

TUGS & TOWING NEWS

THE FIRST EDDY TUG UNDER CONSTRUCTION



After an extensive 5 year development and testing programme, the first **EDDY TUG** is finally under construction in the Netherlands.

Left: Scale model of the EDDY 30-65 which will be on display during EUROPORT 2013, at stand 1404 of Holland Shipyards.

Since the launch of the **EDDY** concept in 2012, this novel tug design was extremely well received by the towage industry,

but the inevitable question was always “where can we see an **EDDY TUG** operating?” To overcome this hurdle, Holland Shipyards recently joined **EDDY TUG** and started with the the construction of the first full scale version of this unique tug. Holland Shipyards is known for delivering on-time solutions to clients, a high level of quality and excellent customer care. Their involvement in **EDDY TUG** underlines the shipyard’s commitment to become an innovative player in the towage market. Detail- and production engineering was entirely done in-house by **EDDY TUG**. This resulted in a very well thought-through design which is ready to face tomorrow’s challenges in the towage market. The main particulars of the “**EDDY 30-65**” are: 30,30 long x 13.40 m wide, with a draft of 4.75m and a Bollard Pull of 65t. The vessel will be classed under Bureau Veritas with the following annotations: BV I +HULL • MACH ESCORT TUG, AUT UMS, Unrestricted Navigation. The hybrid propulsion system consists of two Schottel SRP 3000 thrusters, each fitted with 460kW electrical motors, two Mitsubishi S16R main engines of 1610kW each and two 568 kW generators. In free sailing condition, the tug can easily reach speeds of 9 knots purely on its electrical motors, leading to significant fuel and maintenance savings. A spacious accommodation is provided for a complement of 7 persons in 5 cabins, all with en-suite sanitary facilities. All **EDDY TUGS** are designed and built around three simple key-criteria: performance, economy and safety. *Performance* The enhanced, yet simple and slender hull form is easily driven, easy on gear, highly seaworthy and course stable in any direction. The balanced design, comprising compact centerline drive-trains with azimuthal thrusters forward and aft, results in very simple operations. Free sailing- and towage behaviour are totally predictable and intuitive, which will surprise any tug captain, whether highly experienced or

novice. High dynamic stability results in high dynamic escort performance under all weather conditions. The unique propulsion arrangement allows for high push and pull forces in any direction and makes an **EDDY TUG** effective as bow- as well as stern tug. When operating under speed, towline forces of twice the bollard pull can be generated. *Economy* An **EDDY TUG** accelerates effortlessly and moves swiftly in any direction with the capability to maintain continuous line tension. High towline forces are generated by making optimum use of hydrodynamic forces, instead of fossil fuels. Pure simplicity is transformed into pure economy by making the most efficient use of the minimum number of parts. The hybrid drive train, which is standard on an **EDDY TUG**, ensures a drastically optimized fuel economy in all operational modes, thereby re-defining the benchmark for all hybrid tugs currently on the market. *Safety* Each **EDDY TUG** is intrinsically safe. The high dynamic stability, reduced motions in seaway, the watertight subdivision and dry, spacious and clutter less decks guarantee a safe working platform. Safety in manoeuvring and ship-assist operations is established by the ease of operations, total predictability and good sea-keeping behaviour. A double-drum render-recover Kraaijeveld Safe-Winch mitigates the risk of having slack towlines and towline overload. Minimum 35 degrees tumblehome, massive all-round fendering and low draft further improves safety, also when working under any ship's flare. The **EDDY 30-65** will be ready for service by June 2014. For those who earlier asked the question "where can I see one operating?" **EDDY TUG** b.v. is now taking appointments for demonstrations. *(Source & Photo: Baldo Dielen – baldo@dielenltda.com)*



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SANMAR HANDS OVER WORLD'S FIRST LNG-POWERED TUGBOAT

After years of devotion to design and sustainable nautical propulsion, Istanbul-based tug boat manufacturer, Sanmar, finished building the first tug boat ever powered by liquid natural gas (LNG). Sanmar, creator of over 100 powerful and modern-looking tugboats, is the first shipyard to ever

deliver a tug boat of this sort. Powered by US35 azimuth thrusters and engine that runs on liquid natural gas (LNG) built by famed parts manufacturer Rolls-Royce, this new sea vessel is the most innovative, fuel-efficient and cost-effective tug boat ever built. The LNG-powered tugboat is a result of cooperation between the shipyard team, the owners and designers Bukser og Berging, the classification society DNV and the Norwegian Maritime Authority. The client, Buksér og Berging, named two



of the new tug boats **Borgøy** and **Bokn**, that were praised by sea savvy onlookers and Rolls-Royce figureheads at a public unveiling in Istanbul last weekend. According to Neil Gilliver, President-Merchant at Rolls-Royce, “the completion of the vessel is highly significant for Rolls-Royce, Sanmar Shipyard and Buksér og Berging.” “Gas is gaining in popularity as a maritime fuel, and its environmental credentials, combined with lower costs are seeing many operators select it over traditional fuels,” Gilliver said. “Most of the world’s tug fleets operate close to shore, where emissions regulations are most stringent. As LNG becomes more widely available, I have no doubt that many major ports will soon opt for this clean, lower cost and smoke-free fuel to power their tugs.” The first boat completed, named the **Borgøy**, will begin full operation next month. (*Press Release; see TT&O issue 59 also*)

LUCIUS SPAR TOWED TO LOCATION



The tugs **Ocean Wave** and **Ocean Wind** seen during wet tow of Anadarko’s *Lucius Spar* to location. Anadarko’s 80,000-barrel-per-day Lucius spar facility makes the voyage from Pori, Finland to Corpus Christi, Texas in the Spring of 2013. This massive truss spar facility measures 605 feet in length, with a diameter of 110 feet. Anadarko’s massive Lucius spar was towed from the construction yard in Corpus Christi, Texas, approximately 340 miles to Keathley Canyon Block 875, where it was successfully installed in August 2013. The Lucius spar will enable production of oil and

natural gas from deepwater fields in more than 7,100 feet of water. The facility is Anadarko's seventh deepwater spar in the Gulf of Mexico. Anadarko's Lucius spar facility was installed in the deepwater Gulf of Mexico's Keathley Canyon Block 875, approximately 340 miles from Corpus Christi, Texas. The 80,000-barrel-per-day facility will produce oil and natural gas resources from deepwater fields located in more than 7,100 feet of water depth. This video illustrates the installation and setting of the sub-cellar deck, which paves the way for the installation of the facility topsides. This massive deepwater facility has provided employment for well over 1,000 people around the world from Pori, Finland to Orange, Texas, to Houma, Louisiana among other locations. Learn more about the Lucius project click [here](#) (Photo: via Rick Wilson-Tugboatinformation.com)

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TRAINING TUGMASTERS – WITHOUT VESSELS



Transas, Seaways Europe & Serco Marine: Working together to create the world's best tug simulator, and along the way training Tugmasters in the absence of the actual vessels. When UK-based Serco Marine Services acquired 29 new vessels from Damen to replace older assets and augment their growing fleet and contract obligations, they also knew that that they simply could not wait until the boats arrived to begin training their tugmasters in the fine art of ASD operations. Serco Tugmaster and National Training Manager Steve Sandy

eventually turned to SeaWays Consultants to get help with that training. Utilizing the cutting edge, Transas-built Seaways Tug Training Simulator, neither Serco nor Sandy has ever looked back with regret on that decision. The foundation for that trust was laid in 2008 when Serco agreed to collaborate in a remarkable training program for the masters of the new vessels. In a nutshell, the SeaWays Tugmasters Training Program was developed over a 15 year timeframe, is well-proven and internationally recognized. Serco's big challenge was to prepare existing marine personnel for the arrival of as-yet undelivered ASD and ATD tugs. Adapting to new propulsion technology and forward-thinking manning and operational performance standards, especially in the absence of those vessels, would not be easy. That's where SeaWays came in. Here's why, and how: [Defining Requirements to Meet Solution](#) Training to SeaWays and Serco standards involves both on board and simulator training. But, Serco and Sandy had as many as 66 masters and 22 admiralty pilots to

train; something that Sandy told Transas User Conference (2013) attendees could take as much as 58 days on board (each), if done all live with no simulation involved. And, according to SeaWays, Tugmasters had to master 22 different skill sets before moving on to their on board assignments. The key issues facing both SeaWays and Serco on how to train while awaiting the vessels were many and they included the metrics included in *Table 1*. For its part, SeaWays had set out to create what they hoped would eventually be the world's most sophisticated, realistic and variable Tug Simulator known to man. That journey to find a simulator provider took them all over Europe, spanning more than two months and visiting as many as five different vendors. Unimpressed with the visuals, vessels available, interaction and support offered from others, SeaWays ultimately found Transas. It was at the Transas St. Petersburg offices where SeaWays personnel and the team at Transas developed a 78 point plan of improvements to be put into action and a continual relationship was cemented to develop what Steve Sandy calls, "The best tug sim in the world". That would not be easy. The SeaWays/Serco wish list contained many metrics, as depicted in *Table 2. The Best Tug Simulation in the World* From out of Serco's specific training needs and SeaWays' exacting requirement for realism came the Transas-built Seaways Tug Training Simulator. And, there is literally no end to the features of the high-tech training device. The simulator, for example, realistically duplicates, "tug washout at stern", produces an Active Escort Model and as many as 15 hours of actual at sea data is collected for each tugboat to give the most realistic training effects possible. According to Steve Sandy, the Simulator even shows masters how the length of towline is a factor of bollard pull at different angles. All of this was modeled and because SeaWays insisted



upon it, the simulator training includes depth perception and 3D effects. Compliant to all acknowledged industry standards, such as ISM, ISO, USCG, UK MCA, STWC and PMSC, the simulation program was developed and defined based on specific, pragmatic and well illustrated training manuals. Training is structured to ensure that no common operational practice or risk is overlooked and records results to show that training was undertaken to the required 'defined' standard, which is subjectively assessed. The last part is especially valuable in the event of investigations that may result in a claim or penalty on the tug operator. Delivering training via simulation is extremely cost effective when considered against manning costs, fuel consumption and engine hours saved by fast tracking the training via an experienced professional trainer. Beyond this, the simulator ensures that tug masters are taught to drive in such a way as to gain the most out of the tug and to be able to operate tugs in a safe, relaxed and competent manner under the most challenging of circumstances. *End Game: Formal Endorsements for Tugmasters* A global move towards formal endorsements for tugmasters to operate tugs is gathering steam. Similar to what currently applies to Pilots, DP Operators, High Speed Ferries and other specialty disciplines, the certification(s) eventually could be further distilled down to other specializations such as General Towage - CTS Tugs, Work Boats Barge Work, Ship Assist Towage – Omni-Directional Tugs, Ship Assist Harbor Towage, and Sea Towage – Long Haul Towage, Salvage & Offshore OSV. When that

does happen, no doubt SeaWays and Transas will in the thick of it as training modules are developed, refined and standardized. The initiative should be a positive for Tugmasters and Pilots, who, via structured and defined training, will ensure a common level of competency of tugmasters. Simulator layout and equipment set must now be adaptable for multiple vessel types and purposes – navigational and engine rooms alike – including, but not limited to Tugs, Offshore Vessels, Cruise Ships, Naval Ships, LNG and a host of others. As simulation training evolves, however, the need to keep the price reasonable for the increasing numbers of mariners who need it will be just as important. Finally, effective mariner training of mariners – no matter what their specialty – must include both on board lessons and time spent in the simulator. But, as Transas European Sales Director Evgeny Drumachik recently told more than 250 customers at this year’s Transas Users conference, “No longer will industry accept learning on generic simulation platforms. The move towards the ability to swap out equipment and controls, to duplicate and closely mimic actual conditions at sea for the customer’s own equipment, will be very important.” Serco and Seaways Europe certainly didn’t accept anything less. Neither should you. *(As published in the October 2013 edition of Marine News - www.marinelink.com)*

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FIRST AUSTRALIAN DOCKING FOR SMIT MARINE AUSTRALIA



Smit Marine Australia has selected BSE Maritime Solutions’ Brisbane Slipways dockyard to conduct its first vessel docking in Australian waters. The Damen-designed ASD 3211 tug ‘**Smit Leopard**’ was safely docked on the 2,500-tonne slipway at BSE Brisbane in early August for periodic maintenance. Smit was awarded the exclusive towage licence for the Central Queensland port of Gladstone in 2011 and now has six tugs servicing the port. A further two 80-tonne bollard pull tugs are also on order and, once delivered, will service the port’s new LNG shipping movements scheduled to commence from 2014.

In July this year, Smit Marine Australia was also awarded the Australian Marine Safety Authority

(AMSA)'s emergency towage contract for the South Central Queensland region following a rigorous assessment process. *(Source: Baird)*

TOWING TRIP CLYDE WITH RIG TRITON FROM ROTTERDAM TO PORT HARCOURT IN HEAVY SEAS

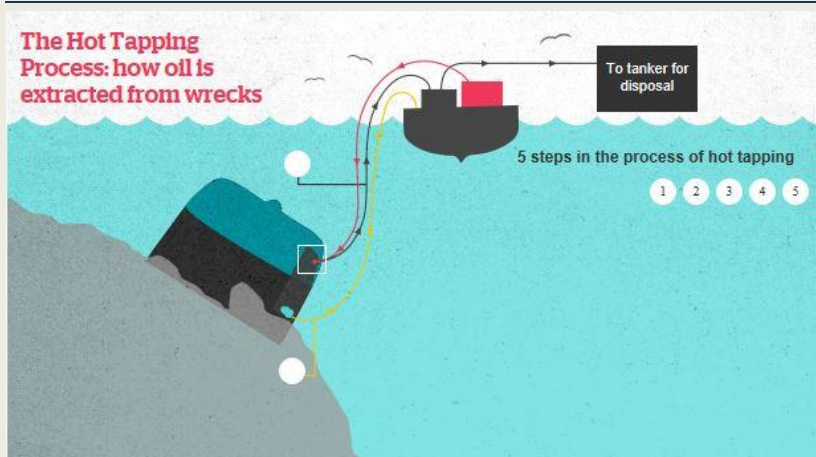
Oil painting of the tug **Clyde** from L.Smit & Co's Internationale Sleepdienst Maatschappij towing the oil rig **Triton** from Rotterdam to Port Harcourt over a distance of 4,500 miles in August 1964. The painter made this journey on board the **Clyde** as deckhand. Initially the trip went well, but due to bad weather in the Bay of Biscay the **Clyde** with the **Triton** was forced to run to El Ferrol in North Western Spain for repairs to



the legs of the platform. These had been given too much tolerance due to the heavy swing and the steel wire lashings on the legs has to be tighten up again also. Also there were many welding jobs to be carried out in order to get everything sea fastening again. The **Ierse Zee** has further towed the transport without any further problems and delivered the **Triton** safely to Port Harcourt, Nigeria. The **Clyde** was from El Ferrol via the Azores (where eight runners were picked up) conducted to Beaumont, Texas, where two demolition tankers were picked up to tow to Potugalete, North Spain. The painting is an oil painting on cotton *(Painting by Ron Beekhuijsen)*

ACCIDENTS – SALVAGE NEWS

SALVOR MAMMOET REMOVE OIL FROM 1946 SHIP WRECK



The Canadian Coast Guard has launched what it's calling one of its largest operations ever to clean up a Second World War-era wreck that's leaking oil off the coast of B.C. But some say the rusting hulk of the U.S. army transport ship that sank nearly 70 years ago may have unwittingly sailed right into the middle of B.C.'s pipeline controversy. Lying in about 30

metres of water, 100 kilometres south of Prince Rupert, the fuel tanks of the **Brig.-Gen. M.G. Zalinski** are rusting away. Any week, month or year now, the bulkheads inside could collapse,

releasing up to 600 tonnes of bunker oil into the waters of the Grenville Channel, part of B.C.'s famous Inside Passage route. It's a good thing, then, that the potential environmental catastrophe is finally being cleaned up. And you'd think the nearby First Nations and local fishermen who have spent decades lobbying Ottawa to set aside money for the operation would be thrilled. *Think again.* To many, the nearly 70-year-old wreck has been thrust into a debate over oil and oil tankers on the West Coast for all the wrong reasons. The American crewmen who suddenly found themselves piling into lifeboats one fall day in 1946 could scarcely have imagined the highly politicized waters their doomed ship was sinking into. The Zalinski was a 70-metre former Great Lakes freighter that had been drafted into the U.S. war effort in 1941. Its regular route was sailing up Canada's Inside Passage to Alaska, ferrying supplies to U.S. bases. On Sept 26, 1946, faced with a tough deadline, an overworked ship's pilot and a brutal storm, the Zalinski hit the rocks on Pitt Island and sank within 25 minutes. All on board escaped to lifeboats, leaving the cargo of food, munitions and nearly full fuel tanks in about 30 metres of water. The exact location of the wreck remained unknown, but for half a century First Nations fishermen from Hartley Bay, located about 20 kilometres away, reported oil slicks surfacing in the area. It wasn't until 2003 that the location of the wreck was pinpointed and the push for the oil to be drained gathered momentum. *Options explored* The Canadian Coast Guard's preferred option was to patch up holes in the Zalinski's rusting hull. But the political will to spend the tens of millions of dollars required for a cleanup operation in arguably the most remote, sparsely populated part of the B.C. coast just wasn't there. *Until now.* "It's one of the biggest things the coast guard has ever done," coast guard assistant commissioner Roger Girouard told CBC News on a recent visit to the Zalinski wreck site. "She burps pretty frequently, which is why we've chosen to do this." Girouard's team has set up what amounts to a floating village in nearby Lowe Inlet. Barges are packed with oil booms, cranes, nets and scrubbers. There's heavy equipment, rescue boats and motorized launches. The coast guard has even towed in a fishing lodge to serve as home base for up to 100 workers as they spend two-week shifts working on the project. On the nearby mountainside, new cellphone and satellite towers keep the operation tied into a central command centre in downtown Prince Rupert 100 kilometres away. The expected price tag for the cleanup is \$50 million. "It won't be a cheap operation," said Girouard. "But we could see over the last few years we were spending a lot of money on a piecemeal effort. It's time to get on top, do it right and clean it up to the maximum degree possible once and for all." The coast guard has hired Dutch salvage specialists Mammoet to remove oil through an operation known as "hot-tapping." The oil in the Zalinski's tanks will be heated up and then pumped through hoses to the surface, a fairly standard procedure under normal circumstances. But there are a lot of big ifs for this operation. For one, the tides in Grenville Channel, which run about 10 km/h, will restrict divers to working in short bursts when the tide changes. And then there's the weather. More often than not, it's windy and rainy this time of year at the wreck site, and gusty conditions will halt operations. *(Source: CBC News – British Columbia)*

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NEW PRESIDENT FOR INTERNATIONAL SALVAGE UNION



The Annual General Meeting of the International Salvage Union (ISU) was held in Hong Kong, 24 October 2013. At the conclusion of the meeting, Captain Leendert Muller became the new President of the ISU. Mr Muller, who has been a member of the ISU Executive Committee since 2008, and vice-President since 2011, succeeds Mr Andreas Tsavlis, who will continue as a member of the ISU Executive Committee. Mr Tsavlis said: "It has been a great honour to be the vice-President and then President of the ISU and to represent our Members as we have worked on the important issues facing our industry. I have tried to ensure, through numerous meetings, that the ISU is on a strong footing and has a good rapport with key industry players. Naturally we cannot agree on all matters but I believe that we have made progress through dialogue, understanding, good communications and open discussions. "I am delighted to be handing over to Leendert Muller who, like me, comes from a family with a long and proud tradition in towage and salvage. Leendert has much experience of the industry and has demonstrated great commitment to the ISU and to marine salvage and I am sure the leadership of our association will be in good hands." Commenting on his appointment, Mr Muller said: "We all know Andreas' great passion for the traditional salvage business and its heritage and history and I should like to thank him for his hard work during his Presidency of ISU. Andreas has made the most of his deep understanding of the business to ensure that ISU has maintained a high profile and has been effective trade association. He has also introduced an ISU Annual Review and a Meritorious Service Award and enabled us to publish again the annual statistics for our industry. We look forward to continuing to benefit from his experience and contributions to the Executive Committee and the wider ISU." "For my part it is a great honour to be the President of the ISU and I will do my best to represent our members' interests as we continue working on the issues we face, engaging with our stakeholders to make sure that this industry continues to provide a vital service to world shipping." Mr Muller is joint managing director of Multraship Towage and Salvage based at Terneuzen on the river Scheldt in the Netherlands. The company operates a substantial fleet of modern tugs and heavy lifting equipment and conducts salvage, towage and offshore support services in Europe and the Black Sea. Mr Muller started his career at sea and became a captain of tugboats rising to be Principal Salvage Master and he has been involved in many well-known salvage and emergency response operations. Mr Muller then became Multraship's Operations Director before becoming Managing Director in 2002. He is an Executive Committee member of the European Tug Owners' Association (ETA) and a board member of the Royal Dutch Shipowners' Association (KVNR). At the same meeting, Mr John A Witte, Jr. of Donjon Marine Co., Inc in the USA was confirmed as vice President of the International Salvage Union. *(Press Release ISU)*

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RAT INFESTED HAZARDOUS GHOST SHIP DISAPPEARS IN IRISH SEA

A 4,000 ton, rat-infested cruise ship that was lost somewhere off the coast of Ireland, is still reportedly floating on the high seas. The ghost ship, named [Lyubov Orlova](#), left Canada last January bound for the Dominican Republic where it was to be used for scrap. But it broke away from tow ships three times off the coast of Canada earlier this year and then sailed



off on its final unmanned voyage. The Irish Coast Guard told the press this week that the ship could now be floating anywhere between Ireland and the Faroe Islands off the coast of Scotland. The remaining oil on board is not thought to be hazardous because of its limited quantity. However, the number of suspected rats on board could prove to be a serious biohazard, the coast guard told the press. Chris Reynolds, the Coast Guard director told the Independent: 'There's still a bit of lubricant oil and fuel on board but it's not huge because the ship would have been emptied because it was going to scrap.' The ship was alongside the harbour in Newfoundland so we assume there are rats on board, and that's a biohazard. But it's not a major issue. 'We don't want rats from foreign ships coming onto Irish soil. If it came and broke up on shore, I'm sure local people wouldn't be very happy about it. 'If it is afloat, it's blacked out; there's no power and it's a hazard to shipping. The main hazard would be if it hit something at sea. The hope is that it's gone, that it's sunk, and we're hoping that the second alarm that went off was to say it had sunk.' According to the Independent the Irish Coast Guard picked up a mid-Atlantic distress signal from one of the ship's alarms last February, but the satellite found no trace of the ship. A second alarm was picked up two weeks later. The Irish Coast Guard believes the first signal came from a lifeboat that was tipped overboard, but it believes the second alarm came from the actual ship. The alarms activate when they come into contact with water. 'We'd never be able to prove that it sank,' Reynolds told the press. The Irish Coast Guard then expressed their frustration with Canadian authorities, who were slow to alert them to the lost vessel. 'It was over ten days from when it went missing to when we were told about it. It has no heat, it has no light, it's basically a black ship in darkness. 'We would have been much happier if they told us much earlier. We could have sank it or towed it in for salvage.' The [Lyubov Orlova](#), named after a Russian screen goddess from the 1930's, was built in 1976 and chartered for expeditions to polar waters. *(Source: Irish Central)*

OFFSHORE NEWS

EASTERN SHIPBUILDING HANDS OVER 'HOS RED ROCK' TO HORNBECK OFFSHORE

Eastern Shipbuilding Group, Inc. has delivered a newbuild offshore support vessel, the M/V [HOS Red Rock](#) (Hull 202), to Hornbeck Offshore Services, LLC . The vessel, launched on April 19, 2013,



is the second of four designated as the HOSMAX 300 series. Hornbeck's first vessel, the **HOS Red Dawn** (Hull 201), was delivered on June 21, 2013 and is currently servicing offshore drilling operations in the US Gulf of Mexico. Hornbeck's third vessel the **HOS Renaissance** (Hull 203) is currently at Eastern completing final outfitting, regulatory and DP – 2 trials. Delivery of the **HOS Renaissance** is scheduled for November 2013. These high-tech

vessels feature four Caterpillar 3516 C 16-cylinder turbo-charged Tier III diesel generator engines each rated at 1825 kW at 1,800 rpm. Main propulsion power is provided by two GE Energy furnished Hyundai 2500 kW 690VAC electric motors driving two Schottel SRP 2020 FPZ-Drives with nozzles rated at 2,500 kW at 1,025 rpm each for a total of 6,704 Hp. These vessels are capable of a maximum speed of 14 knots with a cruising speed of 12 knots. The fully integrated bridge is arranged for increased visibility and features the latest technology in navigation, communication equipment. *(Source: Eastern Shipbuilding)*

PSV 'SEA SPARK' JOINS SEATANKERS FLEET

Ship number four of totally twelve platform supply vessels of ULSTEIN's PX105 design, '**Sea Spark**', was delivered from Zhejiang, Ningbo, to Seatankers Group 23rd of October, 2013. ULSTEIN delivers twelve design and equipment packages to the Chinese yard, where all the vessels for Seatankers Group will be constructed. The packages include design, engineering and equipment supplies. The ships comply with the DNV requirements of the Clean or Clean Design standards. The ship is designed with the patented X-BOW® hull line design. These vessels have low vibration levels, resulting in increased comfort, and no speed loss due to the elimination of bow wave impact. The vessels can maintain higher speed even in foul weather, and the operational window is increased. *(Source: Ulstein)*



even in foul weather, and the operational window is increased. *(Source: Ulstein)*

ISLAND DUCHESS DELIVERED TO ISLAND OFFSHORE

Island Offshore took delivery of M/V **Island Duchess** from the Vard Brevik yard in Norway. This is the second vessel in a series of four platform supply vessels of Rolls-Royce UT 717 CD design to be delivered from Vard Brevik in 2013 and 2014. M/V **Island Duchess** was christened together with her sister vessel M/V **Island Duke** during a naming ceremony earlier this summer, and is heading for the spot market as soon as she leaves the yard. Managing director of Island Offshore, Håvard Ulstein



said, “This is our 20 vessel built at Vard Brevik, with four more yet to be delivered.” The vessel has an overall length of 84.45 meters and a breadth of 17 meters with a deadweight of 3,800 metric tons and a deck capacity of 800m². M/V **Island Duchess** will be transporting pipes and general deck load, liquid cargo as well as cement and barite to drilling rigs in the North Sea. She is also prepared for later duties as standby/rescue

vessel. The Island Offshore group comprises 25 vessels in operation including the vessel segments PSV, AHTS, Well stimulation, Subsea Construction and Light Well Intervention. The new building program includes an additional five vessels to be added to the fleet in 2013 and 2014. The fleet is modern and versatile and Island Offshore has taken a leading position in attractive market segments. The Group is privately owned. *(Source: Island Offshore)*

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MALAYSIA'S HUBLINE MAY ENTER OSV MARKET

Sarawak-based mainly domestic shipping firm Hubline has been approached to go into the offshore support vessels (OSV) business, according to local media reports. Executive chairman and ceo Dennis Ling was quoted as saying that the company is in talks with potential joint venture partners to charter OSVs and could start making purchases soon. Hubline shuttered its fledgling oil and gas (O&G) support services



division amid the market downturn in 2008. Its two newly ordered AHTSs were sold for a MYR20m

(\$6.3m) profit and the division was put on ice. Although still in the planning stage, Ling revealed the company could be buying anchor handling tug supply (AHTS) ships, standby vessels and accommodation barges in anticipation of a surge in demand for O&G support services, backed by Petronas' five-year, MYR300bn investment to reverse Malaysia's declining crude oil production. Ling feels the time is right for Hubline to make a second attempt at O&G, with operational and technical teams ready to jump straight in. "It will be a natural progression for us," he said. Although Ling declined to say if any capital expenditure has been earmarked for O&G, he noted that the charter fees will be "more than enough" to offset the required investments. *(Source: Seatrade Global)*

LEEVAC SHIPYARDS LAUNCHES THE TIDEWATER MMC 879 PSV, TORRENS TIDE



Named after long time employee Mary Torrens who was in attendance, the **Torrens Tide** was launched at LEEVAC Jennings on October 17, 2013. Though it may have lasted 9 seconds Mrs. Mary Torrens said she would have driven twice as far even if it was half as long "I am humbled and honored to be included in Tidewater's long standing tradition of naming vessels after it's employees and I thank the Nominating Committee of Tidewater Inc. for this privilege. I am especially proud that the M/V **Torrens Tide** is built in Southeast Louisiana, and I applaud

Chris Vaccari and the hard working men and women of LEEVAC Shipyards. Like the Jennings yard, she is top-notch and I look forward to seeing her christening next Spring." *(Source: Leevac)*

PSV C-RETRIEVER ATTACKED, US SENIOR OFFICERS HIJACKED, GULF OF GUINEA

The 1999 built American registered with call sign WCZ2037 Offshore tug supply vessel **C-Retriever** (Imo 9212993) was attacked early in the morning Oct 23 13 off Bayelsa State coast, Nigeria, Gulf of Guinea. Captain and Chief Engineer were hijacked, according to Reuters report which is referring to security sources working in the area,



including UK-based security firm AKE. It is understood, that both hijacked officers are Americans. Present position of **C-Retriever** (1300 UTC Oct 24) unknown. The OSV C-Retriever is owned by Offshore Services Vessels LLC and managed by Chouest Offshore Services LLC.; USA. She has a grt of 2,092 tons and a dwt of 3,286 tons and classed American Bureau of Shipping. *(Source: Maritime Bulletin)*

NEW CONTRACT FOR SOFF'S CSV NORMAND FORTRESS



Solstad Offshore ASA (SOFF) has signed a new contract with Constructora Subacuatica Diavaz S.A de D.V (Diavaz) for charter of SOFF's CSV "Normand Fortress". The duration of the contract is 2 years firm and will commence in direct continuation of present contract with same client, in March 2014.

The value of the new contract is confidential between the parties. *(Source: SOFF)*

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PETERSON SUPPLY EXTENDS CONTRACT FOR PSV ISLAND EARL

Island Offshore announced that Peterson Supply link B.V, Den Helder has extended the contract for the MV **Island Earl** for one year. The Island Earl commenced her contract as a new build in 2008, and has been supporting the SNS pool in the southern sector of the North Sea ever since. *(Source: Island Offshore)*



FIRST-OF-TYPE CREW TRANSFER CAT UNDER CONSTRUCTION

Incat Crowther has announced construction on the first-of-type 70-metre fast crew catamaran (FCB) for Caspian Marine Services in Azerbaijan. Compliant with IMO HSC code and featuring a crew transfer system consisting of DP2 dynamic positioning equipment coupled with a stabilised access platform, construction of the first vessel has commenced at Incat Tasmania with delivery scheduled for late-2014. The vessel will operate as a fast crew transfer vessel for 150 offshore



workers to multiple offshore installations, with the hull design optimised for high-speed transits with noise, vibration and climate control features limiting the seasickness of transiting offshore workers. The vessel is also designed to operate in sea conditions of 40-knot winds and three-metre seas. Four MTU 16V4000 engines will power the vessel, driving HamiltonJet HT-900 water jets to a service speed of 30 knots fully loaded. Four azimuthing drop-down thrusters

located forward will provide DP2-class manoeuvring. The vessel will be delivered to Azerbaijan via transit through the Volga-Don Canal. Once deployed, CMS will provide crew transfer and “hot shot” cargo services to platforms in such fields as Azeri-Chirag-Deepwater Gunashli (ACG), the largest oil field in Azerbaijan sector of the Caspian Sea. *(Source: Baird)*

THIRD NEW WORLD WIDE SUPPLY VESSEL IN DEN HELDER

After the **World Diamond** and **World Peridot**, both owned by World Wide Supply from Fosnavaag, Norway, and managed by Remøy Management, the brand-new platform supply vessel **World Pearl** made a portcall in Den Helder, the Netherlands. The **World Pearl** was built at the Damen yard in Galati, Romania, and is of the Damen PSV 3300 CD type. *(Source and photo Paul Schaap)*



F.S. PISCES INBOUND GREAT YARMOUTH



The **F.S. Pisces** was seen inbound at Great Yarmouth on Monday 21st October 2013. She is the formerly **Highland Pride**. She came in with her stern first with cargo from the Rig. *(Source & Photo: Paul Gowen)*

WINDFARM NEWS

MPI WORKBOATS TAKES DELIVERY OF MPI ALTISIDORA



We are pleased to announce that MPI Workboats has taken delivery of **MPI Altisidora** on 22 October 2013. **MPI Altisidora** is a windfarm-support vessel, built at the South Boats shipyard on the Isle of Wight. She is the ninth addition to the MPI Workboats fleet. *Vessel particulars:* Length overall 19.15 m; Beam overall 7.25 m; Draft 1.20 m; Tonnage 40 tonnes; Total fuel capacity 6,000 ltr; Endurance 350 nm (15 hrs @ 22 knots); Water capacity 200 ltr; Passenger facilities

15 (12 passengers + 3 crew). We wish the crew many safe and successful voyages. *(Source: Vroon)*

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CWIND HOSTS NORTHERN IRISH DELEGATION EXPLORING OFFSHORE WIND INDUSTRY

CWind hosted a delegation of 20 businesses from the south east region of Northern Ireland on Tuesday this week. The delegation, led by Energy Connections NI and hosted by the East of England Energy Group (EEEGR) was in the area this week to see first-hand how businesses here have taken advantage of the supply chain opportunities on offer and exchange thoughts on the renewable energy sector with East of England experts. CWind shared insights into its own experience of growing a business in the offshore wind supply chain with the delegation over coffee and tea at the Brightlingsea Yacht Club. Tim Smith, Sales Manager at CWind presented on the types of services that the industry requires in constructing and maintaining offshore wind farms, highlighting also the regulatory health and safety requirements crucial in the sector. The presentation was followed by a visit to CTruk's manufacturing facilities in Brightlingsea, where the flagship CTruk 20T MPCs are built. Among the delegation were engineering companies, fishermen and professional services companies. As well as representatives from First Flight Wind, the consortium developing a wind farm off the coast of Co Down. *(Press Release CWind)*



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YARD NEWS

CARGOTEC'S MACGREGOR WINS A EUR 37 MILLION ORDER FOR 45 ELECTRIC WINCHES FROM HYUNDAI SAMHO HEAVY INDUSTRIES

Cargotec's MacGregor has won an order worth approximately EUR 37 million for 45 electric winches from Hyundai Samho Heavy Industries Co. Ltd, in South Korea. The order will be booked in the fourth quarter 2013 order intake and the equipment is scheduled for delivery between the second and fourth quarter of 2014. The winches will be installed on Hyundai Heavy Industries' 10,000-tonne new heavy lift vessel, which will be one of the world's largest heavy lift ships designed to support shipbuilding activities and offshore lifting operations in international waters. "This order is a breakthrough for MacGregor's offshore winch business in the Korean offshore market and reaffirms MacGregor's reputation as the leading provider of efficient and environmentally friendly solutions," says Francis Wong, Offshore Segment's Sales and Marketing Director at MacGregor. "Ship blocks and offshore structures are getting bigger and heavier, and in order to handle these safely and efficiently the worldwide demand for heavy lift vessels has increased." *(Press Release Cargotec)*

NAVIS TO COOPERATE WITH AKER ARCTIC ON DYNAMIC POSITIONING SYSTEMS FOR ICEBREAKERS AND ICE-CLASS VESSELS



Navis Engineering Oy and Aker Arctic Technology Inc have signed a scientific and technical co-operation agreement covering the joint development of technology for dynamic positioning (DP) systems for icebreakers and ice-class vessels. The agreement was signed in St Petersburg during NEVA 2013 at the end of September. Dynamic positioning systems manufactured by Navis Engineering have been installed on a number of icebreakers

and ice-class vessels in recent years, including the Polar supply and research icebreaker [SA Agulhas II](#), the Canadian Coast Guard Scientific icebreaker [Amundsen](#) and the Sovcomflot-owned multifunctional icebreaking supply vessels [Vitus Bering](#) and [Aleksey Chirikov](#), operating for Exxon Neftegaz Ltd in Sakhalin waters in Russia. Aker Arctic has created innovative ship concepts such as the Aker Arctic DASTM supply icebreakers [SCF Sakhalin](#) and the Aframax tankers [Tempera](#) and [Mastera](#). The company is also currently involved in developing new logistic systems for Arctic areas for liquefied natural gas (LNG) and Arctic mining. New propulsion solutions have also been introduced, including the Multi-Screw-DAS™ concept which, for the first time, has been installed on the Finnish Border Guard's new offshore patrol vessel. Aker Arctic is currently designing new Polar icebreakers for the Canadian Coast Guard and a Polar research icebreaker for the Chinese Polar Research Institute as well as the next generation icebreaker for the Government of Finland. Navis Engineering Oy and Aker Arctic Technology Inc believe that DP applications will be needed in ice-covered waters in the longer term and the partnership is looking to prepare industry for upcoming demand. The aim is to improve the capabilities of DP systems in ice operation, taking into account energy efficiency and safety solutions. *(Press Release Navis Engineering)*

NORFIELD ORDERS TWO SALT SHIP DESIGNED VESSELS

Norfield, an international shipping company specializing in vessels for the offshore and energy sector, has ordered two 69,8 metres Seismic Support Vessels of **SALT 450 SSV** design. The vessels, which will be operated by Vestland Offshore AS, are ordered from Cemre Shipyard in Turkey and will be delivered mid-2015. *(Source: Salt Ship)*



QUEBEC'S DAVIE SHIPYARD LAUNCHING NEW SHIP CECON PRIDE

The historic Davie Shipyard in Lévis, Que., plans to break out the champagne this afternoon for ship 7-17, the first ship fully built in the yard in years. The **Cecon Pride** is the first in a series of three large offshore construction vessels being built for offshore installation contractor Cecon ASA. Company promises to keep Davie Shipyard afloat "It's used for multi-purpose applications. From pipe laying to subsea construction, to deep sea well intervention, it's really about deep sea," said Alex Vicefield, chairman of the shipyard. Since being bought by Zafiro Marine of Britain last year, the Davie Shipyard has recalled 500 workers. The potential for offshore oil and gas development and the ships to support construction means more opportunities. *(Source: CBC Canada)*

STEMAT MARINE SERVICES ORDERS DP-2 MULTI-PURPOSE VESSEL (MPV)

Stemat is expanding their fleet with a new MPV with DP-2. The vessel will be named "**Anna B**" and is currently under construction. Upon delivery in early 2014 the vessel will be available for charter. *(Source: Stemat)*

WEBSITE NEWS

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Last week there have been new updates posted:

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

- [New President for International Salvage Union](#)
 - [Navis to cooperate with Aker Arctic on dynamic positioning systems for icebreakers and ice-class vessels](#)
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- [Havila Shipping ASA : Third Quarter 2013 accounts](#)

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