

## TUGS &amp; TOWING NEWS

*McLOUGHLIN LAUNCHES NEW HARBOR TUG*

The latest general purpose harbour tug built by Macduff Shipyards has been launched, powered by WaterMota supplied engines.

**Eileen McLoughlin**, owned and operated by John McLoughlin and Son (Shipping) Ltd. of Larne and Belfast, is the sister ship to **Sally McLoughlin** which was built in 2009. Both tugs are powered by twin Doosan

4V222TIH engines, each 588KW at 1,800RPM continuous output driving twin screws - four-blade 1,850mm diameter propellers in fixed nozzles. With a breadth of 6.2m and depth of 2.9m, **Eileen McLoughlin** has a transom stern and raked stem, with a centre skeg aft. She has been designed for towing, pushing, pilotage, plough dredging, surveying and lifting. The vessel is 46 metric tons with a four-metric-ton water ballast, has a running speed of 10.3 knots with a 120,000-liter fuel capacity and a fresh water tank capacity of 215 liters. She also has two Azcue bilge pumps fitted - also supplied by WaterMota - one motor driven and one belt driven. Her hull and wheelhouse, featuring a comprehensive range of equipment, are of steel construction with the wheelhouse forward of amidships. She has a forepeak ballast tank, crew room with seating area and toilet facilities, engine room and a steering compartment complete with store. On deck, **Eileen McLoughlin** has two winches, a deck crane, towing hook and deck pads for fitting a portable aft gantry for lifting a plough dredge. "**Sally McLoughlin** has proved to be very reliable as a general purpose tug boat and I'm confident **Eileen McLoughlin** will prove just as successful," said WaterMota sales manager, Tony Fryer. "Doosan engines are a popular choice for workboats due to their non-sophistication and lack of electronic controls. The engines are very dependable and fuel efficient - ideal for this market." The vessel is suitable for operating in Category 2 waters and built to the requirements of the Maritime and Coastguard Agency Small Commercial Vessel and Pilot Vessel Code of Practice. The Doosan 4V222TIH is a heavy duty 12-cylinder Vee four-stroke model with a rating output of 588W (800 bhp) and a displacement of 22 liters. The engine (marine rated to ISO 3046) also benefits from direct-injection, mechanical variable speed governor system and water cooled turbo chargers with an inter-cooler. (*Source: MarineLink*)

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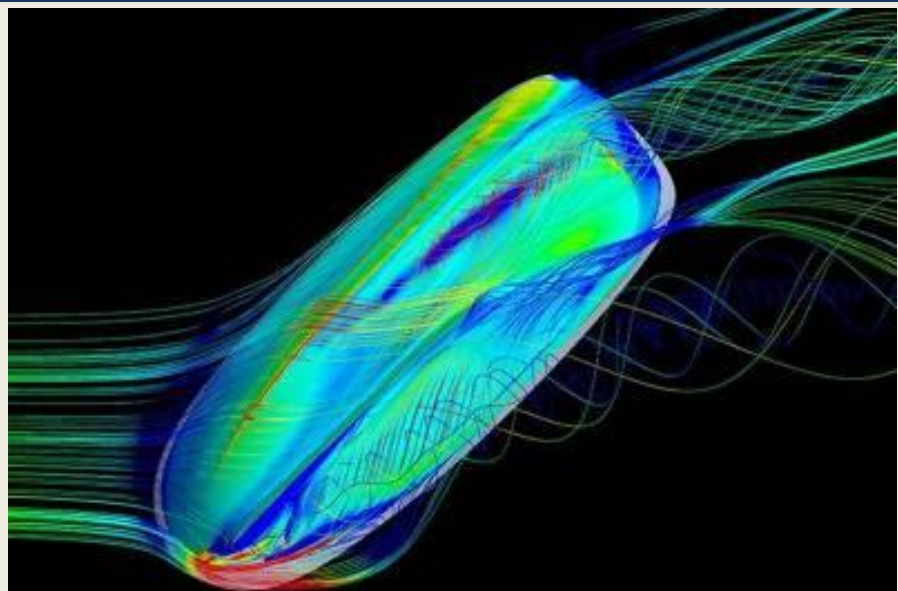


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## BV FIRST TO APPROVE CFD ANALYSIS METHODOLOGY DEVELOPED BY ROBERT ALLAN

Bureau Veritas (BV) is the first major ship Classification Society to approve on an “Approval in Principle” basis a new Computational Fluid Dynamics (CFD)-based performance prediction methodology developed by Robert Allan Ltd. as the basis for granting the **service notation escort tug**. While some Societies have previously approved escort predictions on a



computer-based case by case basis, the majority still require a full-scale trial before issuing an escort notation and the associated escort numeral. The process of predicting steering and braking forces and assessing stability to meet Classification Society requirements has been notoriously complex and difficult without model tests or full scale trials. This is because the various forces from the hull, thrusters and towline during escort operations all have to be determined, along with the ‘equilibrium’ yaw and heel orientations of the tug under all the operating conditions of interest. BV First to Approve CFD Analysis Methodology Developed by Robert Allan-Now, this new option is **available for the tug owner**, without the delays and expense of model tests or the cost, complexity and inherent potential inaccuracy of full-scale sea trials. By applying sophisticated CFD techniques within a standardized methodology, Robert Allan Ltd. is able to evaluate escort performance and compliance with Class requirements early in the design process. Applicable not only to in-house designs, Robert Allan Ltd. is pleased to offer this CFD Escort Analysis as a service to clients interested in evaluating existing tugs or other designs. While BV is the first major Classification Society to formally accept this advanced methodology, Robert Allan Ltd. is currently working with other IACS members to also obtain their approval of this CFD based methodology. *(Source: Robert Allan)*

## TUG SANK WHILE MONITORING GROUNDED SYMPHONY



The "Symphony" ran aground on Nov 3, 2013, off Ogidigbo around buoy 17 and 18 off the Bonny Channel. On Nov 6 the Nigeria LNG Ltd. (NLNG) saved 15 officials and Naval personnel working for the Nigeria Maritime Administration and Safety Agency (NIMASA) from the tug "Gudri" which sinking in the Bonny Channel while monitoring the "Symphony". It was not clear if the NIMASA officials were going after the ship for revenue collection but

the tug crew sent a distress call when the ship was sinking and needed urgent rescue. The NLNG picked up the distress call and dispatched the patrol boat "MAP 2". They saved the crew of the sinking NIMASA boat and transferred them to the NLNG jetty. The company's ambulance was called from the NLNG Hospital, but the crew did not sustain any serious injuries. *Continue:* Offshore tug **Gudri** (Imo 75153650) reportedly capsized in Bonny river estuary, Nigeria, on Nov 5 13 in a bad weather. Vessel is resting portside on the bottom, partially above the waterline. The tug is the former 1976 built Dutch tug **Typhoon** built by Van der Giessen – De Noord Alblasterdam: Netherlands for Bureau Wijsmuller - Ijmuiden. In 1999 the tug was sold to SmitWijs and renamed **Smitwijs Typhoon**. In 2005 she was sold to International Transport Contractors – Heemstede and renamed **Typhoon** again. In 2012 sold to Jampur International Dubai, UAE and renamed **Gudri**. The tug has a length of 48.11 mtrs a beam of 13.87 mtrs and a draft of 6.38 mtrs. The two Werkspoor TM410 develops a total output 6,875 kW (9,200 bhp). Her speed is 16 knots and bollard pull 120 tons. *(Photo: H. Marteiijn)*



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## MORE UNDERWAY FROM ROTTERDAM TO DAKAR WITH MORE TANKERS

On Nov 8 the "**More**" was underway with the tanker "**Novara**" under tow and the "**Bominflot 5**" accompanying under its own power off Maidencombe. On Nov 7 the vessels were anchored less than two miles offshore. The "**More**" and had previously left its shelter in Weymouth Bay and headed for the Lyme Bay with a Speed of 3.7 knots. *(Source and Photo: Vesseltracker)*



## OILPAINTING OF SMIT'S TUG WODAN



Painter Hans Breeman again made a very beautiful oilpainting of Smit's paddle tug Wodan: The Wodan was one of the first operational Smit Tugboats. Built in 1883 under number 437 on the ship yard of L Smit & Son in Kinderdijk located along the river Lek. The shipyard company still exists, but it has completely changed now under the name IHC. The Wodan was delivered to Stoomsleepdienst L.Smit &

Co. NV – Alblasserdam. The Wodan used a 2 x 2 cyl compound steam engine produces 450 IPK Her life ended in 1928 when she was sold for breaking up. *(Painting by Hans Breeman)*

## NEW BUILDING

At the Holland Shipyard – Hardinxveld; Netherlands was seen a new building anchor handling supply tug. The tug is built under own management. She is an extended version of the **MT Ohafia** and **MT Zaranda** built in 2002. This now under construction, Anchor Handler Supply Tug will be extended with 7 mtrs to a total length of 37 mtr to keep her just below 500 grt. This extension results in an increase



of the work deck making it suitable for anchor handling and supply work. *Vessels particulars:* Length 37 mtrs; beam 11.00 mtrs; design draft 3.80 mtrs and a depth of 4.92 mtrs. The two Wartsila main engines develops a total output of 3,200 kW at 1,000 rpm to two nozzles with fixed pitch propellers. She has a bowthruster of 280 kW. The expected speed 12 knots and bollard pull of 55 tons. The grt is 496 with a deck area of 120 sq mtrs and a load of 6 tons/sq mtrs. She is classed Lloyds Register of Shipping +100A1, Anchor Handler Supply Tug. WDL (5.0t/m<sup>2</sup>) from aft to fr.25 – NAV.1 + LMC-UMS Unrestricted service. The planning is to finish the Casco in February 2014.

*(Photo: Leendert Hoogendoorn – Holland Shipyard)*

## GLUVIAS AS HOUSEBOAT



On Friday November 8<sup>th</sup> was seen the tug **Kingston** towed out the of the **Gluvias** from Great Yarmouth dawn to the Medway to a buoy of Port Werburgh and has been sold to its new owner as a houseboat at Hoo, the engine will be taken out at some point so she did not go to be scrapped after all that's good news for the old tug?

*(Source: Paul Gowen)*

## ACCIDENTS – SALVAGE NEWS

### FUEL BARGE THAT HIT N.H. SHOAL INSPECTED FOR DAMAGE

A tugboat was moving the loaded barge in Portsmouth Harbor late Tuesday when it drifted into the shoal. Authorities are planning a damage assessment Wednesday on a barge loaded with diesel fuel that ran aground outside Portsmouth Harbor late Tuesday. A tugboat moving the barge, which was

carrying 80,000 barrels of low-sulfur diesel, was maneuvering to start pushing from the stern, when the barge drifted into a shoal, the U.S. Coast Guard said. Nobody was injured. It appears there was no serious damage to the double-hulled barge and no fuel leaked, the Coast Guard said. The barge was able to be moved off the shoal and berthed where it is expected to offload its cargo. The captain of the tugboat, the [Mediterranean Sea](#), was given drug and alcohol tests as required. The alcohol test was negative and the drug test results are pending, the Coast Guard said. A more extensive assessment was conducted during the slack tide at about 1 p.m. The grounding happened off Fort Point at the entrance to the harbor, the Coast Guard said. *(Source: Portsmouth Press Herald by David Hench)*

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## N.S. LOOKING FOR MEETING WITH OTTAWA ON SHIP STRANDED OFF PROTECTED AREA



Nova Scotia's transportation minister says he hopes to meet with his federal counterpart in the next couple of weeks to discuss the fate of a derelict ship that's been abandoned off Cape Breton for two years. Geoff MacLellan says his department is working on setting up a meeting with Lisa Raitt in Ottawa. The [MV Miner](#) ran aground during a tow in September 2011 and became stranded off the coast of

Scatarie Island, a provincially protected wilderness area. Former NDP premier Darrell Dexter called on the federal government to remove the ship, but Ottawa refused to take responsibility for the wreck. A salvage company had agreed to do the work but eventually walked away from the job, citing concerns with bureaucratic hurdles and calling on the province to pay for expenses. MacLellan says discussions with Ottawa can start fresh now that Nova Scotia has a new government, and he's hopeful the federal government will help share the costs of removing the bulk carrier and get the process started. "This is something we said we were going to do as a commitment," MacLellan said Thursday. "We don't want to just talk about it and announce it and let it hang

around. We want to move this thing forward." *(Source: CTV News; Photo: Canadian Press)*

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## OFFSHORE NEWS

### SEABIRD WINS NEW CONTRACTS IN ASIA PACIFIC REGION



SeaBird Exploration Plc announced that the **Voyager Explorer** has been awarded a contract from a national oil company in the Asia Pacific region. The contract has an estimated duration of about 110 days and commencement is expected late November. The contract value is about USD 16 million. Additionally, the **Aquila Explorer** has been awarded a 30-day contract also in the Asia

Pacific region. This contract will commence in early December and has an estimated value of approximately USD 3 million. *(Source: SeaBird)*

### REM OFFSHORE SECURES TWO PSV CHARTER CONTRACTS

Rem Offshore ASA has entered into a contract with a major oil company for the charter of the PSV-vessels "**Rem Server**" and "**Rem Supporter**". The contract applies for the summer season 2014 and 2015, with options for the drilling seasons 2016 and 2017. The drilling season is expected to commence around May / June each year. The agreement is made at markets terms. *(Source: Rem Offshore)*



### LA BELLA SEISMIC SURVEY TO SART NEXT WEEK

Australian energy company WHL Energy Limited has informed that the seismic vessel the **CGG**



**Viking II** has mobilised to the Otway Basin and is currently deploying its equipment. The La Bella 3D Marine Seismic Survey (MSS) in offshore Otway Basin permit VIC/P67 is expected to start around 15 November, once the **Viking II** has completed a smaller survey for Origin Energy. The La Bella survey will cover a total of 867 sq. kms and is expected to take 34 days to complete. WHL Energy is Operator of the seismic survey. CGG's state-of-

the-art broadband seismic surveying technology (Broadseis<sup>TM</sup>) technology will be employed in order to provide a high resolution image of the subsurface geology of La Bella gas field and surrounding exploration prospects. The survey is also being undertaken in an area of high environmental and community sensitivity and as such WHL Energy has undertaken stringent measures to meet the regulatory obligations and respect the community expectations to protect the environmental and community interests in the area. Processing of the data recorded by survey is scheduled to be undertaken during January through to April 2014. An initial data volume is expected mid-February, with interpretation anticipated to start immediately thereafter. The final processed data is targeted to be received in mid-May and a final interpretation will follow. The acquisition of the La Bella 3D Marine Seismic Survey is an important step in advancing the development of the La Bella gas/condensate field, and importantly, also maturing the exploration prospects in VIC/P67 for drilling. The technical objectives of the survey are to provide an accurate image of the subsurface structure and the reservoir properties and also to quantify the distribution of gas in the La Bella field and nearby prospects. This will provide a basis for field development planning for La Bella that targets production in 2017. A drilling program is being planned by for Q1 2015. WHL Energy and its Joint Venture partner, AWE, are also in the process of commissioning detailed development concept evaluation studies with an external engineering contractor. These studies, along with the La Bella 3D seismic survey data, will evaluate in detail, the engineering and costs associated with the potential development of the La Bella gas resource through each of the offset facilities, being the Casino, Minerva and Geographe/Thylacine projects.

(Press Release)

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## OIL MAJOR HIRES SIEM OFFSHORE TRIO

Norwegian offshore shipping player Siem Offshore has secured contract for three of its offshore vessels with a “major oil company.” The company did not reveal the name of the client, but it revealed the names of the vessels and the financial value of the whole deal. The ships hired are two AHTS vessels “[Siem Amethyst](#)” and “[Siem Topaz](#)” and the PSV “[Siem Pilot](#)”. The charter contracts are for a firm period of 5 months during the



summer season in 2014 and 2015. The cumulative contract value for the firm seasonal periods is approximately USD 60 million, net of local taxes. According to Siem Offshore, the mysterious charterer has an option to extend the charter contracts for a similar firm period of seasonal work for the years 2016 and 2017. *(Source: Siem Offshore)*

## DEMAREST TIDE DELIVERED



Seabrokers reports that Tidewater has taken delivery of the newbuild PSV [Demarest Tide](#) from Vard Soviknes shipyard in Norway. [Demarest Tide](#) joined sister vessels [Lundstrom Tide](#) and [Fanning Tide](#) in the North Sea market, although [Demarest Tide](#) is to be managed by Troms Offshore, now part of Tidewater. All three units were built to the PSV 09 CD design, and have a deck area of around 1,000m<sup>2</sup> and accommodation

for 26 persons. [Lundstrom Tide](#) and [Fanning Tide](#) were delivered in February and April 2013 respectively. *(Source: OSO; Photo: G.Lewis)*

## DP-1, 5, 150BHP AHTS SOLD

Marcon International, Inc. of Coupeville, Washington is pleased to announce the private sale of a 2010 built, dynamic positioning, firefighting, anchor handling tug supply vessel. The Conan Wu Design (now part of Wartsila Ship Design), 55.0m x 13.8m x 5.5m depth vessel is classed ABS A1 Towing Vessel, AH, Fire Fighting Vessel Class 1, Offshore Support Vessel, AMS, DPS-1, Unrestricted Service. The 1,102mtdw AHTS is powered by a pair of 1,894kW CAT 3516B-HD main

engines driving Berg controllable pitch propellers in kort nozzles via Reintjes WAF 873 gearboxes and developing a total of 5,150BHP, class certified bollard pull of 68.57 tonnes and free running speed of 13kn. Ship's power is provided by two 400kW / CAT C18 auxiliary and two 600kW Leroy Somer shaft generators in addition to one 80kW / Perkins emergency generator installed above the main deck in a special



compartment. Maneuverability is assisted by electrically-driven 325kW Kawasaki transverse tunnel thrusters fore and aft. Towing gear consists of a 120 tonne line pull double drum anchor-handling / towing winch, two 10 tonne tuggers, a 200 tonne SWL stern roller and 200 tonne SWL retractable shark jaws and one set of hydraulic vertical towing pins. The 2,400m<sup>3</sup>/h firefighting system was provided by FFS with main engine driven pumps, two foam / water monitors joy-stick controlled from the pilothouse and a self-drenching system. Fully air conditioned accommodations are provided on three decks for a total of 30 persons and include a hospital, large mess room and separate recreation room. Buyer and Seller have requested that names be kept confidential for commercial reasons. Marcon acted as sole broker in this sale and has handled numerous sales, purchases and charters for both Buyer and Seller in the past. To date this year, Marcon has concluded a total of 24 sales and charters. Over the last 32 years, Marcon International, Inc. has sold or chartered a total of 1,306 vessels and barges including 74 AHTSs totaling 352,434BHP and 77 platform supply vessels. Several additional transactions are pending and expected to close by the end of this month. *(Source: Marcon International)*

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## PGS RAMFORM TITAN BEGINS SEISMIC SURVEY OFFSHORE FALKLANDS

FOGL, the oil and gas exploration company focused on its extensive licence areas to the South and East of the Falkland Islands has the start of the third 3D seismic survey. The PGS **Ramform Titan** has started a 3D seismic survey over the mid-Cretaceous Hersilia fan complex within the northern area licences. The survey could take up to four months to complete and is operated by Noble Energy Inc.



Fast-track data from the two 3D seismic surveys completed earlier in 2013 has been received and interpretation is ongoing. Preliminary work on this data has already identified a number of large prospects within the Diomedea fan complex. The new data is also enhancing our understanding of potential prospects within the Fault Block

area, adjacent to the Darwin discovery. A full assessment of all the prospects covered by both surveys will be undertaken using the fully processed 3D data expected to become available in January 2014. The interpretation results should be available by the end of the first quarter 2014. Tim Bushell, Chief Executive of FOGL, said: "This is our final survey prior to the commencement of drilling operations in late 2014. Upon completion we will have acquired over 10,000 square kilometres of quality 3D data, which is equivalent in area to over 40 North Sea blocks. This illustrates both the scale of our assets and the commitment of the joint venture to the ongoing exploration programme". ([Press Release](#))

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### *PETERSON EXTENS FOUR CHARTER CONTRACTS*

SNS Pool Manager Peterson from Den Helder, the Netherlands, has extended four charter contracts for one more year. It concerns the platform supply vessels **VOS Base** and **VOS Power** (see photo), owned by Vroon Offshore Services, **Island Earl**, owned by Island Offshore, and **Troms Fjord**, owned by Troms Offshore. (*Source and photo Paul Schaap*)



## EUROPORT SETS STANDARDS FOR MARITIME TECHNOLOGY



The conclusion of Europort 2013 on 8 November allowed business to take stock on how technology can address the key challenges that face the maritime and offshore industry. The event's sharp focus on the core themes of technical innovation, cost efficiency, sustainability and human capital received intense scrutiny at 31 conferences, seminars and fringe events, including networking receptions and matchmaking opportunities. Organiser Ahoy

backed up its claim for Europort as 'connecting the maritime world' by logging attendance by 29,355 visitors from 84 countries, with trade missions present from China, Russia and Brazil, among others. With 1,062 exhibitor companies, Europort 2013 played host to a record number of 16 country pavilions. Konstantine Markelov, Vice-Governor of the Astrakhan Region, Russian Federation, came seeking partners to develop regional shipbuilding. He reported a "huge number of fruitful meetings". "We have already agreed with several partners to jointly realize projects in Astrakhan," he said. "We would like to combine our efforts, to create a Russian-Dutch shipbuilding cluster in Astrakhan." A Future Pioneers Award provided a fitting finale on the closing day of Europort 2013, Friday 8 November in Rotterdam, as four students from the HZ University of Applied Sciences were recognised for engineering ingenuity that also offers environmentally-friendly solutions to the real world. The award went to "Hydrogen, LNG or Diesel? How to meet the new Marpol NOx Tier III requirements for a second-hand engine". The honour echoed sentiments expressed at Europort's opening address by Melanie Schultz van Haegen, Minister of Infrastructure and the Environment of the Netherlands. Acknowledging a global shortage of seagoing and technical personnel, she said: "Human capital is our most important resource... We must do everything we can to attract talented young people." The desire for concerted action was also highlighted by full attendance at Europort 2013's Advanced Technology Conferences. Leo Maas, of the Royal Netherlands Institute for Sea Research said: "A combined effort of science and the industry is needed to succeed in this growing market," after his presentation "Ocean Dynamics in the Deep". Jannis Kostoulas, organiser of the Mare Forum Conference reported "interesting and intense" discussions between government representatives that included the European Commission and the US Coast Guard and a cross section of industry representatives. As well as thoughts on the future of shipping, technical innovation and the role of government, views aired included what Mr Kostoulas termed "the sense and nonsense of ecoships".\* From the exhibition floor, Craig Carter, Director of Marketing of Canadian company Thordon Bearings noted the "international flavour" of Europort 2013. As a first time exhibitor, Mr Carter was "pleased but surprised" to see existing customers from Saudi Arabia and Canada in attendance. Europort 2013 enabled the signing of a new worldwide distribution agreement between Aage Hempel



Group and first-time exhibitor Promarine, of Finland. Promarine Managing Director Jani Järvinen cited the event's "comprehensive representation of the entire maritime industry" as a factor. GICAN coordinated participation from companies occupying the French Pavilion. Jean Pierre Carnet, GICAN Managing Director, said his organization had "brought to Europort some key players of the French industry displaying a high level know-how. We are particularly proud to have presented these competitive companies on the cutting edge of innovation." Volkmar Galke, MAN Diesel & Turbo Head of Promotion (Turbochargers) and Corrie de Gooij, Public Relations Manager Bakker Sliedrecht also noted the variety of visitors to their stands. "PR motives have definitely succeeded this year," said Ms de Grooij. "Everyone in the maritime world is here in one place." Marcel Wandel, Rolls-Royce, Sales Professional said that one of Europort's strongest points was the fact that "All the major competitors are in one location, so customers can compare the different products". Shipyard representatives of Blohm & Voss and Remontowa cited the Thursday evening as an excellent networking occasion with social gatherings taking place throughout the exhibition. Europort 2013 Exhibition Manager Raymond Siliakus summed up: "It has certainly been a busy week, but it has also been rewarding to see the planning and effort put into Europort 2013 coming to fruition. We are already well underway with Europort Romania, Constanta in May (13-15) 2014, while Europort Istanbul will take place from 18 - 21 March 2015, but we also look forward to welcoming visitors to Europort 2015 (3-6 November) in our 'home' port of Rotterdam."

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## YARD NEWS

### *FSG LAUNCHES SEISMIC VESSEL AMAZON WARRIOR*



Flensburger Schiffbau-Gesellschaft (FSG) today launched the first of two offshore seismic vessels for the WesternGeco concern. The ship was Hull No. FSG 760 and she was named **Amazon Warrior**. "What has so far been only theory has now become reality and everyone can see it", said FSG Managing Director Peter Sierk. "Our shipyard has successfully broken new ground and consciously taken the first steps into what is, for us, a completely new market sector –

one which has a lot of potential for the future.” “It was certainly a very courageous move by WesternGeco to entrust us with this newbuilding order – simply because we had never built an offshore ship before. Despite that, our good points and our reputation persuaded WesternGeco to go ahead a year and a half ago and today we are, one and all, truly proud of this launch,” said Mr. Sierk. Hull Nos. 760 and 763 are 127 metre long seismic ships and the biggest in the customer’s fleet. As far as efficiency, comfort, reliability and endurance are concerned, they satisfy the most stringent demands and guarantee safe operation throughout the world – even in the Arctic regions and in the worst weather conditions imaginable. Ships of this type spend months, even years, in uninterrupted service at sea. Because of this WesternGeco places particular value on accommodation and working areas. There is space on each ship for 76 single cabins, rooms for leisure and communal activities and a large computer centre. Here data from the ship’s geological investigations are evaluated. The seabed measurement data are recorded by different types of cable streamers, hundreds of metres long, which the ships draw along behind them. *(Press Release)*

### *DAMEN YARD AWARDED REDERIJ GROEN CONTRACT AT EUROPORT*

Maaskant Shipyards to build third new seismic research support vessel. During a special contract signing ceremony at Europort 2013 yesterday November 7<sup>th</sup> 2013, Maaskant Shipyards Stellendam, part of Damen Shipyards Group signed the contract to build an additional Seismic Research Support Vessel for Rederij Groen. This latest contract follows last month’s order of two new Seismic Research Support Vessels (SRSVs) that are due for delivery in the third quarter of



2014. This third vessel, initially only an option, completes the latest phase of Rederij Groen’s expansion and will be delivered in 2015. The new SRSV will be identical to the first two; 35 x 8.70 metres and propelled by two Azimuth thrusters, each powered by a 500 kW electric motor. Three Caterpillar gensets will provide electrical power. Rederij Groen, whose fleet will now number 27 vessels, is planning to put the vessels to work in the seismic industry worldwide. The fleet includes SRSVs, guard boats and chasers such as the ‘[Aquarius-G](#)’ and the ‘[Astra-G](#)’ also built at Maaskant Shipyards. The new SRSV’s will often operate alongside other vessels, assisting with board-to-board transshipment of goods and equipment. Their design provides stability and manoeuvrability, crucial to this sector. Trust & Craftmanship. Speaking about his long relationship with Maaskant Shipyards, Rederij Groen owner Henk Groen is pleased with the long relationship between shipyard and shipowner, “We have worked with Maaskant Shipyards for 10 years now, we have built up a lot of trust. I know with certainty that they deliver quality.” Damen’s newbuild and repair yard in Stellendam has built all Rederij Groen’s SRSVs. After signing the latest contract yesterday, Maaskant Shipyards director Fritz van Dongen was rightly proud, “Clients keep coming back to us for our craftsmanship. We have a good infrastructure in place to cope with any challenge.” The yard also performs maintenance and repair for their entire fleet. *(Press Release Damen)*

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## DE SCHROEF'S BIG DRYDOCK A BIG SUCCESS



Our pride and joy has finally arrived! Since this month Shipyard De Schroef's new floating drydock is up and running. With an overall length of 162 mtrs, an inside clearance of 22.2 mtrs and 8 mtrs of water over de keel blocks, the dock will mainly be occupied by offshore/dredging vessels, coasters, large inland vessels and tugboats. The shipyard's manager

Huib Kuiper is happy that "since the arrival of the drydock at the yard, the docking enquiries have been comin in non-stop". "The drydock is already fully booked for a month", he continues. Shipyard De Schroef is confident the drydock will remain in high demand, especially once the shipowners have hands-on experience with the dock. "The dock will lift a 8,000 ton vessel within 90 minutes, while de-ballasting can often be avoided because of the clearance of 8 mtrs over the keel blocks". Huib Kuiper states.

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

- [Vessel operating costs expected to rise over the next two years](#)
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