



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

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BOSKALIS COMPLETES SALE OF SMIT GLADSTONE TOWAGE OPERATION TO SMIT LAMNALCO



Royal Boskalis Westminster N.V. (Boskalis) has successfully completed the sale of its Australian harbor towage business to its strategic partner Smit Lamnalco. The sale had already been announced in August 2013 as part of a strategic realignment of the towage activities. Boskalis received USD 55 million in cash for all the outstanding shares in Smit Marine Australia Pty Ltd, the legal entity holding the exclusive harbor towage license in the port of Gladstone, Australia with 6 tug boats

included. The transaction was at book value and will not have a material impact on Boskalis earnings. Shipping activity out of the Port of Gladstone is primarily commodity related with various LNG terminals currently under construction. The nature of these activities fits well within the Oil and Gas industry focus of Smit Lamnalco. These activities will furthermore complement Smit Lamnalco's forthcoming LNG terminal activities in Papua New Guinea. Smit Lamnalco is a strategic partnership in which Boskalis is 50% shareholder with the remaining 50% share held by The Rezayat Group of Saudi Arabia. Royal Boskalis Westminster N.V. is a leading global services provider operating in the dredging, maritime infrastructure and maritime services sectors. The company provides creative and innovative all-round solutions to infrastructural challenges in the maritime, coastal and delta regions of the world with the construction and maintenance of ports and waterways, land reclamation, coastal defense and riverbank protection. In addition, Boskalis offers a wide variety of marine services and contracting for the offshore energy sector including subsea, heavy transport, lifting and installation (through Boskalis Offshore and Dockwise) and towage and salvage (through SMIT). It also has a strategic partnership in terminal services (Smit Lamnalco). With a versatile fleet of over 1,100 units Boskalis operates in around 75 countries across six continents. Including its share in partnerships, Boskalis has more than 11,000 employees. (*Press Release Boskalis; Photo: Tropic Maritime Photos, Australia*)

HARD WORKING TUG AS ARTIFICIAL REEF

A little bit different picture of a tugboat. She is the **Titan** and is located just offshore of Morehead City, NC. McAllister last owned her as a working vessel. out of Wilmington. She has a long and distinguished story and she is still working hard as an artificial reef and home to Marine life. **Titan** Tug, at a length of 116 feet and a width of 23 feet and 6 inches, she's an



easy dive. The bottom is sand at 60 feet and the wreck goes up to within 35 feet of the surface. It is close to shore, about seventeen miles from Beaufort inlet. The visibility averages 30 feet, but can get up to 50-60 feet. Its proximity to shore makes this a dive that is easy to get to if the weather will not permit diving offshore. The shallow depth makes this a popular wreck for a second dive on the way back in from a deeper one. Sunk in the summer of 2004 as part of the North Carolina artificial reef program, the **Titan** is the newest addition to AR-345. The Titan was built at the Staten Island Shipbuilding Company in 1909 in Port Richmond and originally named the **Empire**. The **Empire** was built with a triple expansion steam engine measuring 14, 22 and 36 bore by 24 stroke. This engine produced 800 IHP and was fed by a single 14 x 12 Scotch boiler. She was originally built for the Erie Railroad, but was purchased by the Panama Railroad when she was completed. The Panama Railroad changed the name from **Empire** to P.J.T. Co. **No. 8**. After she was launched, she headed south to be used in the construction of the Panama Canal. While working on the Panama Canal, **No.8** was caught in a rockslide and was buried for a year before being dug out and put back in

service. In 1923, the Panama Railroad Company sold **No. 8** to the Danziger Lumber Company. **No. 8** was then sold to the Sabine Towing Company of Port Arthur and was used for offshore towing. By the 1920s, **No. 8** was renamed **Empire**, her original name. While towing an oil barge in September of 1928 off of Pensacola, Florida, **Empire** was caught in a hurricane. The **Empire** attempted to find a sheltered anchorage but struck the bottom and damaged her propellers. During the hurricane, the high waters and gale force winds had carried the **Empire** over half a mile inland. By dredging a canal and towing her out, the **Empire** was salvaged. In 1949, while **Empire** was being repowered, she was renamed **Titan**. Her triple expansion steam engine was removed and a new direct reversing supercharged diesel engine was installed. This new engine was a 1750-BHP, 8 cylinder, 16 x 22, 4-cycle, Nordberg model FSM-168-SC. Just after this rebuild, the **Titan** was called out to tow a stranded 15,000-ton tanker off Sabine, Texas. The **Titan** then towed the tanker 1,500 miles to Philadelphia. Around 1980, the Sabine Towing Company sold the **Titan** to McAllister Towing Company in Wilmington, N.C. In 1982, the seventy-three year old **Titan** was still in good enough shape to warrant another repowering. A 2000-BHP Electro Motive 16-645 diesel was installed, which served the tug for the rest of her days. In 1999, a decision was made to lay her up due to much needed topside steel work. The **Titan** served as a back-up boat until 2003, when it was decided that she be scraped. In January 2004, the boat was acquired by the Northeastern Maritime Historical Foundation and moved up the Cape Fear River to a new berth in downtown Wilmington. The **Titan** was then sold to the Swansboro Rotary Club. The wreck of the **Titan** is home to a variety of marine life. Sea bass and schools of baitfish can be found on the **Titan** in the summer months. The superstructure was cut off to remove the engine and the welds used to reattach the superstructure were weak and has since caused the superstructure to collapse. *(Source: Sean Yates & Harold E. Tartell – Tugboatinformation.com; Story & Photo by Karen Doody)*

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SMIT LAMNALCO INDUSTRY TRENDSETTER THROUGH CERTIFIED OVMSA-BASED MANAGEMENT SYSTEM

Smit Lamnalco is proud to have achieved full ISO 9001/14001 and Occupational Health and Safety Assessment Series (OHSAS) 18001 Certification across the entire company for its new integrated safety management system SLIMS. Where most marine service providers only base their systems on the International Safety Management (ISM) Code and ISO standards, Smit Lamnalco belongs to a select group of industry trendsetters. To this end it embraced 'Best practice' in the offshore industry - the Offshore Vessel Management and Self Assessment (OVMSA) Guidelines. *Distinguish ourselves from competitors* This new system SLIMS (Smit Lamnalco Integrated Management System) encompasses all activities undertaken by Smit Lamnalco both onboard and ashore. Daan Koornneef, Smit Lamnalco Chief Executive Officer says: "We want to distinguish ourselves from our competitors by being 'best in class'. With a key focus on the offshore midstream sector and an



increasing presence in this market, we recognise that it is important to go beyond the ISM and ISO regulations." *Best practice in the offshore industry* Erik Nuhoff, Smit Lamnalco Group SHE-Q Manager states: "Our system is integrated with the offshore industry's guidelines and this sets the pace for further improvement." The OVMSA Guidelines are how the oil majors require ship managers to manage their ships, and were issued for

the first time by the Oil Companies International Marine Forum (OCIMF) in May 2012. They are not mandatory but if Smit Lamnalco wants to be considered as a preferred supplier, the company must adopt them. *Aligned with our clients* OVMSA has set Key Performance Indicators to assess, measure and improve the management system. The OVMSA Guidelines contain 12 elements, SLIMS is fully aligned and has 12 corresponding chapters. By adopting these standards Smit Lamnalco belongs to a select group of industry trendsetters, and speaks the same language as its clients. Clients are keen to see the 'objective evidence' with several industry majors due to conduct their own audits in the coming months. *(Press Release)*

WESTSUND WITH YARD NUMBER 571698



Last week the 1980 built Danish registered with call sign OUJB2 Tug **Westsund** (Imo 7822421) with the hull of *Damen Shoalbuster YN-571698* arrived at the Rotterdam pilot station at sunset, after hiding at the port of Den Helder from the bad weather on the North Sea. The **Westsund** is owned and managed by Svendborg Bugser A/S – Svendborg; Denmark. She has a length o.a. of 33.24 mtrs a beam of 9.75 mtrs and a moulded depth of 4.90 mtrs. Her grt is 366 tons and nrt is 109 tons with a dwt of 263 tons. She is built in 1979 by Richards Shipbuilders Ltd. – Lowestoft under number 547 as the **Clausentum** for Southampton, Isle of White & South East RMSP – Southampton. Sold in 1993 to Londonderry Port & Harbour Commiss. And managed by Clyde Shipping Tugs Ltd - Londonderry and renamed **Strathfoyle**. In May 2022 sold to Svendborg Bugser A/S (Niels Henriksen) – Svendborg; Denmark and renamed **Westsund**. Her two Ruston type 6RKCM diesels develops a total output of 2,820 bhp. A speed of 12.5 knots and a bollard pull of 37 tons. *(Photo: Hans Hoffmann)*

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CATERPILLAR AND CAT DEALER PETERSON RE-POWER HARLEY MARINE SERVICES' TUGBOATS



Replacing the prime engine in a seafaring vessel to meet modern emissions laws can be a major challenge. For many vessel owners, the option to retrofit existing engines is an attractive alternative to implement compliant power solutions into their operations. Recognizing the need to provide flexible, comprehensive solutions to help customers address the increasingly complex emissions regulations, Caterpillar unveiled the EPA certified Cat® 3500 marine emissions kits. Bay Area tug and barge operator Harley Marine Services was eager to incorporate sustainable, efficient power solutions into their vessels and reached out to Cat Dealer Peterson to evaluate viable options for several vessels in their fleet. After close collaboration with Peterson, Harley Marine Services elected to install the 3500 marine emissions kits, becoming one of the first customers in North America to adopt the innovative technology in their tugs. Peterson installed the 3500 emissions kits on 6x Cat 3516B marine engines in three different tugs, upgrading each vessel from EPA Tier 0 to Tier 2 while simultaneously improving the efficiency of their vessel. “The advantages of utilizing a 3500 emissions upgrade are attractive for many of our customers,” Randy Richter, Peterson parts and service support representative commented. “The customer doesn’t have to take his vessel out of the water, get the hull cut, and have the old engine removed to fit an engine with a different footprint than the one it replaces. It allows our customers to proactively incorporate compliant power solutions into their vessel while minimizing vessel down time.” The Cat 3500 Marine Remanufacture Program applies to many commercial engines flagged or registered in the United

States, and the requirements include a 25 percent particulate matter reduction at overhaul. By replacing the mechanical unit injector (MUI) system and other associated components on the engine, the upgrade kits offer vessel owners an in-hull solution that exceeds the requirements, and offers operational benefits. Reducing emissions is a key imperative within the Caterpillar sustainability strategy and the 3500 Emissions Upgrade Kits are an example of aligning sustainability with innovation to help our customers. Aside from the compliance and environmental benefits, an upgrade from a mechanical to an electronic EPA Tier 1 or Tier 2 configured engine can also result in numerous operational improvements. These benefits include improved diagnostic and display capabilities as well as smoother overall operation. As confirmed by multiple customers, an upgrade solution during the overhaul can result in lower vibration and noise levels, and a significant fuel savings. A lesser known advantage of electronic fuel injection engines is that they offer superior brake specific fuel consumption in the midrange versus a traditional mechanical fuel injection engine. “In many cases, we observe that our customers operate a significant percentage of their time below the rated power and speed, meaning that this upgrade kit will translate into both emissions reduction and operating cost savings over time,” P. Jaime Tetrault, Caterpillar Marine Power Systems product support director noted. *(Source: Marex)*

PACIFIC BASIN SHIPPING HIRES CITIGROUP TO SELL AUSTRALIAN UNITS?

The board of directors of Pacific Basin Shipping Limited has noted an article on 15 October 2013 which reported that the Company, through Citigroup, is exploring exit options for its Towing operations (“PB Towing business”). The Board confirmed that it has approved sounding out the market to establish if there is interest in a third party acquiring the PB Towing business as part of its



responsibility to shareholders to maximise the value of the Company. However, the process is at a very preliminary stage and there is no certainty that the Company will proceed with any transaction. If any transaction proceeds, the Company will comply with its disclosure obligations and make further announcements as and when required in accordance with the Listing Rules. The Company will announce its third quarter trading update on 18 October 2013 including comments on the current trading environment for the Group Companies. “Shareholders of the Company and potential investors are advised to exercise caution when dealing in securities of the Company as these soundings may not lead to a binding agreement,” Company said in a press release. The Board confirmed that, save as disclosed herein, it is not aware of any matter discloseable under the Listing Rules, which is or may be of a price-sensitive nature, or of any inside information that needs to be disclosed under Part XIVA of the Securities and Futures Ordinance (Cap. 571). *(Source: Pacific Basin Shipping)*

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TWO NEW TUGBOATS DEPART ZHENJIANG SHIPYARD



Last week Zhenjiang Shipyard successfully completed delivery of two tugboats. The first was 4000HP ASD tugboat, named **Baoan Tuo 5**, that was delivered to Shenzhen Dachanwan Tugboat Co., Ltd on October 9th. A day later, on October 10th, the 4800HP ASD tugboat named **Bei Fang 12** was delivered to Ying Kou Port Group Co. Zhenjiang Shipyard, engaged in construction of vessels such as multifunctional azimuth

thruster tugs, ocean engineering vessels, specific vessels, mud dredgers and bulk carriers, over the years has developed over ten types of tugs featuring different engines and propulsion systems, including stern tractor type and mid-ship tractor type. (Source: *Zhenjiangshipyard*)

GERMANS TO GET NEW CANAL BOATS

The launch of a 22.78m multi-purpose work boat by German waterway authorities on the Ems in October kicks off the delivery of five identical boats being delivered up to the end of next year. The Wasser und Schifffahrtsamt (WSA) in Rheine will launch the first of the versatile newbuildings on 10 October, spokesman Uwe Bliss told Maritime Journal. The second boat is being delivered to the WSA Meppen also this year. Two of the remaining three boats will be delivered reportedly



by about mid-2014 to the WSA east in Magdeburg, where the Mittelland Canal spectacularly crosses

the Elbe. The fifth boat is for delivery to the WSA in Brunswick on the Mittelland Canal by the end of 2014. The five boat package was ordered by the Federal Waterways, Engineering and Research Institute (BAW) in Hamburg in 2011 from the SET Shipyard in Genthin, eastern Germany. The boats are 7.1m wide, draw a maximum of 1.4m and displace 115 tonnes. Carrying a crew of two, they are driven by MAN D2842 LE412 main engines of 588kW at 1,800 rpm to provide 18 knots with Thies shafts, Reintjes gearings and Wärtsilä Worksave five blade propellers of 1.1m diameter. Each boat also has a Caterpillar C4 4 47.5kVA auxiliary and a Hatz 25kkVA auxiliary for power generation. Also on board each boat is a 12m outreach MKG HMC 141crane. Comments to Maritime Journal from officials in the regions getting the boats indicated they will all be used for similar general duties, including pushboat and ice-breaking service in the winter months. The boat being launched by Rheine WSA on 10 October 10 will be called **Bevergern** and be used year round, Uwe Bliss told MJ. In winter it will serve as an ice-breaker and in ice free months will push a bridge inspection barge. He added that, if needed, the new boat could also be used elsewhere on the west German canal network and that also appears to go for the other boats. In Meppen, spokesman Thorsten Seiwald told Maritime Journal their new boat, **Turmfalke**, would also be in regular operation. He said it would be used to push lighters and tow a sand plough or silt harrow. The boat would also break ice and could be regarded quasi as a sister to the 22.5m ice-breaker Eisvogel, in service with WSA Meppen since 2009, he said. At the WSA Brunswick, Julia Sembritzki told Maritime Journal all five boats would be “almost identical” except for the Brunswick newbuilding, **Löwe**, which will have a hooded deckhouse which can be hydraulically lowered. **Löwe** will also be “so constructed that it can function as an icebreaker during the winter months on the Mittelland Canal as well as on the Weser and on the Elbe Lateral Canal”, Ms Sembritzki said. *(Source: Maritime Journal by Tom Todd; Photo Mercator Media)*

SKANDI STORD TOWING RIG NOBLE HOMER FERRINGTON



The 1999 built Norwegian registered with call sign LJLD offshore tug/supply vessel Skandi Stord (Imo 9198484) leaving Marsaxlokk Harbour, Malta towing the semi-submersible rig Noble Homer Ferrington bound to Egypt on Saturday 12th October, 2013. The Skandi Stord is owned by

DOF Rederi AS – Storebo: Norway and managed by DOF Management AS – Storebo: Norway. She has a grt of 2,656 tons and a dwt of 2,900 tons and is classed Det Norske Veritas. (Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)

HERCULES II ON THE SLIP PREPARING FOR PARAQUAY

On the Slip in Zwijndrecht; Netherlands was seen last week the motor pusher tug **Herkules III** from owner Imperial Shipping Group, Dbg Ruhrort; Germany. The pusher is converted with two side tanks to taken up 300 cub. mtrs extra fuel capacity to give the pusher tug extra sailing range. She is

contracted together with another 4 pushers and 12 barges for operating in Paraguay. *Vessel details:* Type: motor pusher; Eni-nr: 04004620; built: 1972; Yard: Ruhrorter Schiffswerft, Duisburg; Germany; Owner: Imperial Shipping Group, Dbg Ruhrort; Germany Tonnage: 161 ton; Length: 37.00 meter; Breadth: 13.00 meter; Depth: 1.80 meter; propulsion: 3 x MAK 2000 hp.
(Photo: Arie Boer)



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TUG DON LUCHO TOWED PUSHER WILLIAM J. MOORE



As reported in an earlier issue of the Tugs Towing & Offshore Newsletter the Damen built Stantug 2208 **Don Lucho** (Imo 9449041) was leaving the 11th October the Port of Willemstad on the Caribbean Island of Curacao with in tow the pusher **William J. Moore** (Imo 7030444). The pusher will be towed to the Baranguilla; Colombia where she probably will be sold. The **William J. Moore** is built in 1970 by Adelaide Ship Construction Pty Ltd - Adelaide, Australia under number and delivered to Adelaide Steamship Industries Pty Ltd - Sydney; Australia as **Warrawee**. In 1974 chartered to Union Towing and Transportation UK Ltd; Great Britain. In 1979 charter ended and she returned to the Adelaide Steamship Industries Pty Ltd - Sydney. In 1975 sold to Seaspan Overseas Ltd - Hamilton; Bermuda and renamed **Seaspan Raider**. In 1976 sold to Genstar Overseas Ltd - Hamilton; Bermuda. In 1979 sold to Seaspan International Ltd - Vancouver; Canada and

managed by Genstar Marine Inc. In 1987 sold to Empire Marine Transport Co Ltd- Monrovia; Liberia and renamed **Raider**. In 1987 sold to Newfoundland Marine Energy Ltd - St John's, Canada and renamed **Raider IV**. In 1988 under management by Comtug Ltd - St John's; Canada and renamed **Alica A**. In 1997 sold to McKeil Work Boats Ltd and managed by Mckeil Marine Ltd – Hamilton; Canada. In 2001-2002 converted for ITB operations with barge McCleary's Spirit. In 2002 renamed **William J. Moore**. In 2003 re-engined 2x diesel 2t V16cyl GM type EMD type 16-645, 4078bhp-3000kW total. In 2008: To K-Sea Canada Corp – Halifax and managed by V Ships Canada Inc. – Montreal; Canada. *(Photo: John Smit)*

HORIZON TO BUILD 80-FOOT TUG FOR FMT



Horizon Shipbuilding, Inc. of Bayou La Batre, Ala. said it signed of a contract with long-time customer Florida Marine Transporters to build one 80' towboat, with two option vessels. Horizon said that FMT has been a customer for nearly seven years, and FMT's continued business is largely responsible for its success and ability to expand capacities and capabilities. Jeff Brumfield, FMT's New Construction Manager, created the design and has worked along with John Gilbert and Associates to bring the design to reality. The vessels have the following characteristics: LOA 80'; Beam 33'; Depth 10'-6"; Draft 8'-6"; Propulsion Power 2100BHP; Crew 6. *(Source: Horizon Shipbuilding)*

TUG DETAINED BY INSPECTORS OVER DANGEROUS FLAWS

A TUG that was due to tow one of the Royal Navy's former frigates from Portsmouth has been detained and deemed 'dangerously unsafe' by the coastguard. **Hibernia** arrived in Portsmouth Harbour last week to tow Type 22 frigate Cornwall to a scrapyard in Swansea. But on arrival, inspectors from the Maritime and Coastguard Agency (MCA) found she was unsafe for the towing operation. The tug's owners, Kent-based GPS Marine, say they have sacked the ship's Russian crew



and are planning to send the vessel to her home port for repairs. John Spencer, the managing director of GPS Marine, told The News: 'We were seriously disappointed and embarrassed by the evidently low standard of onboard management by the tug's officers while she had been outside Europe. 'The tug had just returned from many months in Africa. 'Portsmouth was the first UK port at which our shore superintendents could attend and, in any case, some repairs had been planned to be carried out in Swansea.' The tug has been berthed at Portsmouth International Port since last

week. GPS Marine says it has dismissed and repatriated the vessel's master, chief officer, and chief engineer. It is not known when the frigate Cornwall will now be towed out. Meanwhile, Turkish shipbreaking firm Leyal Recycling – which has the contract to tow away the other three frigates – has already taken one away. The next two are due to sail some time this week. A spokesman for the MCA said: 'We detained a tug at Portsmouth Harbour as it is dangerously unsafe. 'We inspected it and found a large number of deficiencies and substantial non-compliance with merchant shipping requirements. 'The owners and operators are now making repairs to meet statutory safety standards. 'Disposal and transit of old warships is controlled by the Ministry of Defence's Disposal and Reserve Ships Organisation to ensure safe transit and disposal of such a large floating object, and MCA inspection is an important part of the overall process of that control.' Mr Spencer denied the vessel was dangerous, but added: 'We concede a number of relatively minor deficiencies were identified on board. 'The tug passed special survey only 19 months ago, however, further inspections after the detention have revealed some more significant defects that will require the services of a shipyard to correct.' (*Source: The News Portsmouth*)

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ACCIDENTS – SALVAGE NEWS

WHERE THERE'S A WAY BUT NO WILL

The shipping industry must back Svitzer's groundbreaking salvage solution. THE fact that Svitzer Salvage is concerned about how to secure financial backing for its containerised mobile crane system unfortunately comes as little surprise. As part of AP Moller-Maersk, Svitzer could foot the bill itself — unlike some other salvors — but it is reluctant to continue on this route, as the solution would benefit the whole industry. As the size of vessels has increased over the past 15 years — and even more so in the past three or four — so have fears on the part of insurers and salvors about what would happen should one run aground. This concern has become even more acute after 18,000 teu boxships started operating this year. Svitzer Salvage chief executive Peter Pietka insists shipping lines are not putting lives at risk with their larger ships, but acknowledges that carriers have not fully considered all the emergency-response implications of the biggest post-panamax vessels before bringing them into service. The risks have been pointed out many times by insurers and legal experts such as Swiss Re's Pete Townsend and DWF Fishburns' Michael Kingston. Shipping has been warned repeatedly not to wait for others to take the lead and has been urged to take action. However, tangible progress requires buy-in from all parties and everyone seems to be looking to someone else to jump in first. Lobbying for government support has also proved fruitless. Mr Townsend's appeal to the UK government to put a 10% levy on each container to create a fund to provide for salvage equipment was rejected. The problem is seen politically as a property issue that falls to the insurance and shipping industry to solve. However, as Mr Kingston points out, making

provisions for an adequate salvage response to a major catastrophe is not a property issue but a societal one and, in the absence of a funding solution, energies should be spent on preventing casualties happening in the first place. Recent studies compiled by Lloyd's and the International Group of P&I Clubs have highlighted human error as an important factor in significant casualties. Mr Kingston has drawn attention to the importance of predetermined routes and forcefully argues that the **Costa Concordia** casualty should never have happened. He argues the technology exists to sound an alarm on the vessel's own bridge when it deviates from a predetermined route, in the owner's headquarters and that of the harbour authority, and says it is time for a system to be implemented. Mr Kingston adds technology is ready for large-ship salvage, as with Svitzer's crane system, but there is a lack of will to fund implementation. Both P&I clubs and hull insurers have criticised government intervention and cited it as one of the primary causes of the rising cost of wreck removal. Yet it is likely that a prediction made by Mr Townsend will come true, despite this understanding. A megaship grounding will happen, the salvage response will be woefully inadequate and there will be a knee-jerk legislative reaction from governments. That will take any semblance of control from salvors and insurers, forcing them to comply with harsh and possibly unrealistic regulation. *(Source: Lloyd's List - Liz McMahon)*

ALLISION IN HELGOLAND



On Oct 13, 2013, the "**Sea Gale**" allided with the s/v "**Heimkehr**" in the South port of Helgoland. The "**Heimkehr**" with a crew of two had just docked in the port when the catamaran "**Sea Gale**" tried to moor at the marina. The strong east wind pushed the stern of the offshore vessel onto the foreship of the "**Heimkehr**" after it lost engine power. The rig of the "**Heimkehr**" was damaged, both ships suffered scratches, but remained seaworthy. *(Source: Vesseltracker: Photo: www.cn-online.de)*

TUG SIKU SAVED DISTRESSED BOATERS

Five men aged from 16 to 28 were rescued on Oct 11, 2013, by the "**Siku**" which was alerted by the U.S. Coast Guard. They were recovered in open waters near Hooper Bay after their boat had drifted into the Bering Sea. The Bethel troopers post received a call at 11:04 p.m. about the drifting boat near Hooper Bay and contacted the Coast Guard. The men in the 21-foot boat, all



from the village of Hooper Bay, had missed high tide and were unable to enter the bay by river, eventually running out of gas. The men were rescued from the aluminum boat with a homemade cabin about four hours after the troopers received the call. The Coast Guard launched a helicopter from Kodiak and contacted the "Siku" which found and towed the boat into Hooper Bay. (*Source: Vesseltracker*)

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HEAVY LIFT ZHEN HUA 20 ADRIFT IN SOUTH ATLANTIC AFTER ENGINE FAILURE



It is reported that the heavy lift vessel *Zhen Hua 20* (Imo 7826180) has suffered an engine failure on the 4th October off the South African Western Coast. The vessel en route from Hong Kong to La Plata; Argentina was taken in tow by the Liberian registered with call sign A8KE6 2007 built Offshore Tug Supply vessel *De Zhou* (Imo 9350575). The transport arrived safely in the South African Port Cape Town. The *De Zhou* is owned

by Hua Ru Shipping Liberia Inc. – Shanghai; China and managed by Shanghai Salvage Co – Shanghai; China. She has a grt of 4,044 tons and a dwt of 3,266 tons. The 1983 built *Zhen Hua 20* is managed by Shanghai Zhenhua Shipping Co.; China (*Photo: Aad Noorland*)

SEARCH FOR MISSING CREW MEMBER SUCCESSFUL

On Oct 14 the Dutch Navy minesweeper, Sr. Ms. "*Schiedam*" was sent again to the wreck of the "*Maria*" to search for the remains of the last missing crew member. The "*Schiedam*" which has a group of Navy divers on board will continue to search the ship with a remote operated camera. With this method already two bodies were found, and it was a success also this time - a third body was recovered in the run of the day which was believed to be the missing Indonesian crew member.

OFFSHORE NEWS

VOS BASE FORMER BASE EXPRESS



photo Paul Schaap

The platform supply vessel **Base Express**, owned by Vroon Offshore Services, has been renamed **VOS Base** during an IRM stop at Oranjewerf Ship Repair, located in Amsterdam. The PSV is on a long term charter for supply duties in the Southern North Sea (SNS) Pool, operating from Den Helder, the Netherlands. *(Source and*

OLYMPIC ELECTRA ON TEMPORARY CHARTER SNS POOL

For a short period of time Pool Manager Peterson from Den Helder, the Netherlands, has chartered the multipurpose field support vessel **Olympic Electra**, owned by Olympic Shipping, to strengthening the Southern North Sea (SNS) Pool fleet. The 3,500 dwt vessel was built in 2011 on the Norwegian Myklebust yard. The **Olympic Electra** is a MT6009L type vessel with a length of 79.6 metres. *(Source and photo Paul Schaap)*



HARVEY GULF COMPLETES PURCHASE OF ABDON CALLAIS OFFSHORE



New Orleans based Harvey Gulf International Marine, announced today the closing of its asset purchase of Abdon Callais Offshore, a deal worth \$460 Million USD in cash, while simultaneously selling six of the older assets to Adriatic Marine for \$72 Million USD. CEO Shane Guidry commented: "It's been a very busy year. Abdon Callais is the third company I have purchased in the last 12 months, adding 58 vessels to my fleet. Today, I have 14

vessels at 5 shipyards ranging in size from 220' to 340' in length under construction to meet our customer's needs today and for the future. Our Liquefied Natural Gas (LNG) vessels, LNG marine fuel dock and the large IMR vessels presently under construction are the future of vessel support

services for the Gulf of Mexico and soon to be around the Globe.” *(Source: Harvey Gulf)*

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HERMAN IJSSELING, FLYING FOCUS, THANKS POOL EXPRESS

On Wednesday 8 May 2013, a small aircraft ditched in the North Sea, 30-35 miles off the Dutch coast. **VOS Rambler** and **Pool Express** responded and assisted in the resulting search and rescue operation for the plane, which was carrying two persons from Flying Focus. Both pilot and passenger were rescued and hospitalised, although sadly the pilot did not survive. Following a visit to **VOS Rambler** earlier this year, Herman IJsseling (survivor of the crash) visited October 11th the **Pool Express** in Den Helder to express his gratitude to the crew. All crew members were presented with a Flying Focus photo book and the captain received an aerial picture of the **Pool Express** to display on board. *(Source: Vroon)*



LONG-TERM CONTRACTS FOR BLUE SHIP VESSELS



The platform supply vessels ‘**Blue Fighter**’ and ‘**Blue Prosper**’ have entered into long-term contracts with Apache for work in the North Sea. Both vessels were delivered in 2012, and entered into one year contracts for Apache. The contracts have now been renewed for another year with the option for an additional year. The ships are owned by Blue Ship Invest and operated by Remøy Shipping. *(Source: Ulstein)*

SECURING OUR ENERGY FUTURE HIGHLIGHTED AT OFFSHORE ENERGY 2013

On 15 & 16 October 2013 the 6th Offshore Energy Exhibition & Conference was held Amsterdam RAI. The two-day event was attended by 9,123 international visitors, an increase of 20% compared to last year. *Official opening: The state of the world* By the push on the button of Ko Colijn, Sander Vergroesen, Managing Director IRO, the Association of Dutch



Suppliers in the Oil and Gas Industry and Coert van Zijll Langhout, Managing Director of Offshore Energy's organizer Navigo BV, Offshore Energy 2013 opened its doors. Vergroesen spoke about the offshore business which is in the middle of worldwide developments and comes with challenges, threats, demands and a lot of opportunities. In addition Ko Colijn, General Director "Clingendael" Netherlands Institute of International Relations, addressed the current and expected political consequences of the conflict in the Middle East in relation to the oil and offshore sector. *Exhibition* For the sixth time in a row Offshore Energy shows growing numbers. Almost 500 exhibitors (414 in 2013) showcased their innovative ideas, products and services to the industry. The exhibition was extended from one to three exhibition halls instead of one, including the new China Pavilion. True to tradition, both days ended with drinks on the exhibition floor. Exhibitors, visitors, delegates, sponsors, partners and speakers networked, socialized and toasted to new business and strengthened relations with existing clients. *Conference program* Offshore Energy 2013 also offered several interesting conferences and masterclasses. During these well visited meetings experts and interested parties discussed trends, innovations and hot topics in the offshore industry. The conferences addressed advances in wave and tidal energy, North Sea exploration and production and state-of-the-art vessels for the offshore industry. During the technical session Minimizing environmental



impacts of oil & gas operations, experts discussed possibilities to prevent environmental damage. Also, opportunities in East-Africa, addressing developments, innovations and possibilities in rising African countries were part of the program. *Panels* Organized for the first time during Offshore Energy and unique in the Netherlands, the Drilling and Dollars Panel discussed the investment opportunities in the oil & gas

industry. Financial experts like Rob le Mair (Director Energy at ABN Amro), Wim van Wijngaarden (Vice President Oil & Gas at NIBC Bank) and others talked about the quest for alternative funding in oil and gas under the supervision of chairman Jan-Hein Jesse, Advisor in the area of oil, gas and finances. Returning from last year, the Industry Panel was now hosted by John Andrews, consultant editor at The Economist. This panel, with some of the best positioned industry representatives, offered a mix of presentations and interactive discussions with the audience. How can you attract technical talents? And how can you retain them? These were questions raised during the Human Capital Panel. Next to industry experts like Jules Croonen (Vice President Human Resources Benelux and France, Shell) and Hugo Bouvy (Director, Tideway), three students gave a unique insiders' view on the thoughts and choices of the next generation. *Masterclasses for young professionals* The masterclasses, organized in collaboration with De Baak, were especially designed for young professionals who want to develop their competences. Van Oord Offshore Wind Project Services, Heerema Marine Contractors and Damen Shipyard Groups provided the masters from whom the young professionals could learn today. *Offshore Wind* During the second day of Offshore Energy, the Offshore WIND Installation and Maintenance Conference was held nearby. This WIND Conference brought together experts from every part of the industry to give their opinions on how better planning, equipment and securing finance in the offshore wind industry can lead to one of the major aims that concerns the offshore wind sector; getting the price down. *Offshore Energy 2014* Next year Offshore Energy Exhibition & Conference will be held on 28 & 29 October 2014. The organization thanks all exhibitors, visitors, sponsors, partners, speakers and delegates for their support and contribution to this years' event. (*Press Release*)

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HAWK ARRIVED IN FIRTH OF FORTH WITH ENSCO 120

The heavy offshore transporter vessel **Hawk** arrived Sunday 13th October 2013 in the Firth of Forth, six weeks to the day after she left the Singapore West Jurong anchorage, with the brand new Keppel FELS Ultra Enhanced Super "A" Class Jack Up Drilling Rig *EnSCO 120*. **Hawk** started life as the Crude Oil Carrier, *Jahre Transporter* (1989). There then followed a number of name changes: *Nord Jahre Transporter* (1992), *Crude Transporter* (2000), *Genmar Transporter* (2003), *Front Transporter* (2004), *Hawker* (2007), before being converted to her current role with the name **HAWK** in 2008. *EnSCO 120* (IMO 9621479) 10,000 gt, 3,675 dwt., was constructed at the Keppel FELS yard in Singapore. In jackup trials she was raised to 539 feet on her 540-foot legs, setting a new record for the Keppel FELS shipyard in Singapore. She is the first in a series of three ultra-premium harsh environment jackup rigs ordered by EnSCO and is contracted to work for Nexen in the North Sea beginning in the fourth quarter at a day rate of approximately \$230,000. *EnSCO 120* Series rigs



are designed for the most demanding large multi-well platform programs, ultra-deep gas programs or ultra-long reach wells up to 40,000-ft. total drilling depth. The industry-leading design features of the rigs significantly increase the area of operability in the Central North Sea and other harsh environment regions. The rig left the Burntisland anchorage on 16th October for Dundee for final outfitting and crew familiarization under tow by the AHTs **Normand Draupne** and

Bourbon Orca, with the tugs **SD Salvor**, **Keverne**, **Crammond** and **Luca** in support. *(Source & Photo: Iain McGeachy)*

K.D. WORKBOATS DELIVER 10 PRO-WORKER 750 TO ANGOLA

KD Workboats, a Dutch workboat builder specialized in aluminium, who beside their own products also can handle projects up to 30 meters recently delivered 10 Pro-workers 750 for the authorities in Soyo, Angola. The pro-worker is a multifunctional aluminium workboat for pushing / towing / survey / fire, police etc. build out of the best materials. Beside the standard models they can build to client wishes. This order involved 10 Pro-Workers 750, overall length 8.5 meters, beam 2.55 meters, with special equipment to client standards.



For the sun protection they adjust modified T-tops. With the 2x 70 hp of Suzuki they easily get their cruising speed of 50 km/hour. For transportation they have to make special cradles so they are container fitted for a safe transportation to Angola. After signing the contract they get 5 months to complete the order, after inspection at the shipyard all the units were loaded in containers together with all the necessary spare parts. *(Source: K.D. Workboats)*

WINDFARM NEWS

HAT-TRICK FOR CTRUK WITH FIRST BV CLASSED WIND FARMS SERVICE SHIP

CTruk scored a hat-trick with the delivery of its 12th 20T multipurpose catamaran, **CWind Challenger**. As well as being the first of these popular offshore wind support vessels to be designed,



built and classed to Bureau Veritas (BV) rules, the 18.5m multi-role workboat is also the first Category 1 vessel built by the company under the MCA MGN 280(M) rules. To top off the CTruk team's achievements, **CWind Challenger** is the first craft to be classed by Bureau Veritas under their Wind Farms Service Ship class notation. **CWind Challenger** is part-owned by Scott Wharton of North Devon-based S&P Fish. Scott signed up to offshore wind industry service

provider CWind's boat share scheme earlier this year and the composite workboat has since joined the company's growing charter fleet. Scott has owned numerous fishing vessels over his 29 year career fishing the Bristol Channel and currently operates a fleet of six. Commenting on the features that drew him to CTruk's twin-hull design Scott said, 'These boats are durable and strong with great manoeuvrability and the fact that their lighter weight saves on fuel is a huge plus. In commercial fishing one of the biggest problems we face is the rising cost of fuel, which has a huge impact on profitability. Costs are also a major consideration for the offshore wind industry, so that was a big tick in the box for me.' For CTruk, delivery of the first offshore wind support vessel to meet internationally recognised classification standards is a key milestone in the company's three year history. Designed and built to Bureau Veritas (BV) | HULL • MACH Wind Farms Service Ship –S1 classification rules, **CWind Challenger** also meets UK flag (MCA) MGN280 requirements for Category 1. As well as building vessels to full BV class, CTruk continues to offer standard craft built to DNV or BV letters of compliance. *(Press Release CTruk)*

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TIDAL TRANSIT EXPANDS ITS PERSONNEL TRANSPORT VESSELS FLEET

The charter demand for the latest generation of offshore wind farm Personnel Transport Vessels [PTVs] from Tidal Transit Limited has enabled this young North Norfolk company to commission the construction of a fourth vessel with Spanish boat builder Mercurio Plastics. **Kitty Petra** will be constructed to the same specification as her three sister vessels, and she is expected to arrive in the UK in early Spring 2014. In confirming this latest vessel construction contract, Tidal Transit

Commercial Director Leo Hambro said: “Activity associated with offshore wind farms in the waters surrounding the UK is frenetic. A number of wind farms are already in operation and we are delighted that Tidal Transit’s existing fleet of three rugged, high specification PTVs **Ginny Louise**, **Eden Rose** and **Tia Elizabeth** has been chosen to provide daily 12-hour charter transport for the turbine technicians who maintain the Sheringham Shoal Offshore Wind Farm.” “Construction is scheduled



to commence on at least five other major offshore wind energy power plants off the coast of Lincolnshire and East Anglia over the next 18/24 months, and there is already a demand for suitable vessels to support these projects for tasks including seabed surveys and met-mast installation and maintenance. I have every confidence that, like her sister vessels, **Kitty Petra** will go straight to work when she arrives in the UK next year.” He added: “The majority of offshore wind farm operators have a 50 year licence from the Crown Estate, so daily routine maintenance is going to play a huge role in the output efficiency of all offshore wind farms. Transporting technicians to the wind farms to undertake that work will therefore create a high demand for safe, reliable vessels for many years to come.” *(Source: Tidal Transit)*

YARD NEWS

ROLLS-ROYCE WINS THRUSTER CONTRACT FOR 12 TUGS FROM TURKEY'S SANMAR SHIPYARD



Rolls-Royce has won an order from Turkey’s Sanmar shipyard, for the supply of azimuth thrusters for **twelve new tugs**, for a variety of customers. Sanmar is a leading builder of tugboats, workboats and pilot boats and is a regular customer for Rolls-Royce propulsion equipment. This latest order will see three different types of Rolls-Royce thruster (US205, US255 and US 25) installed on the tugs when construction starts later this year. Ali Gurun, Sanmar

Shipyard, Project Director, said: “We have already built 50 tugboats equipped with Rolls-Royce thrusters and are very happy to sign this significant order. This has been made possible not only by the robust design and quality of the products, but also with the great support of the local Rolls-Royce team here in Turkey. The service, spare parts availability and commissioning support is

extremely important to us, as is the flexible approach in delivering the products in line with our build schedule.” Neil Gilliver, Rolls-Royce, President – Merchant, said: “We are delighted to win this contract from Sanmar, who have been a valued customer for our thrusters and other equipment for many years. “The demanding duties performed by tug boats, require robust designs with high power and rapid maneuverability. With Sanmar’s experience in tug building and our market leading position in the supply of efficient, powerful thrusters, these vessels will be highly capable. We look forward to working together during the construction and commissioning.” Rolls-Royce is the market leader for the supply of azimuth thrusters for tug boats. Over the past decade Rolls-Royce has delivered thrusters to 48 Sanmar-built tugs, in service around the world. Sanmar is also building two of the world’s first gas powered tugs, featuring Rolls-Royce engines, gas system and thrusters. *(Source: Marex)*

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BUILDING FOR THE FUTURE

ROLLS-ROYCE TO SUPPLY DESIGN & INTEGRATED SYSTEMS PACKAGE TO COSCO

Rolls-Royce has won an order to provide an integrated design and equipment package for two offshore supply vessels to be built at COSCO (Guangdong) Shipyard Co., Ltd in China for the Singapore based Chellsea Group, an ambitious and quality conscious player in the offshore oilfield services industry. The two Rolls-Royce



UT 771WP platform supply vessels will be the first vessels in Asia featuring the striking wave piercing bow designed to pierce through the waves in rough seas, making it possible to keep a more constant speed, reduce fuel consumption and increase on board safety. The vessels will be added to the fleet of two UT- vessels operated by Chellsea today. Anders Almestad, Rolls-Royce, President – Offshore, said: “This new design has been developed in cooperation between Rolls-Royce, the ship owner and the yard. Their viewpoint has been vital to our design team in this project. “We are very pleased that COSCO have confidence in us and introduced us to another new customer. We look forward to building a fruitful relationship with Chellsea going forward.” The delivery from Rolls-Royce will comprise ship design and an extensive integrated systems package including MTU-engines, propulsion system, power electrical system, bulk handling system, deck machinery,

automation and control system as well as dynamic positioning system that use satellite technology to automatically maintain the vessels' position without anchoring. The two vessels are scheduled for delivery in 2015. The contract includes an option for additional four vessels. There are 22 Rolls-Royce UT-vessels under construction in China at present. Of these are four UT-vessels under construction at the COSCO Guangdong yard and four at the COSCO Zhoushan ship yard. ([Press Release Rolls-Royce](#))

OSIRIS PROJECTS TO BUILD NEW SPECIALIST SURVEY VESSEL



Osiris Projects, part of Bibby Marine Survey Services, yesterday announced building has commenced on a sister ship to **Bibby Tethra**, named **Bibby Athena**, to be launched in winter 2014. The vessel will mirror the capabilities of **Bibby Tethra** with a few subtle changes to reflect the company's development into shallow geotechnical sampling and more challenging offshore market. Launched in 2011, **Bibby Tethra** has proven the overall success of the small waterplane

area twin hull (SWATH) design in maximising stability and seakeeping ability in challenging sea conditions, while consistently achieving quality data. The popularity of the vessel with the company's key clients is ultimately behind the decision to commission and build an additional vessel. Although **Bibby Athena** will be the same overall length as **Bibby Tethra** at 27.5m, the vessel will benefit from a number of enhancements, including an increased deck crane capacity of 10.87 tonnes and improved internal layout. The addition of two forward Schottel pump jets and larger aft electric Schottel drive motors will provide exceptional DP1 capability and an increased generator size will provide 850kVa of electrical power. To maximise efficiency, **Bibby Athena** will be permanently mobilised with a dual-head multibeam system, greatly improving the productivity of bathymetric data acquisition and a water treatment facility will be added to extend offshore endurance. On the same theme of efficiency, a double drum main winch with two cable sizes will allow deployment of multiple systems without the requirement for remobilisation. A larger online survey lab will improve the volume of data processing and initial QC that can take place on-board, reducing the amount of processing required in head office. As with **Bibby Tethra**, **Bibby Athena** will be built by specialist French shipbuilder Socarenam in Boulogne over a duration of 15 months. The shipbuilder is well known in France for their high specification military and customs vessels of various designs as well as large multi-role support vessels for the oil & gas industry. ([Source: Osiris Projects](#))

OCEANA SELECTS ULSTEIN'S PSV DESIGNS

The Brazilian shipowning company Oceana Offshore will be building two platform supply vessels (PSV) with an option for two additional vessels based on the **PX105 design** from ULSTEIN. The vessels will be built at the new yard, Oceana Shipyard in Itajai, Brazil, and are scheduled for

delivery in April and May 2016, respectively. “Oceana Offshore decided to go for our proven **PX105 design**. Our contract with Oceana includes designs and an extended main equipment package, as well as engineering and purchase support,” says Senior Business Advisor Erik Andreassen in Ulstein Design & Solutions, continuing: “We are grateful for the trust placed in us and look forward to entering this project together with a new



and future-oriented partner. We wish to thank the teams from both sides that have been working hard together over a long period in order to finally enter into this agreement. We believe Oceana Offshore will be satisfied with their new vessels.” “We are very pleased to have Ulstein Design & Solutions as the designer of the first vessels to be built in our new shipyard in Itajai. Hopefully it will be a start of a long-lasting partnership between our companies,” says Oceana Shipyard’s CEO, Paul Kempers. The vessels for Oceana are purposed for work in the Brazilian oil industry. The **PX105 design** is a large platform supply vessel with accommodation for 23 people. The vessels will be 88.9 metre long and 19 metre wide. With a DWT of 4,700 tonnes they comply with Petrobras’ PSV 4500 tender. These vessels have a high operational window and can take on complex assignments far from shore. They come with the X-BOW® hull line design feature, in which slamming and abrupt stops from waves are eliminated. The vessels are cost-effective and fuel-saving, and the crews get more efficient rest, which also increase safety. “Oceana Offshore S.A. is funded by the solid investment and engineering partners P2 Brazil and BNDES. Their yard, Oceana Shipyard, is currently under construction in Itajai in the region of Santa Catarina, which is a maritime cluster of yards and related businesses,” comments Erik Andreassen. *(Source: Ulstein)*

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STANDARD OF EXCELLENCE





SWIRE PACIFIC’S AHTS VESSEL GETS MAKEOVER AT ZAMAKONA YARDS

For the past weeks, among the relevant jobs performed at Zamakona Yards in Canary Islands, there was the docking of the **Pacific Wyvern**. **Pacific Wyvern** is 68.9 m long AHTS Vessel that operates on the western coast of Africa. The vessel belongs to Singapore-based company Swire Pacific, that it is



one of the leading marine service providers to the oil and gas industry. It operates more than 75 offshore support vessels which include a mix of anchor handling tug supply (AHTS) vessels, platform supply vessels (PSV), ice breaking supply vessels (IBSV), anchor handling tugs (AHT), and seismic survey vessels. SPO and its subsidiaries are fully equipped to support a wide range of offshore activities, including drilling, production, exploration, pipe-lay,

subsea construction seismic, salvage and environmental response requirements, as well as windfarm installation and support. The works performed included cleaning, painting, grit blasting of the hull, cathodic protection, reconditioning and repairing the propeller, electrical works, thruster works, main engines general overhaul, rudder works, deck machinery repairs and rescue boat and crane 5 years inspection. Some minor jobs including valves, piping, chain cable, anchors were also included. *(Source: Zamakona Yard)*

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - [Boskalis completes sale of Dockwise Yacht Transport activities](#)
 - [Boskalis completes sale of SMIT Gladstone towage operation to Smit Lamnalco](#)
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