



## TUGS & TOWING NEWS

### PELLA SHIPYARD COMPLETES SEA PART OF OFFICIAL TRIALS OF TUGBOAT RB-400 BUILT FOR RF NAVY



The sea part of the official trials of the tugboat “**RB-400**” building No 938, pr. 90600 is successfully completed, the company announced. Before the end of October the tugboat will be put into operation within RF Northern Fleet. The tugboat is intended for towing and berthing operations in harbor, roadsteads and coastal areas which comply with R3 navigation area, refloating of ships and vessels, fire fighting operations at floating and shore objects, oil and petroleum content products, cargo transportation, ice breaking

and erosion operations. Technical characteristics: Length max – 25.4 m, width max – 8.8 m, draught – 4.2 m, speed – 11.8 knots, classification - KM Arc4 R3 Aut3 Tug by Russian Maritime Register of Shipping. Deck equipment: bow electro-hydraulic anchor-towing-mooring winch Fluidmeccanica providing 10 t of bollard pull and 847 kN of brake holding force; 23 t towing hook SWL with quick release device. The tugboat is equipped with cargo crane PC 2300, Palfinger with lifting capacity of 150 kilos at the boom of 5m. In order to fulfill fire-fighting operations the tugboat is equipped with external fire fighting system made by FFS (capacity is 800 m<sup>3</sup>/h, 2 water monitors, water curtains system). Leningrad Shipyard Pella was founded in 1950 and privatized in 1992. The holding incorporates a head company and a number of subsidiaries. The shipyard specializes in construction of tug boats for Russian customers. *(Source: Pella)*

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## ACCEPTANCE AND DELIVERY SIGNED FOR RB-400

The State Commission has signed the Acceptance and Delivery Act for the tugboat “**RB-400**” building No 938, pr. 90600. At the nearest time the ferry trip will be done through inland waterways to the port of operation- RF Northern Fleet. The tugboat is intended for towing and berthing operations in harbor, roadsteads and coastal areas which comply with R3 navigation area, refloating of ships and vessels, fire fighting operations at floating and shore objects, oil and petroleum content products, cargo transportation, ice breaking and erosion operations. *(Source: Pella)*

## 5,233NM Tow Fixed By MARCON SUCCESSFULLY COMPLETED

Marcon International, Inc. of Coupeville, Washington is pleased to report that after 52 days, the 2,800BHP twin screw tug “**Miss Lis**” (ex-Kari A, Marine Pioneer) successfully completed the 5,233nm tow of the ocean crane barge “**Thomas W**” from Long Beach, California through the Panama Canal to the Hudson River in New York. The 225’ x 78’ x 15’ depth, ABS +A1 Ocean crane barge, outfitted with a 400T Whirley with a 150’ boom, and laden with three smaller flat deck barges, was destined for the new Tappan Zee Bridge Project in New York. The barges will be working for the Joint Venture group to build the new \$3.1 billion. 3.1 mile, twin span cable-stayed bridge across the Hudson River. This project, the single largest bridge construction project in New York’s history, is estimated to take approx. five years with completion projected for 2018. Tug and tow departed Long Beach during the first full week of August and arrived in New York on September 30th, 2013. The 82’ x 28.3’ x 11.2’ depth tug is powered by a pair Mitsubishi S12R-MPTAs which produce a total of 2,800BHP through Reintjes WAF562 4.5:1 reduction gears to 62.3” x 77” Nautican propellers in fixed kort nozzles and triple rudders, all installed in 1997. “**Miss Lis**” was originally powered twin turbocharged GM12V149s developing 1,900BHP, but Tradewinds Towing repowered her in 2007. The tug had been built in 1982 as the “**Marine Pioneer**” by Marine Power & Equipment in Seattle for their affiliated operating company Marine Logistics Corp. and sold during the last major downturn in the late 1980s. She was working docking ships and coastal towing for Anderson Tug and Barge in Seward, Alaska when purchased in 2005 by her current owner through the auspices of Marcon International, Inc. *(Press Release Marcon International)*



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## TUG RAN TOWED BARGE FROM CURACAO TO BARRANQUILLA



The 2007 built Colombia registered with call sign HKMV tug **Ran** (9425083) owned and managed by Intertug S.A. – Cartagena de Indias; Colombia collect the barge *McCleary's Spirit* at the Caribbean Island of Curacao for a tow to Barranquilla – Columbia. Bramar Cararibbean B.V. has carried out the towout survey. Another tow from Willemstad – Curacao will be

the 1970 built Canadian registered with call sign VO2054 pusher tug **William J. Moore** (Imo 7030444) owned and managed by K-Sea Canada Corp. – Halifax: Canada. The pusher will be towed by the 2008 Damen Stantug 2208 built Colombia registered with call sign HKMT tug **Don Lucho** (Imo 9449041) owned and managed by Intertug S.A. – Cartagena de Indias; Colombia also. *(Photo: John Smit)*

## TOS DELIVERS EURO CARRIER 2611 ELLEN K FOR GSS MARINE SERVICES

**TOS** is proud to have conducted the second ship delivery for GSS Marine Services, a service provider for marine construction, engineering, repair and maintenance. “The new built **Ellen K** was shipped to Port Klang, Malaysia on a heavy lift vessel. After the vessel was unloaded **TOS** stepped in. Our ship delivery crew prepared the vessel for a voyage to Darwin, Australia. After a safe voyage the vessel arrived in Darwin last Sunday the 7th of October. ”, says



Dennis van der Waal, Consultant Ship Delivery at TOS. The euro carrier 2611 sailed under full TOS management and with a TOS crew. Last year TOS delivered the shoal buster **Liz F** from GSS Marine Services from the Netherlands to Darwin, Australia. TOS has become a world known specialist in this line of work: delivering all types of ships worldwide. Maritime services including crewing solutions for the maritime, offshore and oil & gas sector is the core business of TOS. Visit our website for more information about all services. *(Source: TOS)*

## BOUSTEAD SHIPYARD DELIVERS TWO TUGS



Boustead Langkawi Shipyard, Malaysia recently delivered two 16m tugs based on the incredibly popular “*Sally Mcloughlin*” design, a “Macduff Forth 16” Harbour Tug. The shipyard operations director Datuk Yahya Hashim said in a press release that BHIC had submitted bids for the building of more such vessels to interested parties in the country as well as the region. He also said the company would be working with Macduff on developing designs for vessels to

support the needs of the oil and gas sector. Macduff’s collaboration with BHIC has also been renewed for a further two years. *(Source: Boustead Shipyard)*

## ACCIDENTS – SALVAGE NEWS

### SALVORS MUST ADAPT AND CHANGE AS A TURNING POINT IS REACHED



Fewer, more complex incidents make a case for pre-arranged contracts, says Svitzer. All shipowners whose vessels operate in US waters will have to have an incident-response plan in place from early next year. MARITIME salvage is at a turning point as wreck removal and emergency response incidents become fewer but far more complicated than ever before. The challenges of righting and removing *Costa Concordia*, the largest wreck

clearance in history, and finding sanctuary for the containership *MSC Flaminia*, gutted by fire and explosion in the middle of the Atlantic last year, have thrust the shipping industry into the spotlight as awareness grows of the need to prepare for the worst. The US led the way with its Oil Pollution Act of 1990 regulations following the Exxon Valdez oil spill and is again at the forefront of efforts to improve maritime safety around its shores by extending the rules to all other ships. The US Coast Guard has advised shipowners that all non-tank vessels of 400 gt or larger operating in US waters must have an agreement with a salvage and marine firefighting provider, and list pre-defined response resources, by next January. The new rules will apply to more than 14,000 ships. The sharp drop in oil spills in the region since OPA 90 came into effect prove that the US approach, regarded as so controversial at the time, is the right way to go, says Svitzer Salvage chief executive Peter Pietka. “The US has done a fantastic job of introducing OPA 90 regulations,” Mr Pietka says. “We have seen that it works. If you look at the number of incidents since OPA 90 was introduced, you

can see that the safety and environmental impact record has dramatically improved.” Instead of scrambling to work out how to respond to an incident after it has happened, all shipowners whose vessels operate in US waters will have to have a plan in place beforehand, from early next year. Leading salvage companies also need to distance themselves from the opportunistic reputation of the wreck removal and emergency response industry, and develop long-term partnerships with shipowners so that time is not lost while contract terms are negotiated in the event of an accident. Svitzer Salvage, which has just signed the largest wreck-removal contract of the year involving an offshore installation, worth around \$100m, has signed 15 partnerships so far, including one with a cruise line and some with governments. The Netherlands-headquartered company is one of just a handful able to tackle really big projects. But because of the size of salvage incidents these days, even they can usually only take on one at a time. Svitzer, for example, did not bid for the [Costa Concordia](#) contract, awarded to Crowley’s Titan Salvage, because it was still involved in clearing the containership [Rena](#) in New Zealand, thought to be the world’s most expensive emergency-response undertaking. At the same time, that is also an illustration of how emergency response and wreck removal are becoming harder to distinguish, in terms of the work involved. Likewise, bringing the badly damaged [MSC Flaminia](#) back into port was an emergency response operation, but looked more like a wreck-removal effort because of the length of time it took before the



ship reached a safe harbour. Mr Pietka, who joined AP Moller-Maersk as a trainee in 1985 and was appointed chief executive of Svitzer Salvage in 2011, believes the emergency-response business is moving from cyclical to super-cyclical. Although incident frequency is going down, the scale of each of case is increasing as ship sizes expand. The wreck-removal business is not only growing faster, but is also more predictable, according to Mr Pietka, as environmental legislation around the world puts greater emphasis on the need to return the area to a pristine condition after a shipping accident such as the [Costa Concordia](#), [Rena](#) or [MSC Napoli](#) disasters. However, there is no comparable regulatory pressure driving emergency-response activities. This year, wreck removal is larger than emergency response for Svitzer Salvage in financial terms and the company is investing both in staff and equipment. Mr Pietka also thinks the industry is starting to change and Svitzer Salvage is doing what it can to accelerate the way in which salvors operate. “It is insane what goes on — if a ship is on fire, owners will invite commercial offers, negotiate legal terms, and then exchange technical information, while the ship is still burning. That is because there is still an opportunistic way of thinking.” Nevertheless, he feels the industry is moving in the right direction, big shipping companies developing preferential relationships with emergency-response providers, who then have technical data at the ready should an incident occur. This year, very little competition has been evident between the big salvage companies, reflecting the trend towards pre-arranged contracts, a clear sign that industry leaders on both sides understand the need for a brand new approach to emergency response and wreck-removal arrangements. “Preparedness programmes are the way forward,” says Mr Pietka. “Preparedness programmes are the way forward,” says Mr Pietka. “We need to move from a reactive to proactive approach,” with the US leading the way as it broadens its OPA 90 requirements to ships of all types. (Source: *Lloyd’s List – Janet Porter; continue next issue*)



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## *BOSKALIS AWARDED CONTRACT FOR REMOVAL OF THE CONCORDIA ONBOARD THE DOCKWISE VANGUARD*



Dockwise, a wholly-owned subsidiary of Royal Boskalis Westminster N.V. (Boskalis) has been awarded the contract to load and transport the Concordia wreck from Isola del Giglio onboard the Dockwise Vanguard. The contract was awarded by Costa Crociere S.p.A. (the client). Following the successful parbuckling of the Concordia, and in

anticipation of the pending refloat, Dockwise and the client have been in discussion to seek a safe solution to remove the Concordia wreck from Isola del Giglio in Italy. In a unique operation the Concordia can be loaded as a whole onto the Dockwise Vanguard and safely transported to a location where she can be scrapped. The client has yet to make a decision in agreement with the local authorities on the final destination. Alternatives under review include scrapping the vessel in Italy. As part of the contract, certain modifications will be made to the Dockwise Vanguard to accommodate the loading of the Concordia in her current state. The operation is planned to take place around mid-2014 and contract value of the work scope as described amounts to approximately USD 30 million. Click [here](#) to download a high resolution version of the artists impression of the Concordia on board of the Dockwise Vanguard. The Dockwise Vanguard is the world's largest semi-submersible ship uniquely positioned to lift and transport extremely heavy cargoes in a dry and safe manner. The ship was initially designed to transport offshore oil and gas structures, but can also carry other vessels and act as an offshore dry dock facility. The Dockwise Vanguard has an open and flat stern and bow-less deck measuring 275 meters by 70 meters allowing the vessel to transport cargo longer and wider than the deck dimensions. When the ballast tanks are flooded, the ship deck submerges below the surface, allowing her to handle deep draught cargoes. Once the Dockwise Vanguard is semi-submersed, the floating Concordia will be brought in position above the deck and as the ballast tanks are emptied, the entire ship including the Concordia is brought above the water line allowing her to transport the cargo in a safe and swift manner. Boskalis, through its wholly-owned subsidiary SMIT Salvage, also provided emergency response services in the first months following the Concordia accident. SMIT Salvage, together with its local partner Tito Neri, successfully removed the bunker fuel from the ship and acted as caretaker from mid-January through to mid-March in 2012. Boskalis views this project as strategically important demonstrating the opportunities for combining maritime services and assets across the breadth of the company. Furthermore, the use of the Dockwise Vanguard for this extreme salvage operation shows the

versatility of the vessel. The recently announced transportation of a FPSO, a recent successful dry docking operation and this salvage transport contract award demonstrate the potential of the vessel.  
*(Press Release Boskalis)*

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## FIVE BIDS FOR REMOVAL OF FORESHIP

With the first phase of the "**Smart**" salvage operations complete with the sinking of the aft end on Oct 5, authorities were turning their attention to removing the forward end of the bulk carrier. The SA Maritime Safety Authority (Samsa) had



to ensure that there was no pollution during the long process. A tender had now been issued to national and international companies to try and salvage the foreship. Their submissions will be carefully scrutinised and risks assessments made to see which methodology would be the best. So far five companies made their bids. SAMSA was to be meeting with their representatives and choose the best. So far no coal washed onto the beaches. *(Source: Vesseltracker; Photo vesselfinder)*

## OFFSHORE NEWS

### HIGHLAND GUARDIAN CHRISTENED

The next christening ceremony of the multipurpose Platform Supply Vessel was held in Remontowa Shipbuilding SA on Saturday, 28th of September 2013. The vessel was christened „**Highland Guardian**“. It was already fifth vessel built in our shipyard for one of the most important offshore fleet Owner operating in the North Sea. The vessel, like previous ones, is designed for supporting sea offshore industry. Three years ago two modern AHTS vessels for anchor handling and rig towing, with significant load capability for rig and offshore platform supply left our shipyard. Two months ago first from the just completed series – vessel „**Highland Defender**“ was delivered to the Owner. The next one „**Highland Chieftain**“ was handed over some weeks ago. All three vessels delivered this year to the Owner were designed by Polish MMC Ship Design & Marine Consulting Ltd. office from

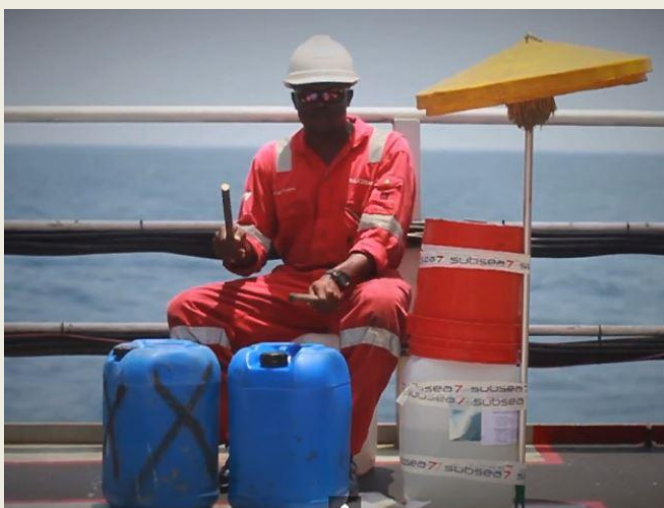


Gdynia. The vessels, built under supervision of American Bureau of Shipping Classification Society operate under the ENVIRO Notation. They have received the so-called GREEN PASSPORT as their structure comprises no materials harmful to human health or natural environment. The vessels are characterized by modern technology, particularly in the range of propulsion and automation. “**Highland Guardian**” will soon start servicing offshore platforms

operating in North Sea. (Source: Remontowa)

### SUBSEA 7 CREW’S AFRICA POP VIDEO BECOMES INTERNET HIT

The crew of a Subsea 7 vessel off the coast of Equatorial Guinea have become an internet sensation thanks to their homemade music video. Aberdeen man Darren Flynn enlisted the help of his shipmates on board the **Bourbon Peridot** to perform Toto’s 1983 hit Africa while at sea off Luba. Now the video has become a smash hit on Facebook, with oil barrels, pumps and even fish standing in for musical instruments as the vessel’s crew mime to the song. “I did the first couple of scenes with Subsea 7 guys, and then a couple of other guys on the boat thought it was good so they also wanted in,” he told Energy Voice. “As the thing progressed more and more people wanted in, from the captain to the company representative.” The 33-year-old, who works as an ROV pilot supervisor on the ship, shot the video on a camera he had taken with him to Equatorial Guinea to try and repair. “I



got it fixed and thought I should do a couple of test videos,” he said. “It worked, so I thought I should give it a good test and make a funny video whilst on our time off. Obviously its good to have stuff to do on our down time. I filmed a couple of shots and thought about making a music video. We decided on “Africa” by Toto as this is where we work. “The reaction has been great. When we knock off shift all the boys kept asking if I’d done any more.” Darren, who moved to London from Aberdeen two years ago, had worked in the North Sea oil



industry for a decade before heading south. The video has now become a huge hit on Facebook and YouTube – and the crew are already keen to try their hand at a follow up. “Everyone was keen to get involved and the ideas were always flying around the rec rooms in the evenings,” said Darren. “Everyone on the boat has been humming the tune for the last month too. I’m just worried we all end up hating the song, we’ve listened to it so much.” Watch the video click [here](#)

## GULF OF MEXICO CREWBOATS KEEP ON GOING

*On this the first day of the New Orleans Workboat Show, the following story is a testament to the ongoing service that the vessels built in the US Gulf Coast ship yards continue to provide.*

Shipyards along the coast of Louisiana have been turning out high-speed aluminum crew boats for several decades now. While ever larger and faster new vessels are being launched, many of the smaller older vessels continue to give good service in other waters. Trinidad Mooring & Launch has a fleet of vessels providing a range of services including pilot transfers, chandlery, mooring, dive support, off shore transportation and seismic support. The firm recently arranged with local San Juan, Trinidad Cummins engine dealer FT Farfan, to have two of their vessels, the 65-foot **Sara P** and the 74-foot **Mr. Bud**, repowered with a pair of Cummins KTA19-M4 engines each. This was not a “like-for-like” repower



so the old V-configuration two-stroke Detroit engines had to be removed along with their gears, shafts, controls, and instrumentation. The **Sarah P**, built in 1965 at Swift Ships in Morgan City, Louisiana, was the first of the two vessels to be repowered. She had been refurbished in 2005 but now she would get new engines. Fitting the new in-line six-cylinder engines into the 18-foot wide aluminum hull of the **Sara P** was a collaborative effort of a team of skilled technicians together with the TML vessel engineer and Cummins Marine Applications engineer for FT Farfan – Andre Khan. As MAE, Khan guided the team to ensure that the engine installation was performed in accordance with the Cummins Marine Installation Review. Although space within the vessel’s hull was very limited; temperatures inside the hull in the tropical environment were hot and humid, the team persevered, installing both engines in a little less than 3 weeks. The team experienced challenges in



physically fitting the two in-line 6-cylinder Cummins KTA19M4 engine into the hull with its 5.5-foot molded depth. After the engines were fully installed all piping for fuel, cooling & exhaust was routed and resized accordingly. On the 74-foot **Mr. Bud**, built in 1973 and refurbished in 2008, the experience was similar, although each vessel is unique and no two installations are the same. In addition to the new engines the **Mr. Bud** was virtually rebuilt. The customer had several issues which delayed the

completion of the install however the sea trial proved not only the expertise of the FT Farfan technicians and MAE but the power and reliability of these Cummins KTA19-M4 engines delivering 700 HP each to 36x36-inch props through ZF BW1900 gears with 2.5:1 ratios. With the

new engines and a general refurbishment the pair of crew boats can be expected to deliver many more years of dependable service. *(Source: Alan Haig-Brown; Photos courtesy of FT Farfan Ltd.)*

### *BLIZZARD ENTERING GRAND HARBOUR, MALTA FOR THE FIRST TIME*

The 1987 built Dutch flag with call sign PHJR anchor handling tug supply vessel Blizzard (Imo 8516952) was seen entering Grand Harbour, Malta for the first time on Friday 4th October, 2013. The AHTS vessel is owned by Blizzard International B.V. – Heemstede; Netherlands and managed by IC management nB.V. – Heemstede; Netherlands. The vessel is the former Maersk Leader. She has a length of 69.70 mtrs a beam



of 15.91 mtrs and a draft of 6.89 mtrs. The two MaK 8M35 develops a total output of 10,900 bhp. The speed is 16 knots and the bollard pull 140 tons. She has a grt of 2,311 tons and a dwt of 2,499 tons and is classed Det Norske Veritas. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

### *SALE OF "2010 BUILT -OFFSHORE SERVICE VESSEL*

Arena Offshore Brokers Ltd.-Istanbul is pleased to announce the delivery of one 2010 built - Offshore Service Vessel // 1600 BHP, 38.4m – DP-0- / FiFi ½ from our Egyptian owners to Ivory Coast clients. Arena has acted as sole broker in the deal. *Details:* Built: 2010 / Egypt; Class: BV; LO: 38.4 m; Breadth: 9.5 m; Draft: 3 m; C. Deck Space: 180m<sup>2</sup>; Deck cargo: 140t; Fuel Oil: 155t; Fresh Water: 160t; Accom: 23 pers. Main engines: 2x 16V92 Detroit Diesels, each 800bhp, ttl : 1600bhp Bow thruster: 200kW FPP, electric drive. *(Source: Arena Offshore Brokers)*



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## SALE OF “36.5M ALUMINIUM STEEL CREW /UTILITY BOAT “



Arena Offshore Brokers Ltd.-Istanbul is pleased to announce the delivery of a “36.5m Aluminium steel crew / utility boat” from Italian Owners to the Undisclosed Nigerian Buyers. *Details:* Class: RINA C Supply vessel- Specified operating area. Length overall: 36.5m; Draft (max): 1.45m; GRT/NRT: 148/44t. Main engines: n.3 GM 12V92 TA – 832 HP x 3. Clear Deck Space : 91m<sup>2</sup>. Accommodation : 50 people. *(Source: Arena Offshore Brokers)*

## GOLDEN ENERGY ENTERS LONG TERM CHARTER AGREEMENT FOR PSV ENERGY SWAN



Golden Energy Offshore has entered into a long term charter agreement with Wintershall Norge AS for PSV Energy Swan. Wintershall Norge will hire PSV Energy Swan on a 4 year firm contract. Upon expiration of the firm part of the contract Wintershall will have four one-year options to extend the deal. PSV Energy Swan, the 2005 built large size PSV of ST 216 L design, will commenced the contract in September 2013. *(Source:*

*Golden Energy Offshore)*

## SWISSCO SEALS CHARTER CONTRACTS FOR TWO AHTS VESSELS

Mainboard-listed Swissco Holdings Limited, announced that it has secured charter contracts worth an aggregate of US\$7.17 million for its vessels. The Group secured 2 years charter contracts each for its two anchor handling tugs (AHTs), ‘**Swissco Superior**’ and ‘**Swissco Singapore**’ and the two AHTs are to be deployed in West Africa. One of the AHT has already reached West Africa; while the other is due to depart for the location by the end of the week. Both contracts are given to Swissco by a UAE oil and gas company operating in West Africa and the contracts come with 3 x 1 year extension options. Besides securing the above contracts, Swissco also secured immediate short term contracts for two of its newly delivered vessels, ‘**Swissco Ruby**’ and ‘**Swissco Neptune**’. Both the vessels are mobilised to go straight to the work sites currently. ‘**Swissco Ruby**’ is an Anchor Handling Tug



Supply vessel (AHTS) while 'Swissco Neptune' is a 58 metres long multi-purpose work boat with DP-1 capabilities. Both these vessels are newly delivered. "The demand for our vessels remains healthy and we are pleased to have chartered out our two AHTs to our Middle Eastern client for deployment in West Africa. Besides these contracts, we are able to secure immediate short term charters for our two newly delivered vessels, comprising an



AHTS and a multi-purpose work maintenance vessel immediately after delivery. We believe that chartering side will continue to see strong demand and with that background, we are focused on our vessel expansion and fleet renewal program to enhance our fleet capabilities," said Mr. Alex Yeo, Chief Executive Officer of Swissco. The Group would also like to provide an update on the vessel fleet. (Source: Swissco)

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## SWIRE WELCOMES NEW AHTS VESSEL 'PACIFIC DISCOVERY'

Shipowner and operator, Swire Pacific Offshore Operations (Pte) Ltd (SPO), welcomes another new anchor handling tug supply vessel, **Pacific Discovery** to its existing D Class fleet. This vessel is owned by SPO and built by DDW-PaxOcean Asia Pte Ltd (DPA). On 8 October 2013, about 80 representatives from the SPO team and DDW-PaxOcean Asia Pte Ltd (DPA) gathered at the shipyard of DDW-PaxOcean Tuas yard to witness the launch and naming ceremony of Pacific Discovery. The event was graced by Lady Sponsor, Mrs Lisabeth Roberts, the wife of Mr Peter Roberts, a former director of Swire, instrumental in establishing SPO and guiding it through its early years. Other dignitaries included Chairman of Swire Pacific Offshore, Mr J.B. Rae-Smith, Managing Director of The China Navigation Company, Mr Tim Blackburn, Chief Operating Officer of DDW-PaxOcean Asia Pte Ltd (DPA), Mr Simon Cheong and Executive Director of DDW-PaxOcean Shipyard Pte Ltd, Mr William Choo. "The launch of **Pacific Discovery** is another important milestone for the Company, particularly in respect to the development of our deep water anchor handling capability. The three sister D Class vessels already delivered have enjoyed a successful entry into service and are living up to expectations in respect to safe and high quality operating performance. By the end of



2015, all eight vessels from the series will be in operation, serving our customers across the world. We are confident that our modern and diversified portfolio of vessels and marine services will be well positioned to meet the changing business needs of the global oil and gas industry effectively,” says Managing Director, Mr Neil Glenn. **Pacific Discovery** is designed and built with advanced technical capabilities to support the latest generation of semi-

submersible rigs. Equipped with DP2 systems and a maximum bollard pull of 230 tonnes, **Pacific Discovery** also boasts a clear deck space of 650 square metres. The main propulsion engine powers the vessel with 17,864 Brake Horsepower (BHP) certified to IMO Tier II standards. The large capacity 500 MT RRM Brattvagg winches, latest dynamic positioning technology, enhanced station keeping with independent drop down azimuth thruster, anchor recovery frame (ARF) and travelling cranes provide the vessel with added flexibility, versatility and safety. By the end of 2015, SPO will have eight vessels in its D Class fleet. Vessels in the series delivered to date include **Pacific Defiance** (February 2013), **Pacific Diligence** (April 2013) and **Pacific Dolphin** (August 2013). **Pacific Dove** and **Pacific Duchess** have been launched and will be delivered by the end of 2013 and by early 2014 respectively. The two remaining vessels in the series, **Pacific Dispatch** and **Pacific Dragon** are scheduled to be delivered by the end of 2014. *(Source: Swire Pacific Offshore)*

## SANCO VESSELS VISIT DEN HELDER



The brand-new seismic survey vessel **Sanco Swift** and the seismic support vessel **Sanco Sky**, both owned by Sanco Shipping and chartered by Dolphin Geophysical, made a portcall in Den Helder, the Netherlands. The **Sanco Sky** delivered a number of streamers, which were taken on board of the Sanco Swift. Both vessels have to carry out seismic survey work on the North Sea. *(Source and photos Paul Schaap)*



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*LONG TERM CONTRACTS FOR HAVILA SUBSEA AND HAVILA FORTUNE*

Havila Shipping has entered into a new contract with Subsea 7 for the **Havila Subsea**. The contract is for a firm period of one year and will keep the vessel working for Subsea 7 to the end of 2014. The contract include two optional period each of one year. Havila Shipping has entered into a contract with Centrica for the PSV vessel **Havila Fortune**. The



contract is for supporting the rig Noble Byron Welliver for 2 wells firm estimated to 280 days with 4x1 well option estimated to 180 days. The contracts is on market based rates. *(Press Release Havila)*

## WINDFARM NEWS

*SEAZIP TO TAKE PART IN OFFSHORE ENERGY 2013*



SeaZip Offshore Service will take part in the Offshore Energy exhibition which will take place in Amsterdam on 15 and 16 October 2013. The company will showcase it's expertise as well as their vessels to the offshore industry. Offshore Energy Exhibition & Conference is the ideal platform for the entire offshore energy sector. Companies will be able to present themselves here, do some networking, exchange

knowledge and experience and discuss joint challenges. A conference programme will take place parallel to the exhibition. SeaZip Offshore Service provides sophisticated service vessels and excellent ship management for fast and safe access to offshore sites. They specifically focus on devising smart solutions for the offshore wind industry. The company will be exhibiting at booth 10.045. *(Press Release SeaZip)*



## YARD NEWS

### NDSQ RECEIVES CERTIFICATION FOR MANAGEMENT SYSTEMS



The Qatari shipbuilder's quality, environmental and safety management systems are aligned with internationally approved standards. Qatari shipbuilder Nakilat Damen Shipyards Qatar (NDSQ) has received certification from Lloyd's Register Quality Assurance (LRQA) for aligning its quality, environmental and safety management systems with internationally recognized standards. A certificate of approval for the ISO 9001:2008, ISO 14001:2004 and OHSAS

18001:2007 management standards was presented by LRQA to NDSQ during a ceremony at Erhama Bin Jaber Al Jalahma Shipyard in Ras Laffan on Thursday 3rd October. The ISO environmental and OHSAS safety management system approvals were awarded to NDSQ for the first time this year, along with reconfirmation of the ISO quality management system approval, which was originally awarded to NDSQ in 2011. On the occasion of the certification ceremony, NDSQ Managing Director Jan-Wim Dekker commented: "We are proud to be building boats in Qatar using management systems that match these highly regarded international standards. By adhering to these globally-recognized best practices, we are positioning Qatar as a center of excellence for shipbuilding in the Middle East and contributing to the sustainable growth of the Qatari economy." NDSQ is a joint venture between Nakilat and Dutch shipbuilder Damen and is based at Erhama Bin Jaber Al Jalahma Shipyard in Ras Laffan, Qatar. NDSQ began operations in 2010 and builds ships in steel, aluminum and fiber reinforced plastic (FRP), up to 170m in length. *(Press Release NDSQ)*



### ANOTHER BUILT BY REMONTOWA

Another new building on the Remontowa yard; Gdansk; Poland is the almost finished Edison Chouest Offshore delivery [Eland](#). The fifth in the series of the MMC 887 L design PSV's. The vessel, being built under supervision of American Bureau of Shipping and according to the design (MMC 887 L) elaborated by MMC Ship Design & Marine Consulting Ltd from Gdynia, Poland, will rank among the largest ones in her class. Deck area of some 1050 sq. m capable of taking load of 10 t/sq. m allows for carriage of goods in the range of well above 2500 tons, while dangerous goods may be carried in tanks under the deck with the vessel achieving a total deadweight capacity of some 5500 tonnes. The vessel is to be equipped with advanced control systems, dynamic positioning (DP2 class) as well as firefighting equipment (FiFi-1 class) and equipment for oil recovery operations. The series



of PSVs being built at REMONTOWA Shipbuilding for ECO, is destined for use in all sea areas, regardless of weather conditions, initially - to work in the region of South America and Africa. **Bongo**, the first in a series, which left the yard in December 2012, plies the flag of Vanuatu and fulfills the Brazilian offshore rules and regulations, with sister ships following this pattern. *(Photo: Jacco van Nieuwenhuyzen)*

### DECKHOUSE TRANSPORTED TO THE YARD

The new build deckhouse for the Supply vessel **Springbok** was seen on transport to the Remontowa shipyard; Gdansk; Poland. The Springbok is the seventh vessel in a series of eight for the North America owner Edison Chouest Offshore. The other vessels are the **Bongo, Kudu, Sable, Oryx, Eland, Gemsbok, Springbok** and the last from the eight - **Wildebeest**. *(Photo: Jacco van Nieuwenhuyzen)*



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

- [TOS delivers euro carrier 2611 Ellen K for GSS Marine Services](#)
- [Long term contracts for Havila Subsea and Havila Fortune](#)
- [US Brig Niagara at Great Lakes Shipyard for drydocking and repairs](#)
- [Boskalis awarded contract for removal of the Concordia onboard the Dockwise](#)

### Vanguard

- [NDSQ Receives Certification for Management Systems](#)

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The advertisement features a blue and white KNRM pennant (wimpel) with a crown logo and the year '2013' on the left. The pennant is set against a background of a cloudy sky and a dark sea. To the right of the pennant, the text 'Deze wimpel siert uw boot, maar vooral haar eigenaar!' is displayed in large, bold, white letters. Below this, in smaller white text, it says 'KNRM-redders staan 24/7 voor u klaar. Vrijwillig. Wel zo sportief om ze ook vrijwillig te steunen.' and 'Ga naar: [www.knrm.nl/wimpel](http://www.knrm.nl/wimpel)'. In the bottom right corner, the KNRM logo is visible, consisting of an orange stylized figure and the letters 'KNRM'. An orange call-to-action box on the left side of the pennant reads 'Ontvang gratis deze KNRM-wimpel bij een gift!' in white text.

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