger**." James Doyle, managing director of Rix Shipping, said: "Rix has worked closely with Alnmaritec to create the Tiger and we are really pleased with the results. "Between the two companies we have come up with a range of great innovations that have produced a top class vessel ready to work in the wind farm sector. "Alnmaritec finished the boat on time and to specification and we are delighted to have taken delivery of what is our third wind farm work vessel." *(Press Release Alnmaritec)*

## YARD NEWS

### *SPECIALIST BRAZILIAN SHIPBUILDER URGES RUSSIAN INDUSTRY TO STRENGTHEN MARITIME TIES*



AMEC Kromav, the Rio de Janeiro-headquartered specialist company for shipbuilding and offshore activities, has urged Russian industry to take full advantage of Brazil's multi-billion dollar offshore industry opportunities. In a comprehensive presentation at NEVA in St Petersburg, Rosalo Sales, Director of Business Development & Strategic Planning at AMEC Kromav told delegates that the Petrobras Business Plan 2013-2017 had scheduled investments of more

than \$230 billion in Brazil (95%) and \$11.7 billion (5%) overseas, with opportunities for annual contracts worth \$28.4 billion alone in Brazil. "The current oil tanker fleet must go through a \$101 billion or \$14.2 billion per annum modernisation programme by 2020, at which time Petrobras is scheduled to double oil production to 4.2 million bpd," Mr Sales told delegates. "This will cater for future demand for 49 tankers, **196 platform support vessels, 38 offshore exploration and production units, 28 drill ships** and ancillary equipment," he added. Mr Sales revealed that 26 yards in Brazil currently had steel processing capacity of 600,000 tons a year and that work on 11 yards to double capacity was in progress. "Brazil offers offshore industry experience, large demand for ships and offshore units and needs qualified manpower and partnerships in construction and engineering," Mr Sales said. "Russia offers high experience in ship design, high quality equipment and qualified manpower to support the shipbuilding industry. "Looking at what both countries need and have to offer, we firmly believe that Brazil and Russia will profit from trading what is needed and what may be offered." The NEVA programme this year centred on a host of key issues ranging from the use of LNG as fuel and developments in marine technology to port optimisation, manpower requirements, vessel design and the challenges of Arctic shipping. In a keynote speech, Viktor Olersky, Deputy Minister of Transport of the Russian Federation and Deputy Chairman of Marine Council of the Russian Federation Government addressed the status and prospects of Russia's marine transportation system and warned of the particular need for financing vehicles and shipyard capacity. Joseph Westwood-Booth Senior Deputy Director, Sub-Division for Marine Technology and cargoes at the International Maritime Organization outlined latest developments with particular reference to the aftermath of the Costa Concordia incident and representatives of the economic development agency of the German state of Mecklenburg-West Pomerania joined forces with suppliers and entrepreneurs for a presentation entitled 'Invest in MV'. "This year NEVA became the platform for organising the national pavilion of The Netherlands under the framework of the '*International Year of The Netherlands in Russia 2013*' and continued to serve as a forum for cooperation in the development of marine infrastructure and logistics," said Dimitri Rogozin, Deputy Prime Minister and President, the Maritime Collegium of the Russian Federation. "One should stress the participation of Russia's maritime market leaders, United Shipbuilding Corporation, Sovcomflot, the Russian Register and Krylov State Research Centre. The NEVA exhibition promotes breakthrough technologies and attracts investment to commercial shipbuilding and other Russian industries."

Roderick Keay, General Director of Dolphin Exhibitions, the event organiser, said: “This year’s programme has been particularly well-received by exhibitors and visitors and as the exhibition came to a close professional visitors were still walking around seeking specialist contacts for future cooperation and looking towards the next event which takes place from 22 to 25 September 2015.” More than 17,000 professional visitors and over 1,000 exhibiting companies gathered in St Petersburg’s Lenexpo complex for NEVA. National pavilions were organised by Germany, China, The Netherlands, Denmark, South Korea, the United Kingdom, France and Finland. The list of attendees includes executives from Italian shipbuilder Fincantieri and leading classification societies including American Bureau of Shipping and Det Norske Veritas. *(Press Release NEVA 2013)*

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### *IHC MERWEDE LAUNCHES SAPURA DIAMANTE PIPELAYER*

IHC Merwede has successfully named and launched the pipelaying vessel **Sapura Diamante** in a ceremony at the company’s shipyard in Krimpen aan den IJssel, The Netherlands. The naming of the innovative offshore vessel was carried out by Mrs Christina Lucia Duarte Pinho, the Executive Manager of Petrobras E&P Service. The 550t pipelaying vessel – ordered by Sapura Navegação Marítima, a joint venture between SapuraKencana and Seadrill – is the first in a series of five fully integrated offshore vessels, which will be



completely designed, engineered and built by IHC Merwede. After delivery, the **Sapura Diamante** will be used to develop deep-sea oilfields of up to 2,500 metres in Brazilian waters on behalf of Petrobras. The **Sapura Diamante** will be equipped with a pipelaying spread that is being designed by IHC Engineering Business. It comprises of two below-deck storage carousels, with capacities for 2,500t and 1,500t of product respectively. A vertical (tiltable) lay system – with a 550t top tension capacity – will be permanently installed for the deployment of a range of flexible products, varying from a diameter of 100 to 630mm. The pipelaying spread is being built at IHC Merwede’s facility in Sliedrecht, The Netherlands. In addition, IHC Drives & Automation delivered the integrated automation system, the full electrical installation and the complete electrical machinery package. “In a relatively short period of time, we have built a wonderful partnership with Sapura Navegação Marítima,” says Arjan Klijnsoon, Managing Director of IHC Merwede’s Offshore division. “The launch of the first of five vessels that we are building for this customer is a milestone in our history. Once again, we have proved to be a reliable partner for such complex projects, with the build of all of the equipment and the vessel itself on schedule. In addition, the second vessel – the **Sapura Topázio** –



is also well underway and going according to plan.” “Sapura is pleased to be working with IHC Merwede on the build of this series of sophisticated flexible pipelaying vessels,” says Mark Allpress, Project Manager of SapuraKencana. “IHC Merwede has shown that it can bring together all of the expertise and equipment from its internal companies in The Netherlands and UK, as well as the many local subcontractors, to build high-quality vessels in accordance with the contract schedule. Sapura trusts that the current level of performance on the first two vessels will be maintained through to delivery of the last vessel.” *Additional information* Name: **Sapura Diamante**; Type: 550t pipelaying vessel; Customer: Sapura Navegação Marítima; Builder: IHC Offshore & Marine BV; Length overall: 145.9m; Breadth moulded: 29.9m; Depth main deck: 13m; Draught (operational): 7.2m; Draught (max): 8.3m; Deadweight (operational): 7,025t; Deadweight (max): 10,070t; Accommodation: 120 people. *(Source: IHC)*

## DRILL SHIP ORDERS PEAK



The once-profitable global drill ship market is shrinking this year, a worrying sign for major Korean shipbuilders, reports Business Korea. According to the agency, Korean shipbuilders have won nine drill ship contracts since the beginning of 2013 - only half that of last year's total of 17 and one-third that of 2011. With Daewoo scooping up four orders and

Samsung garnering five, the market remains bleak for the rest of the year. With costs of each unit shrinking, profit margins are also being eroded, being whittled down from over 15% in the recent past to around five per cent. Experts are attributing the sector slowdown to shifting patterns of oil and gas production, moving from offshore to onshore with overall demand starting to wane, continued Business Korea. Drill ship charter fees are also reportedly on the decline. *(Source: Business Korea)*

## WEBSITE NEWS

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The advertisement features a blue pennant with a white crown logo, a white chevron, and the text 'KNRM' and '2013'. An orange banner at the bottom left of the pennant reads 'Ontvang gratis deze KNRM-wimpel bij een gift!'. The background is a seascape with a cloudy sky. To the right of the pennant, the text reads: 'Deze wimpel siert uw boot, maar vooral haar eigenaar!'. Below this, it says: 'KNRM-redders staan 24/7 voor u klaar. Vrijwillig. Wel zo sportief om ze ook vrijwillig te steunen. Ga naar: [www.knrm.nl/wimpel](http://www.knrm.nl/wimpel)'. The KNRM logo is in the bottom right corner.

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