



## TUGS & TOWING NEWS

### TUGS IN ACTION AT THE NEPTUNE SLIPWAY



On the 5<sup>th</sup> November two tugs, the **Amstelstroom** (Imo 9295775) and **Amerstroom** (Imo 9665023), of van Wijngaarden Marine Services BV – Sliedrecht; Netherlands assisted to bring the **M.P.P. Scradeway** on the slip of the Neptune Repair Shipyard BV – Hardinxveld-Giessendam; Netherlands. The Dutch flag with call sign PIAS tug **Amstelstroom** is a 2004 built Damen type Shoalbuster 2609S. She has a length of 26.10 mtrs a beam of

9.35 mtrs and a depth of 3.60 mtrs. The two Caterpillar, type 3508B TA/C diesel engines develops a total output of 1,640 kW (2,260 hp). Her speed is 12 knots and bollard pull 30 tons. The, also, Dutch flag with call sign PCQF tug **Amerstroom** is a 2013 built Neptune type Eurotug 2308. She has a length of 23.68 mtrs a beam of 8.75 mtrs and a depth of 3.25 mtrs. The two Caterpillar type C18 diesel engines develops a total output of 714 kW (970 hp). Her speed is 10 knots and bollard pull 16.1 tons. *(Source: Van Wijngaarden; Photo: Henk van Millingen©)*

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### MAIN IRON WORKS BUILT TUG RETURNING HOME

Marcon International, Inc. of Coupeville, Washington is pleased to report that the 5,570BHP tug **‘Jabbar’** has been sold by Awal Marine Services of Manama, Kingdom of Bahrain to TradeWinds

Towing LLC of Saint Augustine, Florida. **Jabbar**, meaning “powerful” or “tremendous” in Arabic, was originally built by Main Iron Works of Houma, Louisiana as their Hull 335 for McAllister Towing & Transportation of New York. The twin screw tug was operated by International Tug Service, a joint venture company between McAllister and Arabian



American Oil Co. Ltd. (Aramco) of Saudi Arabia in the major oil port of Ras Tanura prior to Aramco being purchased by the Saudi government in 1980. **Jabbar** was purchased by Awal Marine Services in 2001 and since that time regularly worked in the Arabian Gulf; Bombay High, India and offshore Croatia. The 38.14m (126.0') x 10.98m (36.0') x 5.67m (18.6') depth tug is powered by a pair of recently overhauled EMD16-645E7B diesels with fixed pitch props in kort nozzles developing a total of 5,750BHP at 900RPM. Maneuverability is enhanced by two flanking rudders forward of each propeller, in addition to the main rudders and a bow thruster. Towing gear consists of a 150 tonne brake Smatco 66DAW-200 double drum winch; 10T tugger winch; open stern with a 3.15m x 0.914m 100mt stern roller; 200 tonnes hydraulic shark jaws & angular Smith Berger hydraulic tow pins installed new in 2007 in addition to two 5 tonne hydraulic berthing / unberthing winches forward. External firefighting is provided by a 5,000gpm fire pump driven by a GM16V71 is connected to a water / foam monitor and ship's power provided by three 95kW / GM8V71 230/115vAC 60Hz generators. Tankage includes 112,000g fuel, 24,000g fresh water, 3,408g foam and 2,090g dispersant. **Jabbar** is classed ABS +A1, Towing Service, +AMS valid through June 2018. There have been a few tugs that have always stood out and were considered as favorites by Marcon International for various reasons. **Jabbar** has been one of these few. When Marcon first started brokering tugs 32 years ago, we recognized that certain shipyards had reputations that followed their tugs and barges – both good and bad. When we marketed second-hand tugs for sale built by Main Iron Works we knew though that we were marketing a quality-built tug that would endure as long as owners and operators took the proper care of the vessel over the years. The name Main Iron Works as builder made our job easier, as it lent a certain cachet to the technical specifications in our marketing flyers. **Jabbar** is an example of both that quality construction and good care as evidenced by the first brief inspection reports e-mailed back to our office – “engine room in immaculate condition”, “steering flat in perfect condition”, “no knife edging on frames in ballast tanks” and “still long life.....”. The tug, renamed **Isabelle**, will operate under Vanuatu registry performing coastwise and ocean tows including project cargoes, marine salvage, rescue towage, and dredging & construction support within the Gulf of Mexico, Caribbean and Central & South America. **Isabelle** is ready-to-work and Marcon is looking for tows from the Arabian Gulf towards North America, the U.S. Gulf Coast and all points in between – either east or westbound. TradeWinds earlier this year successfully completed a 5,233nm tow with one of their smaller tugs, also fixed through Marcon. Marcon International has marketed **Jabbar** off and on when charter-free on a “private & confidential basis” since 2003 when we first brokered Awal Contracting’s two 95 – 100’ ABS-classed tugs **Martha** (ex-Martha Theriot) and **Justine** (ex-Toya Alario) to Trinidadian Buyers. Marcon also handled the purchase of the U.S. flag tugs **Miss Lis** (ex-Kari A, Marine Pioneer) and **Simone** (ex-Leslie Foss, Caribe Pioneer, Leslie Foss) for TradeWinds Towing LLC, acting as sole broker in all four transactions. Marcon has sold or chartered 13 tugs to-date this

year totaling 49,523BHP and 294 tugs in the last 32 years totaling 915,795BHP. Sale of another U.S. flag, 3,000HP twin screw tug is expected to conclude within the week. *(Source: Marcon International)*

## SO WHAT IS AN IMO NUMBER ANYWAY?

Wikipedia tell us The *IMO number* is made of the three letters 'IMO' followed by the seven-digit number assigned to all ships by IHS Fairplay when constructed. This is a unique seven digit number that is assigned to propelled, sea-going merchant ships of 100 gt and above. It serves to identify ships and is not changed when the ship's owner, country of registry or name changes." This number makes tracking ships, via AIS and other means, over long periods of time practical. While most mariners can tell you the significance of a ship's *IMO number*, few know how the number is chosen. One of the mathematicians over at teppovuori.fi thinks he's figured it out: IMO Numbers are made up of the letters IMO and seven decimal digits (Six information digits followed by a seventh check digit concatenated into a seven digit number).

- The six information digits to be checked are weighted from left to right by 7, 6, 5, 4, 3 and 2.
- Products are added up.
- The sum is divided by 10. The remainder is the check digit.

Example: IMO 9074729 (Pacific Frontier, Hong Kong)

9 0 7 4 7 2 **9**

7 6 5 4 3 2

63 0 35 16 21 4 = 139 -> **9**

The method could also be described by saying that the weighting factors are 7..2 from left to right, and the check digit is the digit that you need to subtract from the sum to make it evenly divisible by 10.



### *So what is an IMO Number anyway? The IMO says:*

As a result of the attack on the USS Cole, the events of Sept. 11, 2001 and the suicide bombing of the oil tanker Limburg, the IMO held a Diplomatic Conference on Maritime Security in December 2002. At the conference, it adopted a number of measures aimed at enhancing the security of ships and port facilities. In addition to the creation of the well-known ISPS Code, the conference also included a modification to SOLAS Regulation XI-1/3 to require ships' identification numbers to be permanently marked in a visible place either on the ship's hull or superstructure. The IMO

Ship Identification Number is a unique seven-digit number assigned to propelled, seagoing vessels of 100 gross tons and above. The number is assigned by Lloyd's Register – Fairplay Ltd. on behalf of the IMO. It consists of the three letters IMO followed by seven numbers. It is important to note that this number is separate and different from your official number. The official number is an internal control number issued by your yacht's flag administration and cannot be used to replace the IMO number. *A vessel's "IMO Number" is the single best way to track and locate history on a ship since each number is unique and is the only identification that remains with a vessel from shipyard to scrapyard.* For hobbyists, ships spotters and ships photo collectors the only grip to find out the history of ships *(Source: gCaptain)*



## TRANSPORT YN 571698

On the 27<sup>th</sup> November was seen the transport of the Damen type Shoalbuster 3312 with yard number 571698 from the Damen Shipyards – Hardinxveld; Netherlands to the Maaskant Shipyard (Damen) – Stellendam; Netherlands. The transport was carried out by the Van Wijngaarden Marine Service BV tugs [Merwestroom](#), as leading tug and [Vliestroom](#) as pusher stern tug. The 1969 built [Merwestroom](#) has a length of 14.80 mtrs a beam of 4.20 mtrs and a depth of 1.80 mtrs. The GM Detroit diesel type 12V71N develops an output of 268 kW (365 hp). She has a bollard pull of 5 tons. The sistership [Vliestroom](#) built in 1969 has the same specifications as the [Merwestroom](#) the only difference is the raised wheelhouse for pushing purposes. *(Source: van Wijngaarden; Photo Huib Trommel©)*



## HEEREMA CHRISTENS NEW ANCHOR HANDLING TUG “KOLGA”



Heerema Marine Contractors' new state-of-the-art Anchor Handling Tug [Kolga](#) was christened at Estación Marítima in Vigo (Sp) yesterday. The christening was performed by Ms Caroline Heerema. [Kolga](#) is the sister tug of [Bylgia](#) which was christened last June. Both [Kolga](#) and [Bylgia](#) were designed and built by Astilleros Armon Vigo, S.A. to replace HMC's aging tugs, [Husky](#) and [Retriever](#), who were both in service for over 30 years. Both new tugs

are equipped with a retractable bow thruster and have DP2 capabilities. With a length of 72 meters and a width of 18 meters, the fully custom-built tugs are larger than the [Husky](#) and [Retriever](#). Each tug has a bollard pull of 202 tons and can hold up to 2500 m<sup>3</sup> of fuel, sufficient to sail directly from Rotterdam to Cape Town, South Africa. The anchor winch capacity is able to install anchors in water depths of up to 1500 meters. Each tug has accommodation for 40 people. [Kolga](#)'s first task will be to tow the Thialf from Africa to the Gulf of Mexico. *(Source: Heerema)*

## SVITZER WANTS TO START OPERATIONS AT BREMERHAVEN PORT

Denmark-based towing vessel operator Svitzer intends to start operations at German port of Bremerhaven, Radio Bremen reported on its website yesterday. Thus Svitzer, part of Danish shipping and logistics group A. P. Moeller - Maersk, will increase the competitive pressure on maritime service provider Kotug and on a joint venture between Urag and Bugsier. Svitzer has already won two large-scale clients, which it aims to service together with Urag and Bugsier. Niels Roggemann, managing director of Urag, said he sees an advantage in the collaboration concerning the utilisation of the vessels but he warned against the enormous pressure on the margins. Trade

union Verdi is also looking at the situation sceptically, a spokesman told Radio Bremen. (*Source: SeeNews Shipping*)

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## CHAIRMAN WAS A FRIEND TO ALL

*Kenneth Douglas Troup FRINA, C Eng 1921 – 2013*

It is with sadness that we have to report the death of Ken Troup, who died peacefully in his sleep at the age of 92 on 24<sup>th</sup> October. Ken served his apprenticeship as a naval architect with Hall Russell in Aberdeen and remained in the small shipbuilding business until he took over as editor on a magazine called *Ship & Boat* in the early 1960s. I first came to know Ken, when, what was then my family business, Thomas Reed Publications Ltd, acquired the magazine in 1968. I was given the job of running this publication and was very fortunate in having the services of Ken at the helm, who was extremely knowledgeable about the small ship business – especially tugs, which were his ‘first love’. We were looking



for ways to improve the magazine, by increasing the subscriptions, generating better editorial and attracting more advertisers. Whilst having a quiet drink with Ken after work one day, brainstorming various ideas, he came up with the idea of running an international conference on tugs and towage. It was my job to try and sell this idea to my board of directors. They were not impressed. Nevertheless, after a fair amount of persistence on my part, they eventually agreed to let us run the conference and allowed us a paltry amount of money to do so. Unfortunately, there were not enough funds to run the conference in a smart London hotel. So, to quote Plato: ‘Necessity is the mother of invention’, and we managed to persuade the National Physical Laboratory in Teddington, Middlesex, UK to allow us to use their excellent lecture theatre free of charge for three days. We did, however, have to use and pay for their catering facilities, which, as I recall, wasn’t exactly cordon bleu. The first *International Tug Convention* was born, and took place in October 1969. It was chaired by Ken and was a resounding success – attracting more than 250 delegates from all over the world. The rest, as they say, is history. Ken continued to chair the conferences, which were held in different port cities around the world for the next 23 years, until he retired in 1992 at the twelfth conference in Santa Margherita, Italy. He was a skilled and entertaining chairman and was well-

known for his dry sense of humour and his sometimes quirky stories, that would leave the overseas delegates scratching their heads. It is a lasting testament to Ken that the conference continues to this day, albeit under a different name – *ITS*. The 23<sup>rd</sup> International Tug, Salvage and OSV Convention & Exhibition, *ITS 2014*, will take place in Hamburg next year. (*Allan Brunton-Reed, Publisher*)

## COMPETITION IS STIFF IN THE SHIPHANDLING MARKET



Competition in the ship handling market is and always has been extremely fierce. In some respects the situation is exacerbated by the containerisation sector, where port operators compete on a price per container 'over the quay' and shippers may move from port to port for the best rates. Likewise, towage services are commonly negotiated by shipping companies on relatively short contracts. Tug operators compete on price, availability, safety and on the suitability of their vessels in a given location. Contracts for handling ships

transporting other commodities are usually set in a different manner and for much longer terms. In Europe competition is particularly stiff, with several major players often providing services in a number of ports. *Svitzer* for example, part of the A P Moller – Maersk Group, currently operates in 30 European ports, in 5 countries, with 120 tugs and 20 support vessels. In 2013 alone the company has set up towage services in Sines and Portimao in Portugal and Lubeck in Germany. *Svitzer* remains the predominant towage provider in Britain, having been the beneficiary of several mergers and takeovers in the distant past. The company has tugs based in 13 UK ports and three oil/gas terminals, with a total of 70 vessels. Tugs are moved between ports to ensure, as far as possible, that the tugs in place are the most suitable for the port. As with every other towage organization, *Svitzer* as a major provider is not immune to competition. When rivals appear tension rises and it becomes a sensitive issue, as it did in October when MJ reported on the arrival of *SMS Towage* in Belfast.

Your correspondent had inadvertently failed to mention that *Svitzer* continued to operate at least two powerful tugs in the port, as it had done for decades, reinforced by tugs from the UK fleet as required. On 25 October the latest challenge to *Svitzer's* dominance in the UK arrived in the lower reaches of the Thames in the form of two 80 tonnes bollard pull 'Rotor Tugs' from *KOTUG*, the *RT Leader* and *RT Champion*. As previously reported in MJ, the Dutch International tug operator had previously announced that it had secured a number of shiphandling contracts in the Lower



Reaches of the Thames. On 7 November the new London Gateway Port was formally opened with the arrival of its first scheduled container ship the MOL Caledon – attended by the *KOTUG* vessels. The shipping company MOL Liners also has towage contracts with *KOTUG* in other European ports. *Svitzer's* management remains deeply committed to all the ports it serves and is confident that it can compete with any new competition. The local Gravesend fleet has six modern tractor tugs and



the nearby Medway fleet five ASD tugs, four of which are over 70 tonnes bollard pull. (*Source: Maritime Journal; Pictures: Mercator Media*)

## TRANSPORT FROM VLAARDINGEN TO MAASVLAKTE



Last week was seen the transport with modules for the new APM terminal on the Maasvlakte 2. The tug **Lekstroom 1** from Lekstroom Transport B.V. – Lekkerkerk: Netherlands, departed with the loaded barge **Attack** from P. van Bergen from Vlaardingen; Netherlands to the Maasvlakte – Europort: Netherlands. (*Photo: Peter Zeeman*)

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## ON BOARD OF ONE OF THE WORLD'S MOST POWERFUL TUGBOAT

As ships get bigger, towing companies build more powerful and agile tugboats to guide the shipping behemoths in and out of port. Popular Mechanics rides on the 6500-hp **Edward J Moran**, tasked with escorting a liquefied natural gas tanker that some call a giant floating bomb. The **Methane Princess** is inbound, and she's not to be trifled with. She's 909 feet long and 142 feet wide, draws 33 feet and is loaded with liquefied natural gas (LNG). The 94,000-ton vessel is perceived as a giant floating bomb, and at slow speeds, within the confines of crowded shipping channels and ports, there's simply not enough water passing over her rudder to maintain steerage. She might as



well be adrift. Which is why, on this muggy, overcast September afternoon, the tractor tugboat [Edward J. Moran](#) is churning down the Savannah River, headed 8 miles into the Atlantic off the Georgia coast to meet the *Princess* and escort her to the Elba Island LNG terminal, 5 miles east of Savannah. And why the [Edward](#) and her sister ship [Bulldog](#), owned by another company and heading out with us, are tasked with the job: They are the most powerful, sophisticated tugs in the United States. "She's got the strength of a center in the NFL," David Missroon, the *Edward*'s captain, says of his vessel, "with the speed and agility of a defensive end." Up in the pilothouse, Missroon is sitting in a Kirk-like Star Trek chair, each forearm resting on a console, each hand holding a fist-size joystick knob. Missroon flicks his wrists. The ship pitches forward--the force is strong enough to send me to the deck, but I'm holding on with both hands. Almost as quickly, the tug comes to a dead stop and then lurches backward. I've been around the water my whole life, and I've never seen a vessel move the way the [Edward](#) moves, much less one 98 feet long and packing 6500 hp: She can go from 13 knots forward to 13 knots in reverse in 15 seconds. Another twist of the joysticks and the ship pivots 360 degrees within her own length. The reason for all this power and agility is simple. To convince a skittish public of the safety of transporting LNG, the Coast Guard and the LNG industry are building a fleet of tugs that are able to maintain absolute control over the tankers in port at all times. When we exit the river and head into the ocean, the swells pick up, and 6-foot waves, driven by winds gusting to 30 knots, crash over the pilothouse. It's a long, rough slog out to the *Princess*, which finally looms into view--a British-registered, black-hulled steel monolith that left Egypt 12 days ago. We slide up against the hull in the ship's lee, and Rodney Magwood, the docking pilot, climbs the gangway and disappears inside the tanker. We maneuver to the stern, the bow hard against steel, and deckhand David Krokoski tosses up a light line connected to our tow rope, a 9 1/2-inch braid of Kevlar with a million pounds of breaking strength. We ease back 200 feet into what's known as the in-line position and match the *Princess*'s speed of 9 knots. From here on, the tanker will remain tethered until she's back out at sea. It takes 2 hours for the [Edward](#) to reach the river's mouth. The tug has four crewmen: a captain, a mate, a deckhand and an engineer, and they work a week on and a week off, on standby 24 hours a day for LNG work and whatever else the port throws their way, from docking container ships to rescuing disabled vessels at sea. Missroon is a third-generation Savannah River tug sailor. His mate, Anthony Groover, 25, is the son of a docking pilot who was trained by Missroon's father and who in turn trained Missroon. "When I was a kid, I spent nights on the tugboat with my father," Missroon says, "and my life has mirrored his. He wanted me to go to the University of Georgia, but he died in a car accident when I was a senior in high school. I changed my plans and came to the water." He adjusts the volume of a John Mellencamp song playing on the radio. "My son wants to do the same. He's spent lots of time on the boat, and it's in his blood, just like me." It's late afternoon when the [Edward](#) and the [Princess](#), now under escort by a U.S. Coast Guard helicopter and two Coast Guard rigid-hull inflatable boats, close in on the LNG terminal, a long concrete pier parallel to the shore. These terminals have long been controversial, but all LNG tankers are double-hulled, and during 33,000 voyages over the past 30 years there have been only eight leaks--none of them resulting in fires. LNG won't burn unless it becomes a vapor and dissolves into the air at a concentration of 5 to 15 percent. The worst accident occurred in 1944 in Cleveland at the world's first commercial LNG plant, when a tank failed and spilled its entire contents into creeks and sewers. When the air-gas concentrations were right, the vapor caught fire, killing 128 and injuring 225. Since then there have been four accidents worldwide that resulted in fatalities, all at plants. "We don't want any chain in the process to be weak," says David Beardsley, vice president of construction and repair for Moran. We're traveling at 9 knots, and it's time to slow down. From here on, Magwood, the docking pilot on the *Princess*'s bridge, calls the shots. "Half ahead, transverse," he says over the radio. "Half ahead," replies Groover, now at the *Edward*'s con, as he pivots the joysticks inward, rotating the screws so they're facing away from each other, a



maneuver that acts as a brake and is known as a transverse arrest. The **Edward** shudders violently--it feels as though we're bumping over a washboard dirt road. The meter registering the load on the **Edward's** line shows 54 tons. The **Edward** slows to 8 knots, as the **Bulldog** swings round to the *Princess's* bow. At 7 knots, Groover shifts to starboard. When the **Edward**, straining and digging, slowly pulls the *Methane Princess's* stern around, 94 tons register on the line. "Five-point-eight and backing," Groover says. The **Edward's** bow is pushed down, its stern lifted up; it shudders as it backs against the strain. Bit by bit over the next half-hour, we slow the *Princess* down to 4 knots. Two more tugs join us, the **Bulldog** "end on"--bow forward and perpendicular to the ship--against the *Princess's* bow and two older Moran tugs amidships. The berth is now about 100 yards ahead. As Magwood guides the behemoth in, a dance based on years of experience and intuitive knowledge between docking pilot and tugs commences. "**Edward**, take me on down again," Magwood says. "Roger, take you down," Groover says. "Easy, Dog, easy," Magwood says. Over the next 45 minutes, the closer we get to the dock, the faster the commands come. "Easy does it on the **Edward**," Magwood says. "Thirty percent on the Dog. Easy on the stern tugs, easy." The process is precise and slow, a nudge here, a pull there, four tugs and the *Princess*--four captains and docking pilots, five individual powerplants--all working in concert. "Stronger stern tugs, stronger," Magwood commands. "Easy astern, easy. Stop, **Edward**. In position." Groover smiles. "We just put it within 1 foot of where he wanted it. Hey, Rodney, nice job!" When the *Princess* is safely tied up, the **Edward** and the **Bulldog** lie a few hundred feet away; they stand by for the next 24 hours of unloading. The two older tugs return to Moran's dock in downtown Savannah. John Johnson emerges from the engine room, and the smell of his homemade enchiladas soon fills the galley below the pilothouse. The galley is better equipped than my kitchen at home, with a full-size stainless-steel fridge and oven. "We all love to cook," first mate Groover says. "Nothing comes out of a box." Out here on the water, as the sun dips below the river's green banks, it's easy to see why generations of men have plied the tugboat trade. The river is serene, ever-changing. The crewmen are removed from the world but also connected to it in a way merchant seamen in the open ocean never are. With such



small crews, even deckhands get a chance at every job. And though they're on board for a week at a time, they remain in home port, and modern conveniences make the job less lonely--cellphones connect to friends and family, and flat-screen TVs in the galley and cabins and Wi-Fi keep the world at hand. Late the next afternoon, it's hot, bright and blue, and the *Princess* is empty, ready to disembark. The **Bulldog** noses into the tanker's starboard bow and ties on. The **Edward** latches to her stern

behind 267 feet of line, and another Moran tug ties on amidships. "Easy on the Dog," calls Magwood, once again directing from the bridge of the *Princess*. The **Bulldog** responds with one long whistle and three short. Before two-way radios, tugs and pilots communicated by whistle; most captains still prefer it. One whistle acknowledges the request, three whistles means easy, and four means hooked up, slang for full ahead or astern. "Stop, Dog, stop." One whistle. "Straight out on **Edward**, straight out. Stop the Dog, stop. All stop." The **Edward's** engines throb, the river churns and foams, and the rope strains. The *Methane Princess* begins to slide away from the terminal and into the channel at the stately speed of 1 knot. The tanker is the length of a city block, and such an enormous mass has

an inertia that is hard to grasp, yet the tugboats move it with choreographed precision and few words. We drift backward a bit, and Magwood calls, "Stronger, **Edward**, stronger." One long whistle, two short. "Okay, right on up the river, **Edward**. Easy, easy, **Dog**, easy!" We power backward. The **Bulldog** pushes on the bow, and the **Edward** navigates to almost 90 degrees astern of the **Princess**, shuddering and thrumming and vibrating. The **Edward**'s bow digs into the river, and the stern tilts up, swinging the tanker around, slowly, slowly, until she's pointing downriver. "Stop, **Edward**, stop." A churning swirl of water begins under the stern of the **Princess** as she goes to full ahead. "**Edward**, full ahead, and home we go!" It's night by the time we drop off the **Princess** 8 miles out, pick up the pilot Magwood and re-enter the river. A high, full moon lights a shimmering path over the water. It's quiet and dark in the pilothouse, the glow of gauges and computer screens soft and comforting in a cocoon of utility and purpose that's removed from the traffic and lights and restaurants of pulsing Savannah, so near but so apart. In the anonymity of darkness, the stories of men who work 24 hours a day, 7 days a week, to keep it all going unspool. Of pressing and holding steel container ships and tankers to the docks in hurricanes and 60-knot winds. Of times in waves and winds when tugs had to venture out to sea to find disabled ships and bring them safely to port. Of the pride of sons joining their fathers on the water to do gratifying work that's about steel and horsepower amid dynamic waves and currents and wind. Of shared experience and no nagging existential angst about why are we here and what are we doing. The ship thrums under our feet. It's 10 pm, the dock is near, and the lights of Savannah burn bright, lighting up the horizon. The men on the **Edward** are like those in coal mines and on deep-sea oil rigs--they're the wizards of Oz, the men behind the curtain, unseen and unheard for the most part, but vital to everything we take for granted. Before we bump gently against Moran's dock in the moist night, Groover and Krokoski are throwing lines and spraying down. As I step off the tug, I hear whistles tooting somewhere out there, over the river. One long, three short. An answer. Now I know what they mean, and they'll be singing all night long. (*Source: Popular Mechanics*)

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## A SPECIAL TRANSPORT



A special transport this time was the load out and tow of the Vechthoeve, alias Pipi Langkous (Pipi longstocking) house. Not the Dutch Broadcasting Foundation (NOS) but also commercial and regional channels pay attention in their news. The Vechthoeve is a provincial monument along the river Vecht near Muiden; Netherlands. This wooden kringenwet farm from 1899 – built according to the rules of the Kringenwet from 1853 – is part of the defensive walls of Amsterdam and the

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Dutch Water line. Lekstroom Transport B.V. – Lekkerkerk received a contract from Sarens Netherlands for the transport over water of the Pippi langkous-House from the old location at the Weesperbinnenweg to the new location to the estate Hoogerlust alongside the river Vecht. A transport plan was established by our client on which we base our nautical engineering. Given the dimensions of the bridges and locks on the River Vecht there is chosen to use the ponton W.D.Sr 7 and her sister W.D.Sr. 9 which can be sideways linked to one pontoon. A second pontoon was attached to extend the transverse transport for the load out from ashore to onboard the pontoons. *(Source: Lekstroom Transport)*

## HINDUSTAN SHIPYARD DELIVERS TWO TUGS TO NAVY

Hindustan Shipyard Ltd flagged off two 50-tonne bollard pull tugs — MT **Dhiraj** and MT **Sahas** — here on Wednesday, 4<sup>th</sup> December 2013, evening. The two tugs are on their way to the naval base at Karwar, which will be their home port. The tugs are being built to meet IRS classification using in-house design. The tugs are 34.55 meters in length, 11.25m in breadth and draught of 4.5m. They are powered by two Wartsila diesel engines with Voith



Schneider propulsion system. The tugs can achieve a maximum speed of 13.5 knots against a design speed of 12 knots, a statement said. They have achieved a bollard pull of almost 10 per cent in excess of specifications. The tugs will have an important role to play in the handling of aircraft carrier INS **Vikramaditya**, which is expected to arrive at Karwar in January 2014. The tugs were flagged off by Cmde (ret'd) K.S. Subramanian, Director (ship-building) of HSL, according to a press release. They were seen off at the jetty by a large contingent of HSL officers, workers and contractors. Picture shows both tugs under construction. *(Source: The Hindu Business Line)*

## FIRST TUGBOAT SIMULATOR



Here's a lesser known game from the darker harbors of Parker Brothers. The metallic playing surface looks like water, and players push around freight using little metal tug boats. If you're not careful, your tug will touch one of the metal buoys and set off a rather loud alarm bell. You have to operate your tug fleet under a little limit, so check out this

innovative timer... Instead of including a little hourglass or a spring-wound timer, there is a slanted channel; that runs along the outside of the game board. The included steel ball clacks (and it's a bit nerve wracking when you're just trying to deliver freight to the other side of the game board) against the bumpers inside the channel, and it works out to be darned good timer. Why haven't other games used this timer system? *(Source: Meow Man-tugboatinformation.com)*



## ACCIDENTS – SALVAGE NEWS

### *TOWBOAT OWNER WILL PAY ALL COSTS*



A representative of the owner of the towboat that ran aground last week in LeClaire pledged Monday to pick up all the costs of the accident. Meanwhile, the U.S. Coast Guard offered new details about the accident that disabled the [Stephen L. Colby](#). The towboat hit a submerged object in the Mississippi River last Monday and sank. Nine crew members escaped without injury. Coast Guard Capt. Byron Black, who is

coordinating the federal response to the incident, told the LeClaire City Council the agency is conducting a "robust" investigation. And while he said a cause hadn't been determined, a 12-by-30 inch "funky" shaped hole was found in the vessel. The gash is located about mid-ship. During Monday's council meeting, Black said the object that sank the Colby was submerged and it took only 12 minutes from impact to when the vessel ran into the bank. "Whatever he hit was a substantial thing that caused significant flooding, caused it to sink rapidly," Black said. Meanwhile, representatives of the Marquette Transportation Co. of Paducah, Ky., were at the council meeting to answer questions. They said the Colby was traveling in the middle of the main channel and that the pilots were licensed and experienced. In answer to a question from a resident about who would cover the costs from the incident, a company official said that Marquette would. "Marquette is fully responsible for all the costs incurred, and we plan on making things as good as they were on Monday at 4 o'clock (before the vessel ran aground) as opposed to what it is right now," said Chris Myskowski, senior vice president of operations for Marquette. He added the company is insured. Efforts to raise the towboat began Monday 2<sup>nd</sup> December. As the Colby was partially lifted out of the water, a salvage crew of nearly 30 sealed windows and doorways so they can begin pumping oil and water out of the engine room, said Chief Petty Officer 1st Class Mariana O'Leary, Joint Information Center, Unified Command, U.S. Coast Guard. Officials were hopeful to get it out by the time the weather got colder. "We're racing the weather," O'Leary said. Frigid and gusty weather has been one of the biggest obstacles of the fuel spill cleanup effort, which wrapped up over the weekend as salvaging preparation got under way. Temperatures stayed in the 40s for much of Monday, and today is expected to be slightly warmer. But a cold front on Thursday is expected to drop even the day's high temperature below freezing, and O'Leary said crews are hoping to finish raising the boat by then. The weather will stay below freezing Friday and into the weekend, according to forecasts. Still, officials said they've made progress. "We're happy with where we're at so far," O'Leary said. That freezing weather could lengthen the amount of time it takes to completely finish restoring the site. Coast Guard officials said it's possible some of the oil at the shoreline could freeze, and residue could still exist even in the spring. If that happens, officials will monitor it and see that it's cleaned up. The Colby was carrying 91,000 gallons of diesel fuel and oil when it sank. Coast Guard officials said about 88,000 gallons of oily water has been recovered from the Colby, while about 59,000 gallons of oily water has come from the river. Because the oil and fuel has mixed with water, officials say they aren't able to determine how much of the petroleum product itself has been recovered. Crews have deployed 3,000 feet of containment boom, 2,900 feet of sorbent boom, three skimmer vessels, four workboats and 29 response personnel for cleanup and salvage operations.

Black praised local law enforcement for their rapid response. Officials haven't said how much the entire operation has cost so far. LeClaire Mayor Bob Scannell said his community has opened its kitchens and warming centers to the cleanup and salvage crews all week. "Everybody realizes this is something we're faced with," Scannell said. "The Coast Guard has been doing a very good job informing us what's going on. That's why they're coming to our meeting. And the community has come together really well to support them." The LeClaire Fire Department shared its Thanksgiving dinner on Wednesday with crews working that day, and the local civic center was open most of last week as a warming center for the workers, Scannell said. The mayor said he also has offered workers the conference room at the police department, which has a kitchen. "They're very appreciative of everything the city is doing," Scannell said. *(Source: Quad City Times)*

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## ALEXANDER G. TSAVLIRIS INDUCTED TO THE GREEK SHIPPING HALL OF FAME

It is with great pleasure that Tsavlis Salvage Group announces the induction of their founder, Alexander G. Tsavlis, to the Greek Shipping Hall of Fame on Friday 29<sup>th</sup> November 2013 at the Lloyd's List Greek Shipping Awards. Today's Tsavlis Salvage Group can trace its origins to the early 1920s when *Alexander G. Tsavlis* first arrived in Piraeus from Asia Minor as a refugee. He was among the first shipowners who supported the development of Piraeus as a maritime centre, he became a leading owner of dry cargo ships and is mostly remembered for putting Greece on the international map for salvage operations. He never forgot his own humble origins and, during his lifetime, hundreds of people benefited from his quiet generosity. On behalf of the late



*Alexander G. Tsavlis*, Tsavlis Salvage Group would like to express their immense gratitude to the Greek Shipping Community for the honour bestowed upon their founder for all time. *(Source: Tsavlis Group)*

## FIRST SEGMENT OF GERMAN LANDING CRAFT WRECK FROM WWII RAISED

The first segment of a sunken German landing craft from the Second World War was brought to the surface of Veerse Meer and placed on a pontoon. Military personnel of 105 Hydraulic Engineering Company and the Defence Diving Group have been working for weeks to raise the wreck from a depth of 15 metres. To avoid overloading the pulley block, and to allow transport by road, military



specialists are dividing the wreck into 3 segments. This is being done with explosives and hydraulic tools. First they had to remove a metre of sand and clay from the vessel, which was equipped for laying mines. Then the military hydraulic engineers could cut the deck in half and break away the first segment. They then made cuts in the segment for the hoisting beams, with which the wreck segment was brought to the surface. (*Press Release*)

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## OFFSHORE NEWS

### *DAMEN DELIVERS FIFTH PSV 'WORLD OPAL' TO WORLD WIDE SUPPLY*



Damen Shipyards Group delivered the fifth Platform Supply Vessel in a series of six to World Wide Supply of Norway on December 5. **World Opal** is a Damen PSV 3300 CD. The first ship, **World Diamond**, was delivered in July and the last in the series '**World Sapphire**' is due to be delivered mid-December. *Meeting future demand* Delivery of the new design involved extensive CAD/CAM modelling by Damen Shipyards itself and model testing at Maritime

Research Institute Netherlands (MARIN). The 3300 is part of an entire new range of Damen PSVs. With an 80.1m length, the PSV 3300 has a deck load of 1,500 tonnes. The new type can be used to transport crew and equipment to and from offshore platforms but it also offers fire-fighting and oil pollution recovery capability. Equipped with azimuth thrusters and dynamic positioning (DP2), the design is distinguished by slender hull lines to meet challenging conditions, minimise fuel consumption and to enhance crew comfort. *Long-term contracts supporting Petrobras* Four of the six World Wide Supply PSV 3300s have secured long-term contracts supporting Petrobras, offshore Brazil. The remaining two are expected to be offered to the North Sea spot charter market. (*Source: Damen Shipyards*)



## PT LOGINDO RAISES CASH TO EXPAND OFFSHORE SUPPORT FLEET

The Indonesian joint venture (JV) of Pacific Radiance Ltd., PT Logindo Samudramakmur Tbk (PT Logindo), plans to raise up to Rp35 7 billion (USD 30.06 million), with the offer of 127,380,000 new ordinary shares in its initial public offering (IPO) on Indonesia Stock Exchange. Each new share is priced at Rp2,800 apiece. Mr Pang Yoke Min, the Executive Chairman of Pacific Radiance, said: *“As most of the IPO proceeds will be channelled to expand PT Logindo’s offshore support fleet to tap on the*



*high growth cabotage – protected Indonesian market, we expect the net impact to remain value accretive to the Group. ” “We will also retain joint control over the company and help drive its strategic direction together with our joint venture partners. ”* PT Logindo owns and operates a fleet of 58 offshore vessels that work in local waters. For the financial year ended 31 December 2012 (FY2012), PT Logindo’s revenue reached US\$ 34.1 million, up from US\$ 18.1 million in FY2010. Hence over the period, it achieved a compound annual growth rate of 37. 3 %. In the Group’s latest 9MFY13 results, its joint venture companies contributed a 71% higher pre – tax profit of US\$9.1 million to its earnings, of which nearly 60% was due to PT Logindo. The Group itself saw a 37% increase in its net attributable profit to US\$40.2 million in 9MFY13. Mr Pang added: *“ As one of Indonesia’s largest offshore support services providers, PT Logindo is well placed to benefit from the country’s strong E&P spending, which is also expected to be the fastest growing in Asia. “ Other than Indonesia, we are also eyeing other high growth and protected markets such as Latin America, Australia and Africa, to diversify our global footprint. ”* As with the recent listing of Pacific Radiance in November, there are no vendor shares in the PT Logindo IPO. *(Press Release)*

## TGS COMMENCES ACQUISITION OF 3D MULTI-CLIENT SEISMIC SURVEY OFFSHORE BENIN



TGS has commenced acquisition of a 3D multi-client seismic survey covering 2,022 km<sup>2</sup> offshore Benin. “The BR-13 survey will be TGS’ second 3D survey in Benin,” commented Stein Ove Isaksen, Senior Vice President Eastern Hemisphere for TGS. “The 3D data will build upon current subsurface knowledge and provide improved imaging of deep Cretaceous and Tertiary strata. Interpretation of this data will lead to better delineation of oil and gas

prospects over the acreage surveyed as well as a greater understanding of adjacent areas.” The seismic data is being acquired by the **BGP Prospector**, with a 10 streamer configuration. Data processing will be performed by TGS using its proprietary seismic multiple elimination processing technology, TAMETM. Final data will be available to clients from Q3 2014. The survey is supported by industry funding. *(Source: TGS)*

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## CHARTER CONTRACT FOR MSV OCEAN INTERVENTION III EXTENDED

Island Offshore announced that Oceaneering International GmbH has elected to extend the charter period on **Ocean Intervention III** with one year. There are options for further yearly extensions included in the contract. **Ocean Intervention III** is performing subsea IMR work in Angola, and has been in service for Oceaneering since 2007. "Island Offshore is grateful for this extension and look forward to continue the good cooperation with Oceaneering", the company said in a press release. *(Source: Island Offshore)*



## WINDFARM NEWS

### JACK-UP VESSEL 'VIDAR' DELIVERED

The ceremonial raising of the flag on **Vidar**, the powerful jack-up vessel, took place in CRIST Shipyard (Gdynia, Poland) on December 6, 2013. CRIST delivered **Vidar**, its second heavy lift jack-up barge for Hochtief Solutions. The vessel was developed for the construction and maintenance of offshore wind farms. Her spacious deck cargo (3400 sqm) and the powerful 1200-ton Liebherr crane make the ship perfectly suit for fast and reliable assembly of foundations and wind turbines in increasingly deeper waters. The 90m high legs (4.8m in diameter) allow the ship to perform sophisticated assembly operations at water depths of up to 50m even in extreme weather conditions. The payload of this 140.4m long and 40m wide vessel may reach up to 6,500 tons (depending on operating conditions). **Vidar** operates at maximum speed of 11 knots. For CRIST it is yet another order from Hochtief following Innovation (another self-elevating wind turbines installation unit delivered last year) and Thor (jack-up platform delivered in 2010). Both of these vessels have been successfully operating in a number of locations, mostly in the North Sea area. Over more than two



decades after its humble beginnings as subcontractor to local ship repair yards, the company evolved to one of the major players, building an impressive portfolio of successfully completed projects, including the three for Hochtief Solutions. CRIST boasts one of the largest graving docks in Europe (380 x 70 x 8 m equipped with the 1000 ton gantry crane). *(Source: Press Release)*

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## YARD NEWS

### *POLAR ONYX OUT OF THE DRY DOCK*



Ceona's high-capacity flexible/umbilical pipelay and subsea construction vessel, the **Polar Onyx**, has been floated out of dry dock at Ulstein Verft yard in Norway following an intensive outfitting programme. It has now moved to the shipyard quay where the interior works will be completed and the vessel systems brought online. Designed to the highest standard for dynamic positioning, DP-3, the vessel is equipped with a 250t AHC offshore crane. Like Ceona's flagship vessel,

the **Ceona Amazon**, it will execute complex subsea construction and pipelay projects in the SURF market, installing flexibles and umbilicals to depths of 3,000 metres. In early March 2014 it will be outfitted with a 270t VLS built by Huisman at Schiedam, The Netherlands. Stuart Cameron, Ceona's chief operating officer, commented: 'It's great to see the Polar Onyx out of dry dock and progressing to the next stage of its construction. We will celebrate her christening with a ceremony on the 28th of February, and look forward to taking delivery of the completed vessel in April 2014 – right on schedule.' The **Polar Onyx** is due to be delivered for service in April 2014. *(Press Release)*



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## DANISH YACHTS SECURES NEW ORDER

Danish Yachts are to build the first in their second series of carbon fibre SWATH vessels, due for delivery in 2014 for operation in Northern Europe. With construction already underway, this will bring the fleet total to five vessels by the middle of next year, achieved in just eighteen months. The design of the vessel will include a restyle of the superstructure to provide enhanced all round vision from the bridge, as well as a lower centre of gravity in the hull form.



Danish Yachts' new build 124 will also feature the compression/vacuum active trim system allowing fast transfer between CAT and SWATH modes. Additionally, the Design Teams at the shipyard in Skagen are currently working on new designs for different sizes of SWATH vessels, suited to either the offshore wind farm industry or other offshore industries such as oil and gas. Patrik von Sydow, CEO at Danish Yachts said, "We are absolutely delighted to be adding to our fleet of SWATH vessels – this underlines the view that carbon fibre is the future with its longevity and cost savings over the life of each vessel. At the same time, safety is always uppermost in our minds and our teams work closely with the latest regulations with this fleet being built to DNV and Germanischer Lloyd with reinforcement to ice classifications." *(Source: Danish Yachts)*

## KLEVEN TO BUILD NEW SEISMIC VESSEL FOR GC RIEBER



GC Rieber Shipping ASA and Kleven Maritime AS have reached the agreement about building a 3D high capacity seismic vessel with ice-class 1A\*. The agreement was entered with an option for one additional vessel of the same type. The parties have today, December 6<sup>th</sup>, 2013, entered a new supplementary agreement of extending the option to the end of January 2014. *(Source: GC Rieber Shipping)*

## WEBSITE NEWS

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Last week there have been new updates posted:

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

- [10th Annual Lloyd's List Greek Shipping Awards – “Seafarer of the Year” 2013](#)
- [Boskalis and Van Oord reinforce weak northern stretch of Dutch coastline](#)
- [Sea Asia Offshore Marine Forum](#)

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