



Tugs Towing & Offshore Newsletter

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1963 – “50 years tugboatman” - 2013

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

TUGS & TOWING NEWS

SMIT AMANDLA LEAVING TABLE BAY



The salvage tug **Smit Amandla** (Imo 7385215) heads into a blustery Table Bay past the Cape Town harbour breakwater on Friday, 27 September, on her way to Richards Bay where the tug has been assisting with the salvage work on the grounded bulker **Smart**. The tug was built in 1975 by John Brown & Hamer Ltd. – Durban under number 29 and delivered to Safmarine – South African Marine Corp. Ltd. – Cape Town as the S.A. John Ross. In

1976 chartered as ETV for SAMSA - South African Maritime Safety Authority. In 1977 to Allamanda Ltd – Hamilton; Bermuda and managed by Safmarine and renamed John Ross. In 1983 to John Ross Corp Ltd - ("J.R. Tug Pty Ltd") - Panama and managed by Pentow Marine Pty Ltd In 2000 listed in L.R. as owned by Pearl Shipping & Navigation and managed by Smit Marine South Africa. In 2003 to Smit Pentow – Capetown; South Africa and renamed Smit Amandla. She has a length of 94,65 mtrs a beam of 15,85 mtrs and a depth of 8,62 mtrs. The two Mirrlees Blackstone type KVMR16 develops a total output of 14,122 kW (26,200 ihp) a speed of 20 knots and a bollard pull of 210 tons. *(Photo: Glen Kasner)*

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PERSONNEL FROM THE LIBYAN PORTS COMPANY UNDERGOING TRAINING AT TUG MALTA

Earlier on in September, the first group of 30 trainees from the Libyan Ports Company have

commenced their training and development programme in a number of specific technical training courses organised by Tug Malta Limited. The Libyan Ports Company is the organisation in Libya responsible to render services in harbour towage, mooring, pilotage and various other ports services in most of the ports between Zwara and Tobruk including the main and larger ports of Tripoli, Misurata and Benghazi. The



The trainees include Tug Masters, Tug Engineers and Maintenance personnel who are responsible for the total fleet management and repairs of LPC's vessels. The first two groups of tug masters and the first cohort of Electrical Maintenance technicians will be completing their studies and relative hands-on training with Tug Malta this week. In the case of the latter group the academic programme was executed with the support of MCAST, whereas the practical aspect of the programme was delivered by Engineers Raymond Bartolo and Karl Sammut, respectively Chief Operating Officer and Technical Superintendent of Tug Malta Limited. The relative training programmes being implemented are designed to offer a balanced dose of academic curriculum and on-the-job training on Tug Malta's modern fleet, trained crews and dedicated trainers. Mario Mizzi as CEO of Tug Malta will be presenting the relevant Certificates of Training to the successful participant trainees on the 1st October 2013. The next two groups to undergo training will comprise mechanical maintenance trainees and tug engineers who will virtually spend a month of intensive training. *(Source: Tug Malta Ltd.)*

CONQUEST MB1 HEADING FOR LONDON GATEWAY, UK.



Accompanied by tugs **En Avant 20** and **Sea Charly** **Conquest MB1** is outbound Flushing, the Netherlands, heading for London gateway, UK. **Conquest MB1** is under contract of charterer DEME Environmental Contractors (DEC) for a project at the London Gateway. The 136m x 36m x 8m barge has

a free deck space of 3,700 m² for 9,000 t of cargo, a permissible deck strength of min. 20 ton/m² and an accurate and fully automated anti-heeling system. The 1400 ton crane enables custom reeving, with lifting speeds up towards 1.5 m/sec and a swing speed of 1 deg/sec. Conquest Offshore BV is targeting both oil and gas, as wind energy market for offshore transportation, construction and decommission. *(Source: Conquest Offshore: Photos by: Hans van der Linden @Aerolinphoto BV)*

READER ASK FOR HELP

I read an article about the **Leopard** in the last towingline issue 56. We have since years a model of this ship. This used to be the **Caribic** but we have converted and adjusted her into the **Leopard** of Tsavliris. These adjustments are done with just a few photos we have received at the time of Tsavliris. It is apparently difficult to get photos of this ship. Can you maybe help to obtain photos of this ship? I have been informed that they will be demolished and then it's quite done with pictures. You can contact and/or sent your pictures to Stefaan Joris (stefaan.joris@telenet.be)



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PUSHER LOADED FOR COLOMBIA



In the past week two pusher tug were loaded on the heavy cargo vessel BBC Amethyst. The pusher tugs **Impala Puerto Wilches** and **Impala Zambrano** were built by Shipyard "De Kaap" – Meppel; Netherlands and loaded in the Westhaven - Amsterdam by the BBC Amethyst own equipment. The pusher are bound Barranquilla – Colombia. *(Photo: Hans Windhorst)*

CORMORANT AND HIBERNIA

On 26th September was seen in France Port of Dunkerque the floating sheerlegs **Cormorant** from



Multraship - Terneuzen towed by the 1979 built British registered with call sign 2DHP3 tug **Hibernia** (Imo 7719686) from GPS Marine London. She came for repairs before going to Zeebrugge. Local 1999 built France registered with call sign FW9136 tug **Farouche** (Imo 9192545) and owned by Boluda France SAS and managed by Boluda Dunkerque assisting astern. **Hibernia** leave Dunkerque on 28th September to Portsmouth. *(Photo: Christophe De Langhe)*

72-FOOT TUGBOAT SINKS IN LAKE UNION

The Coast Guard is responding to reports of a 72-foot retired tug that reportedly sank Monday in Lake Union. The Coast Guard received reports from the tug's caregiver saying the 72-foot boat, **Iver**, went in the water around 7:30 a.m. No injuries were reported, officials said. According to the Coast Guard, oil booms and absorbent pads were placed around the sunken tug to reduce the spread of leaking fuel. However, a fuel sheen was spotted in the water, and the tug reportedly held up to 1,700 gallons of gas. It was unknown how much spilled. The tug was being remodeled into a house boat, the Seattle Times reported. It was christened in 1925. Coast Guard crews from the Puget Sound corresponded with the Washington Department of Ecology for cleanup. *(Source: Q13Fox-Brett Cihon)*



AFTER TUG DELIVERED HISTORIC CLIPPER, PLANS FOR ITS RETURN IN LIMBO



While the "**Dutch Pioneer**" left Chatham again on Sep 26 after having delivered the "**City of Adelaide**" in the port, the plans to return the historic clipper to South Australia are now in limbo as the new Coalition government was again assessing the ship's heritage values. The **City of Adelaide** Preservation Trust was promised \$850,000 from the Labor

government more in 2012 to cover the cost of its journey from the UK to Adelaide. But the cheque was not signed before the government went into caretaker mode ahead of the Sep 7 election and the

Trust was yet to hear whether the Coalition will honour the commitment. The new Environment Minister Greg Hunt was seeking information about the project's cost and heritage values before advising the Trust of the outcome of its funding bid. He was yet to receive a full briefing on the project. Trust director Peter Christopher said he was confident the Coalition would honour Labor's commitment but he was unable to book the heavy-lift ship which was to carry the clipper to Adelaide until the Coalition committed. Port Adelaide Enfield Mayor Gary Johanson urged Mr Hunt to make a speedy decision on the City of Adelaide project. It would be a major disgrace for not only Port Adelaide but for Australia if the Federal Government does not follow through with this funding commitment. The State Government had come under fire after it announced it had set aside land at Marina Adelaide, Largs North, as the ship's permanent resting place when it arrives in the Port, rather than mooring it in the Port town centre. The "*City of Adelaide*" remained in Chatham Docks where she was getting prepared for a formal celebration alongside the historic clipper "*Cutty Sark*" on the River Thames on Oct 18. (Source: *Vesseltracker* - www.adelaidenow.com)

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3. MAJ" DOCK DELIVERS TWO TUG BOATS TO SWEDISH CUSTOMER

The "3. maj" dock from the northern Adriatic city of Rijeka on Monday delivered two tug boats for the transport of oil and asphalt, built for the Swedish shipowner Wisby Tankers AB. The Croatian shipyard said in a statement that this was third and fourth of a total of eight ships this Swedish company has commissioned for the river navigation. Both tugs were 59.5 metres long, 16 metres wide and 7.6 metres tall and have a capacity of 2,450 tonnes. (Source: *Dalje.com*)

BAY-HOUSTON TOWING ACCEPTS NEW TUGBOAT

Bay-Houston Towing Co. announced it has taken delivery of the first Z Tech 2400 tugboat, the **Chloe K**, designed by Robert Allan Ltd. of Vancouver, and built by Leevac Shipyards LLC of Jennings, La. The Z Tech 2400 tugs are a smaller version of the Z Tech 7500 tugs that are already in Bay-Houston Towing Co.'s fleet. While they are smaller, they have enormous power for their size. Like their larger cousins, the new design offers all the advantages of the Z Tech design: •The



forward deck (over the skeg) has a low, flat sheer, creating a spacious, relatively flat and safe working deck, without any obstructive anchor chains, etc. •For "sea-going" operations, the Z-Tech tug works astern in tractor mode, so the shape of this part of the hull is more rounded in plan than would typically be seen in an ASD design. There is no appreciable loss of speed in this direction of operation. The increased flare and freeboard at the "aft" end is simply to ensure a drier operation when towing in this direction. •Only one winch is required for both harbor and coastal towing operations. When towing long distances, the Z-Tech will simply tow in tractor mode going "astern". •The low sheer forward, coupled with the aft bias of the deckhouse and wheelhouse enable the Z-Tech design to work under large overhanging ship flares. While the 7500 series Z Techs, are primarily used at LNG terminals, with large tankers, and with post-Panamax container ships, the 2400 series will be capable of operating in the waters of all of the ports we service, including the confined quarters of the Houston Ship Channel. Bay-Houston Towing Co. provides tug service in Houston, Galveston, Texas City, Freeport, and Corpus Christi, Texas. The [Chloe K](#) is 80 feet long, with a 38 foot beam, and a working draft of 16 feet. She is powered by two of Caterpillar's 3516C HD high power engines, delivering 2575 horsepower each. At 5150 hp, the tugs will be capable of docking even the largest vessels calling on the Texas coast. The vessel is designed to produce a minimum of 60 metric tons of bollard pull. The Caterpillar engines are mated to Model SRP-1215 Schottel drives, driving 94 inch (2,400 mm) stainless steel propellers. Markey Machinery Company Inc. provided the bow winch, a Model #DEPCF-48S Escort Line Winch. The winch has an automatic render/recover mode and is equipped with an application specific Markey tension meter. The winch has a brake capacity of 330,000 pounds. Electrical power is provided by two John Deere 6068TFM76-ABS-T2 gensets, each rated at 99 kw. *(Source & Photo: Bay-Houston)*

S. WALSH & SONS TAKES DELIVERY OF DAMEN STAN TUG



Today, 3rd October a Damen Stan Tug 1606 was delivered to her new owner: S. Walsh & Sons (UK), a company offering integrated and sustainable construction solutions for the Built Environment. The Stan Tug 1606 is a very compact and strong tug from the Damen Stan Tug series. The improved design evolved from the STu 1 and the STu1605 designs, two Damen tug types of which, today, dozens of vessels sail and work worldwide

to full satisfaction of their owners. Meanwhile, approximately 70 units of the STu 1606 type have been delivered to clients worldwide. The [Anita G](#) was recently traded-in on a new vessel for another owner and was, since then, owned by Damen Shipyards Gorinchem. Damen Trading displayed the tug at the Seawork 2013 exhibition, resulting in a widely displayed interest in this type of tug. This in turn resulted in the sale of the tug to S. Walsh & Sons. Walsh will deploy the Stan Tug 1606 to conduct tug assistance on the river Thames in London. *(Press Release)*

SMIT BRONCO BACK HOME

Last week was seen the return of the 2006 built Dutch flag pusher/tug [Smit Bronco](#) (Imo 9345491)

on board the *BBC Pearl*. The vessel was loaded on the *Condock 2* in February 2012 and reported bound for Suriname and hereafter to pick up a tow to Brazil. The IHC designed MPPT 2500 Delta Shipyard - Sliedrecht is one in a series of three pushers and delivered to Smit Transport Europe B.V. - Rotterdam. She has a length of 25.40 mtrs, a beam of 10.00 mtrs and a depth of 3.45 mtrs. The two Caterpillar 3508 main engine develops a total output of 2,028 bhp (1,492 kW) with a speed of 11 knots and a bollard pull of 28 tons. Will she be painted in the Boskalis colours in the next weeks? *(Photo: Ruud Zegwaard)*



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MORE WITH INLAND TANKER TO LAGOS



On the 1st October the 1981 built and Belize registered with call sign V3TH6 tug *More* (IMO 7924243) was spotted on the Rotterdam New Waterway near Maassluis-West underway to sea and bound for Lagos; Nigeria,

with in tow the inland tanker *Valetta* (Eni 02005596). River assistance was given by the tug *Soldier*. The tug *More* is owned and managed by Ninamoire BV – Zwijndrecht, Netherlands. She has a grt of 335 tons a dwt of 200 tons and is classed Registro Italiano Navale. *(Photo: Reinier van de Wetering)*

ACCIDENTS – SALVAGE NEWS

HELICOPTER CREW HONoured FOR SAVING 11 CREW MEMBERS OF DISTRESSED SUPPLY BOAT

Four helicopter crewmen have been recognised for their role in the rescue operation after the "VOS

Sailor" was struck by a wave during storms in December 2012. The crew member Joseph Laws, 50, of Hull, died when the supply vessel was damaged about 120 miles off Aberdeen, others had to be airlifted to safety. The Bond helicopter crew members Graham Stein, Nick Smalley, Paul Walters and Andy Cowx have been honoured by the Shipwrecked Mariners' Society. They have been presented with the Edward and Maisie Lewis Award at the annual Skill and Gallantry Awards, which recognise the bravery of those who risk their lives in dangerous rescues. Winchman Andy Cowx also received an individual commendation. In the dark, he had been successfully lowered to the vessel, but landed heavily on the deck as it pitched and suffered serious foot injuries. However, he continued with the rescue. Commodore Malcolm Williams, chief executive of the Shipwrecked Mariners' Society, said: "Good leadership, outstanding professionalism and teamwork, courage and determination ensured that 11 men were successfully evacuated from the 'VOS Sailor'." (Source:



<http://www.bbc.co.uk/news/uk-scotland-north-east-orkney-shetland-24302306>)

NRC, RESOLVE EXPAND 1CALL OSRO & SMFF RESPONSE SERVICE FOR ALL VESSELS TRADING IN THE U.S.



National Response Corporation (NRC) and RESOLVE Marine Group announce the expansion of their 1Call response coverage for all vessels trading in U.S. waters. The service offers

tanker and nontank vessel owners and operators full, single-source coverage in compliance with latest U.S. Coast Guard regulations for Salvage and Marine Firefighting (SMFF), and Oil Spill Removal Organization (OSRO). This announcement reflects the U.S. Coast Guard's final rule in the Nontank Vessel Response Plans and Other Response Plan Requirements published in the Federal Register. The rule requires owners or operators of vessels trading in U.S. waters to submit response plans naming OSRO and SMFF providers by January 30, 2014. NRC and RESOLVE formed their 1Call partnership in 2003 and together offer the most comprehensive response coverage available to international fleets as well as individual ship owners and operators, who trade in the U.S. By providing a single point-of-contact for all required response services, 1Call streamlines compliance, response planning, and associated administrative processes while controlling costs. "Since this relationship has been such a great experience, it only made sense to extend our 1Call service to all vessels," said Joe Farrell, President of RESOLVE Marine Group. 1Call team assets include response resources such as oil spill response vessels, aircraft, ocean going tugs, and oil recovery and salvage barges, and a national network of depots with equipment pre-staged to meet planning requirements that provide the best response capability. "We've had our 1Call response network in place for the past 10 years and are pleased to expand this service to all vessels in light of the USCG's release of

Nontank Vessel Regulations today,” said Steve Candito, President & CEO of National Response Corporation. *(Source: Resolve Marine)*

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OPERATIONS CONTINUE TO REMOVE THOUSANDS OF TONS OF COAL SLURRY FROM THE MV SMART



With a crane now mounted on a platform aboard the MV **Smart**, pumping operations to clear coal slurry from Hold 9 are progressing well. According to Capt Saroor Ali of SAMSA (SA Maritime Safety Authority), almost half of the 10 000 tons of slurry in the hold had been removed by lunchtime on Friday. ‘We first had to create special holes to pump water into the hold so that the pump could

suck up the slurry. ‘The on-board crane does away with the need for the services of the crane ship *Armada Condor*, which had worked alongside the stranded vessel. ‘Once all the coal is removed from holds 8 and 9 we will have to seal the aft section, including the areas where the steering section was damaged. ‘The plan is still to scuttle the aft section once it is lightened and buoyant in at least 1 000 metres of water out at sea. ‘Weather permitting, it will be about two weeks before an attempt can be made.’ Ali said this was one of the most technical salvages ever on the South African coast, with many different parties involved. Tenders for the salvage of the fore section will be finalised by the end of the week, according to Ali. *(Source: Zululand Observer; Photo: Subtech)*

MIDDLE EAST WORKBOAT & OFFSHORE MARINE

SMIT LAMNALCO AND IRSHAD SIGN TWO YEAR CONTRACT FOR 'SL LABUAN'



On 30 September, Vivek Seth, Smit Lamnalco Managing Director Middle East & Indian Subcontinent (left) and Mr. Khalifa Al Qubaisi, General Manager IRSHAD (right) signed the agreement at the opening of Seatrade Middle East Company for Onshore Oil Operations (ADCO).

Workboats held in Abu Dhabi National Exhibition Centre (UAE). Vivek Seth, Smit Lamnalco Managing Director Middle East & Indian Subcontinent emphasises: "Smit Lamnalco is the leading provider of marine services in the midstream oil & gas segment and is committed to supporting the UAE oil and gas industry since 1963. We are excited to continue to be part of the success story and work with IRSHAD and ADCO in their SPM operations in Fujairah." *(Press Release Smit Lamnalco)*

Smit Lamnalco DP2 AHTS vessel '**SL Labuan**' has been contracted by Abu Dhabi Petroleum Ports Operating Company (IRSHAD) for a period of 22 months with further extension options. The vessel will be utilized to support maintenance activities for three Single Point Mooring (SPM) crude oil terminals offshore Fujairah-port, United Arab Emirates. Mr. Khalifa Al Qubaisi, General Manager IRSHAD says: "The vessel has DP2 capabilities and sufficient deck area which makes the '**SL Labuan**' ideally suited for such

operations. The vessel will also have the ability to support Saturation Diving activities". The SPM terminals at Fujairah are operated by Abu Dhabi



BINCO CONTRACTS DAMEN FOR SEVEN WORKBOATS



A special contract signing ceremony between Bin Nowiran for Trading & Contracting Co-(BINCO) (Kingdom of Saudi Arabia) and Damen Shipyards Group (The Netherlands) has taken place on October 1st, 2013 during the Seatrade Middle East Workboat & Offshore Marine exhibition in Abu Dhabi (UAE). The contract is for 7 vessels of 5 different ship types. This unique contract is another milestone in the longstanding relation between

BINCO and Damen. The vessels will be operated by BINCO in Kuwait to serve SPM operations of Saudi Arabian Chevron's marine export facility at Mina Saud in the PNZ. BINCO has already been operating successfully in this field for 30 years and with these new vessels, which combine state-of-the-art technology, design and dedicated features, BINCO aims to strengthen its fleet and services towards Saudi Arabian Chevron, Khafji Joint Operations and other business partners. As the managing director of BINCO. Eng. Khaled A. Bin Nowiran says: "it's great that Damen can provide a wide range of quality products as a package of their proven designs operating all over the world. Their trusted capability as to shipbuilding equals their after sales services and life-time support, which makes them a valued partner for us and in the Middle East." DAMEN is proud of being awarded with this contract and looks forward to delivering a successful project to BINCO. (*Press Release Damen*)

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DEALS TOTALLING AED55 MILLION UNVEILED AT WORKBOATS SHOW

More contracts signed on day 2 of Middle East Workboats & Offshore Marine 2013 – Saudi Aramco launches global workboat technology forum. After a record-breaking opening day Middle East Workboats & Offshore Marine 2013, when six new contracts worth millions of dollars were signed onsite, even more deals were announced here today on day two of the show (Tuesday 1 October). Just



moments after the show had opened, the Middle East's largest shipbuilder Grandweld Shipyards secured a repeat order worth AED18.35 million to build a *new 42 metre aluminum crew* boat for Khalid Faraj Shipping. This is the third order received by Grandweld from Khalid Faraj Shipping over the last five months. "The crew boat is based on Grandweld's existing proven design, and can reach speeds in excess of 26 knots. The vessel benefit from luxury seating, VIP accommodation, a larger deck space and enhanced crew comfort. With seating for 83 passengers, the vessel has a 110square metre loading area for over 90 tons of deck cargo," said Jamal S. Abki, general manager of Grandweld Shipyards. Grandweld, a fully integrated shipyard providing shipbuilding, ship repair

and engineering solutions to the marine industry, is part of Stanford Marine Group (SMG). SMG is 51% owned by a fund managed by Abraaj Capital and 49% by Abu Dhabi – listed Waha Capital. “Our 42 metre fast aluminum crew boats have been a huge success with over 30 sister vessels delivered or currently under construction. As such Grandweld has become the leading provider for this class of vessel for an impressive list of regional and international clients,” added Mr. Abki. Middle East Workboats & Offshore Marine 2013, the leading regional forum for owners, operators, industry professionals and suppliers, runs through until Wednesday 2 October at the Abu Dhabi National Exhibition Centre (ADNEC). “After a wave of onsite contract signings yesterday, which must have been worth millions of dollars at least, it was a pleasant surprise to find out that a further two contracts may be signed later today. This is a tremendous vote of confidence for the show and indicative of the upbeat sentiment that is prevalent throughout the show,” said Chris Hayman, Chairman, Seatrade, the organiser of Middle East Workboats & Offshore Marine 2013. Building on the success of the 2011 edition, which featured more than 2,800 participants, the show is hosting over 225 exhibiting companies and has seen a 9% increase in sold square metres. The focus of day two was undoubtedly the “Global Workboat Technology Forum” held in strategic partnership with Saudi Aramco. Delivering the keynote was D Ing Hassan A. Abouraya, Corporate Business Development, International Marketing & Risk Management, Zamil Offshore Services. Hassan gave an overview of the offshore industry, forecasting that the industry was in for another decade of change. “Offshore shipping is undergoing a period of unprecedented change and the industry faces more uncertainties than ever before. Global economics are uncertain, regulatory pressures are growing, the world fleet is over supplied and technology is developing faster than ever,” he said. Concluding on an upbeat note he added, “But, I still believe that offshore shipping’s evolution is set to continue and I am confident that performance management is becoming a top priority item; ships are designed now to a range of new criteria.” Subsequent presentations were given by Ulf Tudem, General Manager, Effect Ships International AS, covering “Air Supported Vessel technology”; Gary Dockerty, Director, Sanmar Shipyard, who delivered a compelling session about sustainable (LNG powered) tugs. The final day of the show will focus on dynamic positioning with a specific focus on power and control. *(Press Release Middle East Workboats)*

ZAKHER MARINE INTERNATIONAL SIGNS DEALS WORTH AED1.28 BILLION ON FINAL DAY OF MIDDLE EAST WORKBOATS & OFFSHORE MARINE

Quality Marine Services (QMS), a subsidiary of Abu Dhabi based Zakher Marine International (ZMI) yesterday (Wednesday 2nd October) celebrated signing deals worth AED1.28 billion (US\$350 million) on the final day of Middle East Workboats & Offshore Marine, which took place from 30 September to 2nd October at the Abu Dhabi National Exhibition Centre, Abu Dhabi. The deals include the construction of **four platform**



supply vessels (PSV) and two accommodation jack-ups at Chinese yards. Contracts for a further two jack-up accommodation units are expected to be signed within 24 hours with an Abu Dhabi-based shipyard – worth more than US\$150 million. The contracts are speculative builds with designs tailored for specific markets in the Middle East, Far East and Africa, and are due for delivery in

2015. The orders add to QMS' existing orderbook of six DP2 OSVs under construction at various yards, including the [Sea Conquest](#), a 4,000hp DP2, FiFi1 OSV due for delivery next week. The announcements conclude a record number of deals signed during the event, which saw a gathering of owners, operators, industry professionals and suppliers across three days of high-level debates, networking opportunities and business discussions. (*Press Release Middle East Workboat & Offshore Marine*)

OFFSHORE NEWS

SUPPLY CREW BOAT SOLD TO SPAIN



Blue Sea Brokers confirm they have now sold a Supply Crew Boat from Italy to Spain. The vessel is a 30 m twin screw supply crew boat with total power 1268 kW. It is Classed with RINA and has capacity for more than 30 passengers - personnel and a free deck space for cargo as well as certificates for carrying dangerous goods. (*Source and photo : Blue Sea Brokers*)

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JAYA CONFIRMS DELIVERY OF ITS SECOND MPSV 'JAYA VIGILANT'

Leading offshore energy services provider, Jaya Holdings Limited (Jaya), today October 1, 2013 confirmed the on-time delivery of its second new Multi-Purpose Platform Supply Vessel (MPSV), the [Jaya Vigilant](#). She sailed from Jaya's shipyard in Batam yesterday and was immediately on hire by its charterer for a term programme in East Africa. The vessel will load a Remotely Operated Vessel (ROV) spread and mobilise across the Indian Ocean to load further subsea equipment for the client in Durban in October. "[Jaya Vigilant](#) exemplifies the increasingly sophisticated vessels which Jaya's Batam shipyard is able to build and customise on time and within budget," commented Jaya

Holdings' CEO Mr Venkatraman Sheshashayee. "The vessel has a 50 ton subsea crane with active heave compensation for service in water depths of up to 3 , 000 metres. We have installed two HiPAP ultra short base line transponders to give very accurate station keeping for subsea work, in addition to the standard DGPS and Cyscan systems on board."

In order to save our clients mobilisation time and cost, the vessel was delivered fully equipped with a mezzanine deck for the ROV spread, additional cables , survey area on the bridge and additional satellite broadband internet connection in place. Similar to her sister ship, "Jaya Valour", there is a gym and an internet café on board for crew. **Jaya Vigilant** has accommodation for 60 people on board and is fully compliant with the SPS Code 2008. She has 1,000 square metres of clear deck space, a modern fast rescue craft, FiFi One for emergency response and full under deck cargo capacities for mud, bulk, brine and marine gas oil. Jaya has added additional power supplies on deck to support the seabed coring, ROV and hydro – graphic survey spread requirements, and the vessel has its own water maker to increase autonomy. The next deliveries from Jaya's Batam yard will be a DP2 work boat with accommodation for 249 people, and two DP2 ROV support vessels with 100 ton cranes. *(Source: Jaya Holdings)*



SEA TRIALS SEVEN WAVES



On Monday September 30 was seen the **Seven Waves** for her technical trials in the Rotterdam Europort Caland Canal. The News pipe layer vessel will be outfitted at the IHC Merwede yard at Krimpen aan de IJssel: Netherlands.

The vessel has a length o.a. of 145.90 mtrs a beam of 29.90 mtrs and a depth to main deck of 13.00 mtrs. Her grt is 17,283 tons and her dwt is 11,312 tons. The Wartsila diesel electric system consist six generators of 3,840 kW each . Propulsion 3 x 2,950kW stern azimuth thrusters (Wartsila); 2 x 2,400kW retractable bow azimuth thrusters (Wartsila); 2 x 2,200kW bow tunnel thrusters (Wartsila).

Total thruster power 18,050kW.

http://www.subsea7.com/content/dam/subsea7/documents/whatwedo/fleet/constructionvertical/Seven_Waves.pdf

GREAT LAKES SHIPYARD REPLACES MAIN PROPULSION CONTROLS ON USCG CUTTER MOBILE BAY

Great Lakes Shipyard is completing the replacement of the main propulsion control system on the United States Coast Guard Cutter **Mobile Bay**. This work marks the final installation under a five-year contract with the USCG's Engineering Logistics Center, Baltimore, MD. This contract included installation of new main propulsion control systems for the entire fleet of nine 140-foot Bay Class of Ice Breaking tugs. The Shipyard's mobile vessel crew is conducting the work on-site in Sturgeon Bay, Wisconsin and is to be completed in early October. *(Press Release Great Lakes Shipyard)*



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OTTO MARINE ENTERS INTO TWO CHARTER AGREEMENTS



Otto Marine Limited announced that its wholly-owned subsidiary, Koi Marine Limited (KOI) had entered into two bareboat charter agreements to charter two units of 61M Work Maintenance Vessel to its partner Expro Synergy Sdn Bhd. Expro Synergy Sdn Bhd, the charterer, is a Malaysia incorporated company in which Go Marine Ship Management (S) Pte. Ltd. a 90% owned subsidiary of the company owns 49% of shares in the capital of the Charterer. KOI chartered the Vessels to the charterer for

a six-month charter period with purchase obligation at the end of the charter period. *(Source: Otto Marine)*

EDT OFFSHORE BUYS NEW PSV

EDT Offshore, a Cyprus based provider of offshore support vessels to the oil and gas industry worldwide, has expanded its fleet with a new vessel. The company last week announced it bought the **EDT Kennedy**, a Platform Supply Vessel, currently under



construction at the Fujian Southeast Shipyard in China. The vessel is scheduled for delivery December 2013, when it will begin a long term charter with Noble Mediterranean. *(Source: Offshore Energy Today)*

SURVEY VESSEL ASTREA IN OFFSHORE INDUSTRY



Operating from Den Helder (photo) and IJmuiden and chartered by the Dutch diving company N-Sea the Greek survey vessel **Astrea** is working in the offshore industry. The 71-metre long vessel, fitted out with an A-frame, installed concrete mattresses on a new pipeline in the Dutch sector of the continental shelf. *(Source & photo Paul Schaap)*

7-SEAS IN CAPE TOWN

On the 1st October the 1982 built Panama registered with call sign HP9264 Offshore Supply Vessel **7-Seas** (8210118) owned and managed by Rederij Groen B.V. – 's Gravenhage; Netherlands arrived in the South African Port of Cape Town. The vessel has a grt of 855 tons and a dwt of 1,260 tons. *(Photo: Aad Noorland)*



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BUILDING
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APACHE EXTENDS CONTRACTS FOR 'BLUE FIGHTER' AND 'BLUE PROSPER'



Apache has decided to extend contracts with Blue Ship invest for its two Platform Supply Vessels 'Blue Fighter' and 'Blue Prosper'. According to data provided by Westshore Shipbrokers, the vessels will stay with Apache for another year. Apache has an option to extend the charter for one more year. The oil company has been using the ships for support operation in the British North Sea. The two vessels are the first of six vessels of the new PX121 design by Ulstein design, constructed at

Ulstein Verft. The ships have a length of 83.4 metres and a beam of 18 metres. They have a cargo deck of 875 square metres and a load capacity of 4200 tonnes (dwt). Among others the ships meet the requirements of DNV's Clean Design notation. They have a maximum speed of approximately 15 knots and modern accommodation for 24 persons. Both vessels are stationed in Peterhead, Scotland.

(Source: Offshore Energy Today)

WINDFARM NEWS

ARKLOW MARINE'S 3RD WFSV LAUNCHED



Arklow Marine Services' third Offshore Wind Farm Service Vessel has been launched successfully. This new 19 metre vessel is the first of a new design, intended for the upcoming Round 3 offshore sites for the Renewable Offshore Industry in the U.K. The vessel has an overall length of 20.75 metres and a beam of 7.36 metres and is powered by twin MAN main engines. Each engine develops 1,000 BHP and is coupled to twin Rolls Royce FF550 water jets. A sprint speed of 30 knots and a service speed of 25 knots

will be achieved by this highly manoeuvrable vessel. Sea trials are scheduled for early next week and after that the vessel will go into operation in the U.K., servicing one of the burgeoning new sites. *(Press Release)*

SEAZIP OFFSHORE SERVICE - EWEA OFFSHORE 2013 FRANKFURT

We are pleased to announce that SeaZip Offshore Service B.V. will be attending EWEA Offshore 2013, Europe's premier wind energy event in Frankfurt, from November 19th until 21st, 2013. Please do pay a visit to our stand 31C130 where we will inform you of the current activities of SeaZip Offshore Service in the offshore wind energy industry. *(Source: SeaZip Offshore)*

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ALICAT LAUNCHES NEW CREW TRANSFER VESSEL



Alicat have launched their second next generation vessel following the launch of the 22m DNV Class Dalby Aire in the summer. This 19m vessel, named **Solway Challenger**, is powered by two MAN V12 engines and Rolls Royce water jets. Emphasis has again been made on greater foredeck working space and both vessels can comfortably carry a 10ft container on the foredeck with a cargo weight of 7.5T and 5T respectively. *(Source: Alicat)*

YARD NEWS

NAM CHEONG SELLS FOUR PSVs TO COMPANY BASED IN LATIN AMERICA

Nam Cheong Limited, Malaysia's largest Offshore Support Vessel (OSV) builder, today, September 30th 2013 announced that it has sold **four Platform Supply Vessels (PSVs)** worth a total of approximately \$120 million. The customer is new to Nam Cheong and is an emerging offshore marine services company based in Latin America. Mr. Leong Seng Keat, Nam Cheong's Chief



Executive Officer said, "We are delighted to have secured one of our largest contracts for the year to bring our cumulative order book to RM1. 7 billion (approximately S\$ 669 million). These four vessels bring our total sales for the year to 20, which is close to surpassing our record of 21 vessels sold last year." "The global oil and gas industry remains robust amid growing demand for energy. With global exploration and production

spending expected to reach a record US\$678 billion by 2013, we expect OSV demand to continue growing. This brings us on track to overtaking last year's sales record." The four vessels are being constructed as part of the Group's build – to – stock series in its subcontracted yard in China. They are scheduled for delivery in 2014 and are expected to contribute positively to the Group's earnings for the financial years ending 31 December 2013 and 31 December 2014. *(Source: Nam Cheong)*

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STANDARD OF EXCELLENCE





SIGNAL DELIVERS SECOND McDONOUGH DECK BARGE

Signal International's Orange, TX, shipyard recently delivered **Marmac 304**, the second new 300 ft x 100 ft x 20 ft ABS ocean classed deck barge built for McDonough Marine Service, Metairie, LA. The 5 month project started in April and the barge was delivered on-time and on-budget with zero ABS rejects. Patrick Slant, President of McDonough Marine Service stated: "McDonough Marine Service is very satisfied with the quality of the product, responsiveness, and delivery. We have an exceptional



relationship between our companies. The quick delivery has enabled our company to fulfill contracted charter commitments early." "Signal is pleased to be working with the McDonough team

and further appreciate the opportunities they have given us to show what our Orange Texas shipyard can do," said Richard Marler, President and CEO of Signal International. "Using modular construction techniques we are capable of a highly efficient and cost competitive operation with unequalled quality. With these McDonough contracts we have demonstrated that we can achieve extremely aggressive schedules and control cost to a satisfied customer." The barge was designed with an ABS load line maximum cargo capacity of 13,200 short tons and uniform deck strength of 4,500 lb/sq. ft. It will be ready for charter through McDonough Marine Service in September and eventually will be fleeted in Amelia, La. In addition, Signal's Orange, TX facility is on schedule to deliver three 260 ft x 72 ft x 16 ft ABS ocean classed deck barges by the end of 2013. *(Source: MarineLog)*

KEEL-LAYING CEREMONY VOS FASCINATION



We are pleased to announce that the keel-laying ceremony for **VOS Fascination** took place on Saturday 28 September at Nanjing East Star Shipbuilding in China. **VOS Fascination** is a 50-m ERRV (emergency response and rescue vessel). She is the last vessel in a series of six ERRVs under construction in Nanjing. An additional four 60-m ERRVs will be built at Fujian

Southeast Shipyard, China. All ten vessels have a revolutionary, wave-piercing bow that has been designed exclusively for Vroon. **VOS Fascination** will be delivered to Vroon Offshore Services in 2014 and will operate in the North Sea. *(Source: Vroon)*

PROVINCIAL PRODUCT APPROVED

Damen Shipyards Cape Town has built, however they are not Damen design the Pilot vessels **Avocat-Plover-Red Bishop**. They are destined for Cape Town and Saldanha. They are currently at the Elliot basin. Damen to be commissioned and to carry out trials before handing them over to the Transnet National Port Authorities.

(Photo: Aad Noorland)



OTTO MARINE AND MOSVOLD SUPPLY GROUP REACH AMICABLE AGREEMENT

The Board of Directors of Otto Marine Limited announces that the Company and its subsidiaries (the "Otto Group") and the Mosvold Supply Group have reached an amicable agreement to end the disputes and all the arbitrations between the two groups of companies arising out of the terminated

contracts for **four AHTS vessels** constructed by the Otto Group. The parties have agreed to settle without admission of liability and on a confidential basis, the Company said in a press release.

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NEW SUBSEA SUPPORT VESSEL ORDERED BY OCEANEERING



Oceaneering International, Inc. has commissioned the construction of a subsea support vessel from BAE Systems, expected to be delivered by the end of the first quarter of 2016. The new ship will be U.S. flagged and documented with a coastwise endorsement by the U.S. Coast Guard. It will have an overall

length of 353 feet, a Class 2 dynamic positioning system, accommodations for 110 personnel, a helideck, a 250-ton active heave compensated crane, and a working moonpool. Two 13,000 foot-rated Oceaneering work class remotely operated vehicles will also be provided. A satellite communications system capable of transmitting streaming video for real-time work observation by shore personnel will also be installed. The vessel will be used to augment Oceaneering's ability to provide subsea intervention services in the ultra-deep waters of the U.S. Gulf of Mexico (GOM). These services are required to perform inspection, maintenance, and repair (IMR) projects and hardware installations. IMR projects are expected to include chemical well stimulation and hydrate remediation. Hardware installations are expected to include flowline jumpers, flying leads, and subsea trees, pumps, and separators. M. Kevin McEvoy, President and Chief Executive Officer, stated, "We are pleased to announce the construction of a vessel that will allow us to maintain our competitive position to meet what we believe will be growing demand and more rigorous technical requirements for our ultra-deepwater Subsea Projects services in the GOM. Additionally, by being Jones Act compliant this vessel will minimize the need for and risks of vessel-to-vessel hardware transfers. "Deepwater drilling rig use in the GOM is currently at a historically high level of 40 rigs, and recent industry market reports have forecast that it may grow to as many as 60 rigs by the end of 2015. Our vessel will be equipped to perform increasingly complex deepwater field development installation work and life-of-field IMR projects resulting from the increased drilling activity. In particular, this vessel will have a crane that is capable of handling lifts 100-tons greater than any of the vessels we currently operate. This will increase our capability to meet our customers' demand

to safely handle heavier subsea payloads in deeper water depths." (Source: *Oceaneering*)

OFFSHORE MOMENTUM CONTINUES TO BUILD AT GIBDOCK



Strategically located Gibraltar shipyard Gibdock has continued its run of technically advanced offshore support vessel repair and maintenance projects, securing a contract involving a returning customer. The **Viking Vanquish**, a high capacity 3D seismic survey vessel operated for CGG, has undergone a 21-day programme of works, leaving the shipyard's drydocks in mid-September prior to sea trials. Based in France, CGG operates 23 seismic survey vessels, after acquiring Fugro's geoscience division earlier this year - claimed to be the largest high-end seismic fleet in the industry. John Taylor, Gibdock operations director, says: "We are really building up momentum in this demanding sector of the shiprepair business. Our ability to attract contracts from the top players in the industry reflects confidence in our workforce, and our safety procedures. We are now the yard of choice for demanding offshore vessel projects in the Mediterranean." The scope of work carried out on **Viking Vanquish** included a tailshaft withdrawal and the full overhaul of the shaft, couplings, liners and related equipment. This complex process required cutting away a section of the stern tube to gain access. Are Skaanevik, technical superintendent for ship manager CGG Eidesvik, says: "The project went very well. We chose Gibdock largely because of the capacity and capabilities of its machine shop, which we called upon extensively. We have had a very good experience and I hope that this will be the start of a good long-term relationship." "This was certainly not a straightforward or standard job," explains Mr Taylor. "Usually the couplings can be found in the engine room, without access complications. This was not the case on this project, but we nonetheless managed to finish on schedule." Gibdock also machined liners for the tail shaft, which were not supplied pre-machined. The 93.3m long, 8,621grt **Viking Vanquish** (built 1998) is owned by



Norwegian company Eidesvik and was converted for seismic operations in 2007. Towing 12 x 8km streamers as standard, the vessel is capable of acquiring high quality data in all conditions. Gibdock also carried out a series of load tests on the **Viking Vanquish**'s many winches and eye-plates, as well as a range of other machinery and pipe works. The yard renewed propeller blade seals and blasted and painted the vessel's exterior. Commenting on a period of sustained workload in the offshore sector at the yard, Gibdock managing director, Richard Beards, says: "This project adds another reference to our growing body of work in this specialised market for 2013, following a series of contracts for seismic survey, dive support, pipelayer and other offshore vessel types secured in the past year." Mr Skaanevik highlights another notable aspect of the project as using a cleaning product from Ultraclean AS, believed never to have been used before in shiprepair. The product, a combination of gel and chemicals, was applied to remove corrosion on **Viking Vanquish**'s gun-deck and cranes then washed away with water, to prepare surfaces for coating. CGG, Eidesvik and Gibdock expressed satisfaction with the results of using a product that may provide an environmentally-friendly alternative to conventional blasting. *(Press Release Gibdock)*

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NEW BUILDING ON THE REMONTOWA YARD - POLAND

On the Polish Shipyard Remontowa at Gdansk was seen the new building Offshore Supply vessel with yard number B851/6 for Edison Chouest Offshore; USA. The vessel is registered Vanuatu homeport Vila with Imo number 9659220 probably to be named "**Gemsbok**". She has a grt of 3,806 tons and a dwt of 5,456 tons. *(Photo: Jacco van Nieuwenhuyzen)*



JACKSON OFFSHORE SIGNS MULTI-YEAR AGREEMENT WITH BP AMERICA



Lee Jackson, Chairman and CEO of Jackson Offshore Operators, announced today that the company has entered into a multi-year agreement worth over \$100 million dollars with BP America to build two Jones Act deepwater PSVs (platform supply vessels). The M/V **Squall** and the M/V **Lightning** will be 252-feet long by 60-feet wide vessels equipped with a complete Rolls-Royce system package including Azipull propulsion thrusters, tunnel thrusters, a low voltage front end diesel electric system, an Acon automation

and an Icon Dynamic Positioning (DP-2) system. The PSVs should be ready for service in 2015. "This contract represents long term employment for many mariners and their families. This is yet another great example of BP's commitment to America and the Gulf of Mexico," said Lee Jackson. "We have had a good working relationship with BP for a number of years and are excited to see our relationship grow with the signing of this agreement." Jackson Offshore Operators is a minority owned business enterprise that provides marine services to the offshore oil and gas industry. *(Source: Jackson Offshore)*

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1. Several updates on the News page posted last week:
 - [SeaZip Offshore Service – EWEA Offshore 2013 Frankfurt](#)
 - [Deals totaling AED55 million unveiled at workboats show](#)
 - [Major contracts signed at workboats event highlights buoyant offshore marine industry](#)
 - [Europort reaches beyond technology frontiers with Advanced Technology Conferences](#)
 - [Regional maritime experts to tackle global issues](#)
 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.
-

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