

## TUGS & TOWING NEWS

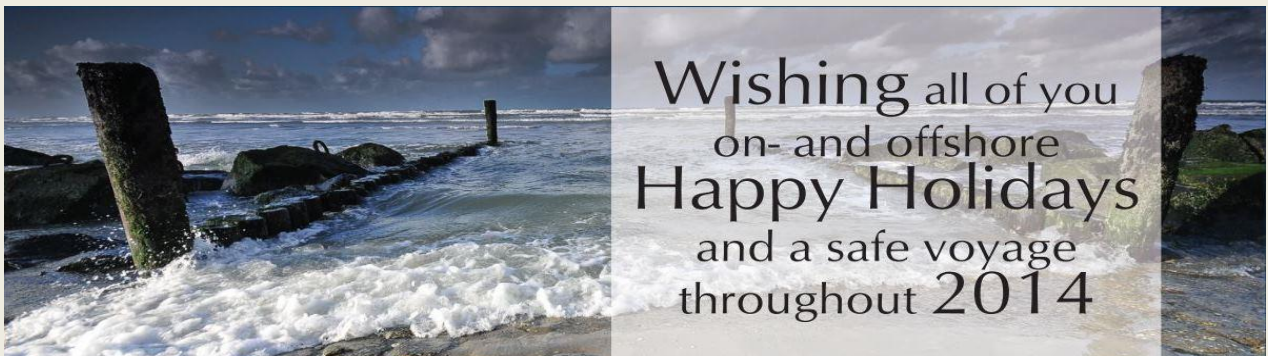
### *TOS DELIVERS TUG GF HUMAITA FOR PARAGUAYAN CLIENT*



TOS is proud to conduct the first ship delivery for a client based in Paraguay. The **GF Humaita** has been purchased by a client in Singapore and will be delivered to Uruguay, Montevideo. The tug left Singapore in the beginning of December 2013. This weekend the tug will have a stop-over for bunkering in Cape Town, South Africa. “Some years ago TOS advised the client on the delivery of a pusher. Our contact person was very pleased about the advice which resulted in the ship delivery request of the **GF Humaita** in

2013.” says Ronald van der Kolk, Manager Division Ship Management. A TOS captain and crew took care of all the technical and nautical issues and prepared the vessel for the ship delivery voyage, including St. Vincent flag state audits. Due to two tropical cyclones the tug has changed its track twice to achieve maximum safety and crew comfort and minimum fuel consumption. The **GF Humaita** sails under full TOS management and with a TOS crew. TOS has become a world known specialist in this line of work: delivering all types of ships worldwide. Maritime services including crewing solutions for the maritime, offshore and oil & gas sector is the core business of TOS. Visit our website for more information about all services. *(Source: TOS)*

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## NDSQ LAYS KEELS FOR TWO STAN TUGS

Nakilat Damen Shipyards Qatar (NDSQ) has begun building two tugs from a seven-vessel order for towage provider Nakilat SvitzerWijismuller (NSW). Qatari shipbuilder Nakilat Damen Shipyards Qatar (NDSQ) has laid the keels for two **16m-long Stan Tugs**, part of a seven-vessel order for marine services provider Nakilat



SvitzerWijismuller (NSW). A small ceremony to mark this important step in the shipbuilding process was held at NDSQ's facilities at Erhama Bin Jaber Al Jalahma Shipyard in Qatar's Port of Ras Laffan. The two twin-screw Stan Tugs have a bollard pull of 15 tons and will be used for mooring vessels visiting the Port of Ras Laffan. NDSQ is also currently building five other vessels for the NSW order: **two 28m-long Azimuth Stern Drive (ASD) Tugs**, **two 31m-long ASD Tugs** and one **22m-long glass reinforced plastic (GRP) Pilot Boat**. The Stan Tugs, the ASD Tugs and the Pilot Boat will be delivered to NSW for use at Ras Laffan. Upon the occasion of the keel-laying ceremony Eng. Abdullah Fadhlah Al Sulaiti, Managing Director of Nakilat and Chairman of NDSQ and NSW, said: "This milestone further confirms the solid contribution that NDSQ's shipbuilding operations are making towards the State of Qatar's industrial sector. I take this opportunity to thank HE Dr. Mohammed Bin Saleh Al Sada, Minister of Energy & Industry and Chairman of Nakilat for his crucial and excellent support of the shipyard's success. I would also like to express appreciation for Qatar Petroleum's contribution to our operations and for the support we receive from the management, port staff and employees of Ras Laffan Industrial City." NDSQ is a joint venture between Nakilat and Dutch shipbuilder Damen and is based at Erhama Bin Jaber Al Jalahma Shipyard in Ras Laffan, State of Qatar. NDSQ began operations in 2010 and builds ships in steel, aluminum and fiber reinforced plastic (FRP), up to 170m in length. For more information visit: [www.ndsq.com.qa](http://www.ndsq.com.qa) NSW is owned 70 per cent by Nakilat and 30 per cent by Svitzer Middle East Ltd. The vessels operated by NSW include tug boats, pilot boats, line boats and crew boats. NSW offers a range of services including towing, escorting, berthing, pilot support, line handling services afloat and ashore, emergency response, and marine maintenance support. For more information visit: [www.nakilat.com.qa](http://www.nakilat.com.qa) Nakilat is a Qatari marine company providing the essential transportation link in the State of Qatar's LNG supply chain. Its LNG shipping fleet is the largest in the world, comprising 56 LNG vessels. Nakilat also manages and operates four LPG carriers. Via two strategic joint ventures, Nakilat-Keppel Offshore & Marine (N-KOM) and NDSQ, Nakilat operates the ship repair and construction facilities at Erhama Bin Jaber Al Jalahma Shipyard. For more information visit: [www.nakilat.com.qa](http://www.nakilat.com.qa) (*Press Release NDSQ*)

## HUSKY & RETRIEVER FOR SALE UPDATE

It is reported that the two Heerema tugs Husky & Retriver (*see the TT& issue no. 01 2014*) are for sale. For more info see the website from Damen Trading

<http://www.damentrading.com/eng/vessels/tug.html> (Source: Tony Allard)

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The advertisement features the ARMON logo on the left, which consists of a stylized anchor inside a circle followed by the word "ARMON" in blue. To the right of the logo, the text "tugs & Offshore" is written in a large, bold, blue font. Below this header, there are four small rectangular images showing different tugboats in operation on the water. The third image from the left shows a tugboat with "BALTIC" written on its side.

### SALE OF 1998 DAMEN BUILT - UTILITY VESSEL



Arena Offshore Brokers Ltd.-Istanbul is pleased to announce the delivery of a 1998 Damen built Utility Vessel, to the Cypriot clients. Arena has acted as sole broker in the deal. The 1998 Damen built vessel has a length o.a. of 40.00 mtrs a Breadth of 9.25 mtrs and a draft of 3.00 mtrs. The two Caterpillar main engines develops a total

output of 2,400 bkW (3,220 bhp) @1,300 rpm. The propulsion is two four blades fixed pitch propellers. She has a bollard pull of 22.5 tons The grt is 443 tons the nrt 132 tons and deadweight 435 tons. The vessel has a Pleuger bow thruster of 204 bhp a deck space of 143 sq.mtrs and an accommodation for 17 persons. The vessel is classed Lloyds Register of Shipping (Source: *Arena Offshore Brokers*)

### ITS 2014 HAMBURG - THE 23RD INTERNATIONAL TUG, SALVAGE & OSV CONFERENCE AND EXHIBITION. 16 - 20 JUNE



The advertisement for the ITS 2014 Hamburg conference features the text "The 23<sup>rd</sup> International Tug, Salvage & OSV Convention and Exhibition" in blue. Below this, it states "16<sup>th</sup> - 20<sup>th</sup> June 2014" and "CCH - Congress Centre Hamburg, Germany". To the right of the text is a logo consisting of a stylized blue ship silhouette above the words "ITS 2014" in red, and "HAMBURG" in red below that.

ITS Time! Register before 31st January to receive your Early Bird Discount. Following the highly successful ITS 2012 Convention in Barcelona, we would like to remind you that ITS 2014 Hamburg

is taking place at the CCH (Hamburg Congress Centre) from 16th-20th June. The conference programme is virtually finalised, and reflects the key areas covered by International Tug and OSV magazine, with papers delving into subjects which are sculpting the offshore industry, hotly-debated salvage issues, tug innovations and more. The exhibition has almost sold out, with 85 companies representing 21 countries already joining us. Add to this the anticipated 550 delegates from over 40 countries, and ITS 2014 is shaping up to be the biggest-ever ITS. There are discounts available for 'Early Bird' registrations, two or more delegates from the same company, and for ITS Club members. To take advantage of the Early Bird discount, you must register and pay before 31st January 2014. Visit the link below to register online: <http://www.tugandosv.com/its2014-introduction>. If you are not already an ITS Club member and would like details on a further saving of more than €130.00 on your delegate registration, please email the membership secretary, Val Harris, at [val@tugandosv.com](mailto:val@tugandosv.com) who will be happy to send you details by email. Or you can register online. We have also negotiated preferential room rates at four hotels within easy reach of the CCH for the conference period. Visit the Venue & Accommodation link in the ITS 2014 section on the tugandosv.com website, where you will find details on how to book rooms at the preferential rates. Please note there are only a limited number of rooms, so early booking is advised. Finally, regular updates on ITS 2014 Hamburg and Tugology '15 can be found on our website and in International Tug & OSV, so look out for the January/February issue of the magazine, which is due out in early February. Look out also for special features in sections on Arctic Operations, Deck Machinery, Fire-Fighting & Pollution Control and news from the Asian region.

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## *FIRE IN HARLINGEN*

In the midday hours of Jan 6, 2014, the fire brigade of Harlingen was alarmed after a fire broke out aboard the Dutch Navy tug with call sig PAML "Rotte - A 877" (Imo 8703995) on the slip at the yard Shipdock where the ship was being overhauled. The firemen tackled the fire from a scaffolding and put it out within short time. Then the rooms were ventilated. The fire was thought to have broken out due to welding works aboard the tug.

*(Photo: Nico Ouwehand)*



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## *GREAT LAKES TOWING ASSISTS USCG KATMAI BAY*

The Great Lakes Towing Company came to the aid of the United States Coast Guard Monday night in the St. Marys River just two (2) miles east of the U.S. Coast Guard Station, Sector Sault Ste Marie, Michigan. The 140-foot Bay-class Icebreaking Tug **Katmai Bay** (WTGB 101) was dead in the icy waters and required towing assistance to its homeport dock. Around 10:45pm Monday night, The Towing Company Tug **Missouri** was dispatched to break ice and assist the USCGC **Katmai Bay** back to its dock two (2) hours later. The Tug **Missouri** is also homeported in Sault Ste Marie, Michigan to assist vessels through the U.S. Army Corp of Engineers locks and to provide emergency rescue

assistance and icebreaking when needed. The locks connect Lake Superior to Lake Huron. This winter, the [Missouri](#) and other tugs of The Great Lakes Towing Company fleet have been extremely busy providing icebreaking assistance to vessels on all the Great Lakes. The Great Lakes Towing Company collaborates and coordinates its ice breaking operations with the U.S. Coast Guard icebreaking task groups on the Great Lakes, namely Sector Detroit's "Operation Taconite" and Sector Sault Ste Marie's "Operation Coal Shovel." "Operation Taconite" is the largest domestic icebreaking operation in the United States. For the past 115 years, the Towing Company has provided commercial ice breaking in ports and harbors throughout the Great Lakes. The U.S. and Canadian Coast Guards provide icebreaking assistance in waters where commercial icebreaking resources are either unavailable or incapable of handling the difficult ice conditions. *(Press Release Great Lakes Towing)*

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### *SALE OF 2013 BUILT -SHALLOW DRAFT HARBOUR TUG*



Arena Offshore Brokers Ltd.-Istanbul is pleased to announce the delivery of a 2013 built -Shallow Draft Harbour Tug, to the Nigerian clients. The 2013 Turkey built Shallow Draft Harbour Tug has a length o.a of 19.95 mtrs a breadth of 7.00 mtrs and a draft of 2.20 mtrs. The two CATERPILLAR main engines develops a total output of 1,200 bhp 1,800 rpm. The bollard pull of the tug is 15 tons. There is accommodation for 6 person. She is classed RINA. *(Source: Arena*

*Offshore Brokers)*

### *GE CAPITAL ARRANGES \$285 MILLION OF CREDIT FOR HARLEY*

GE Capital, Corporate Finance reports that it is serving as administrative agent on \$285 million of senior secured revolving and term credit facilities to Harley Marine Services, Inc. The credit facilities will recapitalize the company and provide additional funds for growth initiatives. GE Capital Markets served as sole bookrunner and sole lead arranger on the transactions. Harley Marine is a leading marine petroleum transportation company with operations on the west coast, the Gulf

coast, and New York, operating over 100 tugs and barges. "GE Capital has been a valued financing partner of ours for almost 25 years," said Harley Franco, CEO, Harley Marine. "They really understand how to help our business grow, and we especially value their structuring expertise and capital markets capabilities." "We are pleased to support the next stage of growth at Harley Marine," said Bob McCarrick, chief commercial officer—lending, at GE Capital, Corporate Finance. "We specialize in providing capital to help build middle-market companies."

(Source: *MarineLog*)



## FACTS & FIGURES TOWINGLINE 2013



A good habit is to show at the end of the year the results compare with the year before. *Towingline*, however not a commercial company, will take the opportunity to inform you regarding the progress they have made last year also. *Towingline* has made a good year with a stable interest in the website as well as with the weekly *Tugs Towing & Offshore Newsletter*. The past year shows that the website has been visit by 69,472 visitors which is an average of 190 visitors per day compare with 2012; 72,472 visitors at an average 198 visitors. The total visitors as from the start of the website in May 2009 now are now 242,928. The articles posted on the website in 2013 are 295 compare with 2012 was 332. The *Tugs Towing & Offshore Newsletter* made a good year also. The subscribers in 2013 are 1,142 compare with 1,656 in 2012. The newsletter this year is sending out, due to the midweek edition, 75 times. Three Specials and the Index 2013. The total subscribers receiving the free newsletter are now 6,604. The articles taken up in the *Tugs Towing & Offshore Newsletter* in 2013 are 2,453 compare with 1,986 in 2012. Sponsors – advertisers have grown from 12 till 17 which was possible due to the midweek edition. *Towingline's* twitter account has ended 2013 with 220 followers and a total of 1,063 tweets compares with 2012; 142 followers and a total of 691 tweets. Further it is to report that as from the 1<sup>st</sup> January 2013 *Towingline* has started to post news on Facebook also. During the past year *Towingline* has posted their *Tugs Towing & Offshore Newsletter* on LinkedIn also. In 2013 Towingline has changed provider, with a strong server, for sending the *Tugs Towing & Offshore Newsletter*. *Towingline* is very proud with the above results over the past year and is hopeful to maintain and possibly improve the result in 2014. However without the support of all of you it was not possible to composing the *Tugs Towing & Offshore Newsletter*. Herewith I take the opportunity to thank you all for your support and wish you all a very Happy, Healthy, Prosperous New Year / 2014 - *Hans*

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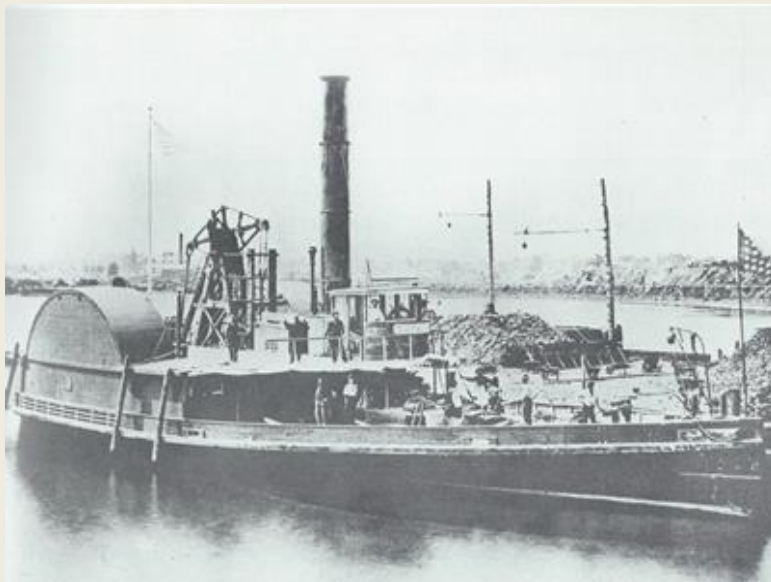
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### CHANGE OF YEAR, CHANGE OF NAME

The year has changed from 2013 into 2014. We hope 2014 will be a healthy and successful year for you, both privately and business wise. 2014 has started with a change for KST B.V. as well, we have changed our company name. From the 1<sup>st</sup> of January 2014, KST B.V. has changed into Rotortug B.V. We feel the new company (name) Rotortug B.V. is more in line with the international nature of our business and our product, the Rotortug<sup>®</sup>. All valid contracts of KST B.V. are taken over by Rotortug B.V. We trust to have you informed you herewith and am looking forward to continue our business relation. (*Press Release Rotortug B.V.*)

### YESTERYEARS STEAM TUG



The **Seth Low**, of the New York Harbor Co. fleet, a side-paddle steam tug, alongside a coal dock sometime in the 1860s-1870s. This tugboat was built in 1861 in Keyport, New York, for general towing duties in New York Harbor. Shortly after the outbreak of the Civil War she was chartered by the War Department and thus available for a historic assignment in 1862-towing the *USS Monitor*, the Union's first ironclad, from New York Naval Shipyard in Brooklyn to the Chesapeake Bay.

The day after their arrival in Hampton Roads, the *Monitor* did battle with the Confederate's ironclad *Merrimack*. The **Seth Low** stayed on in the Chesapeake area during the War, seeing service along the Bay and in the rivers and estuaries of the region. After the Civil War, the **Seth Low** returned to New York and resumed her private duties. Besides towing, she served as an excursion boat and a "head boat," carrying fishing parties from the New York Harbor. The 1880's found the **Seth Low** in Florida, towing in and out of the St. Johns River near Jacksonville. She caught fire on November 2, 1888, while alongside her dock and was a total loss. (*Source: On the Hawser by Steven Lang & Peter H. Spectre*)

## ACCIDENTS – SALVAGE NEWS

### ASIAN RIVER CRUISE SHIP SINKS UNDER TOW

A river cruise ship being towed for repositioning in Southeast Asia sank on December 21 leading the cruise operator to rearrange its calendar. No passengers or crew were onboard at the time of the sinking. The 60-passenger **Saigon Pandaw** sank in Malaysian waters while being moved from Vietnam to Myanmar. The hull of the ship took on water and capsized in heavy seas, Pandaw River Cruises said in a statement. However, official



investigation results are still pending. Pandaw will accommodate all affected passengers onto its other vessels, or offer them a full refund. The **Saigon Pandaw** launched in 2012 and was initially sailing Mekong River cruises in Vietnam and Cambodia. It was being repositioned to Burma (also known as Myanmar), where demand is greater. For the remainder of the season, Pandaw is going to deploy the 10-passenger **Kalay Pandaw** in Myanmar, a vessel that launched in 2013. The line is also launching two new 40-passenger river cruise vessels to Burma in July, the **Kindat Pandaw** and the **Kalaw Pandaw**. (Source: Marex)

### U.S. COAST GUARD CUTTER POLAR STAR TO ASSIST VESSELS IN ANTARCTICA



The U.S. Coast Guard Cutter **Polar Star** is responding to a Jan. 3rd request from the Australian Maritime Safety Authority (AMSA) to assist the Russian-Flagged **Akademik Shokalskiy** and Chinese-Flagged **Xue Long** that are reportedly ice-bound in the Antarctic. The Russian and Chinese Governments have also requested assistance

from the United States. Coast Guard Pacific Area Command Center received the request Thursday evening from AMSA after they evaluated the situation and determined there is sufficient concern that the vessels may not be able to free themselves from the ice. AMSA has been coordinating rescue operations since the **Akademik Shokalskiy** became beset with ice on Dec. 24. The **Polar Star** will cut short its planned stop in Sydney to support the AMSA's request for assistance. "The U.S. Coast Guard stands ready to respond to Australia's request," said Vice Adm. Paul F. Zukunft, Coast Guard Pacific Area Commander. "Our highest priority is safety of life at sea, which is why we are assisting in breaking a navigational path for both of these vessels. We are pleased to learn the passengers of the **Akademik Shokalskiy** have been transported safely off the vessel. We are always ready and duty



bound to render assistance in one of the most remote and harsh environments on the face of the globe.” The **Polar Star** left its homeport of Seattle in early December on one of its primary missions, Operation Deep Freeze. The ship’s mission is to break a channel through the sea ice of McMurdo Sound to resupply and refuel the U.S. Antarctic Program’s (USAP) McMurdo Station on Ross Island. The National Science Foundation manages the USAP, which coordinates all science research and related logistics in Antarctica and on the Southern Ocean. McMurdo Station is the logistics hub for NSF’s research. The **Polar Star** will continue on this mission after conclusion of the vessel assistance mission. This is the first time since 2006 that the **Polar Star** has made this journey. It has recently completed a three-year, \$90 million overhaul, which will allow it to continue these important missions into the foreseeable future. For more than 50 years, Coast Guard icebreaker crews have deployed to Antarctica in support of Operation Deep Freeze. They will again assist by creating a navigable shipping lane through the layers of sea ice in McMurdo Sound permitting delivery of critical fuel and supplies needed to operate the U.S. McMurdo and South Pole stations throughout the coming year. The **Polar Star** is the U.S. Coast Guard’s only active heavy polar ice breaker. The ship is 399 feet in length, its maximum speed is 18 knots, it is able to continuously break six feet of ice at three knots, and able to break 21 feet of ice backing and ramming. The **Polar Star** is specifically designed for open-water icebreaking with a reinforced hull and special icebreaking bow.

*(Source: Ian Duff)*

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## 4,900 TONS OIL PUMPED ASHORE

The operation of extracting the oil from the "**Silver**" off Tan Tan was completed on Jan 6 at 3:45a.m. without incidents. 4,900 tons of industrial fuel were drained and sent directly to the mainland via pipes of 12 cm diameter, which had been secured with



iron wires. The pumping rate was 65 tons per hour. The oil was transferred to the thermal station of Tan-Tan, 1.5 km from the accident site, and stored in a tank with a capacity of 5000 tonnes. The operation involved 182 tank trucks with a capacity of 25 tons each. Regarding the salvage, a tug with a power of 3,000 hp was coming from Casablanca and expected on scene at midnight. *(Photo:*

*Le360Live)*

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## TRAPPED SHIPS BREAK FREE FROM ANTARCTIC ICE

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Two ships trapped in thick sea ice offshore Antarctica broke free today (Jan. 7) thanks to a weather change that cleared a path to open water, according to news reports. Warm weather and a westerly wind loosened the ice wedged around the ships, one of which had been stuck since Christmas, China Daily reports. One reached open water this morning (about 6 p.m. Tuesday local time) and another is slowly navigating a narrow crack in the ice, AFP reports. The Russian ship [Akademik Shokalskiy](#), which is escaping via the ice crack, had been snared near Antarctica's Commonwealth Bay since a Christmas Eve blizzard surrounded the ship with tightly packed sea ice. The ship was carrying Australian climate researchers recreating the journey of Australian geologist Douglas Mawson 100 years ago. *(Source: Live Science)*

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## MSRC AND DONJON-SMIT FORM ALLIANCE

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Donjon-SMIT and the Marine Spill Response Corporation (MSRC) have entered a cooperative alliance. This alliance, while it can support both tank and non-tank vessel owners, will include the ability of non-tank vessel owners to establish their pre-arranged agreements with both Donjon-SMIT and MSRC, required under recent NTVRP regulations by January 30,, 2014 through enrollment linkages on either company's website, as

well as cooperation between the two companies in the event of a spill response or salvage/firefighting incident. "We are very excited about this alliance and the enhanced services it will allow us to offer our customers," Donjon-SMIT President Raymond Lord said. "To have an alliance with MSRC, the largest, dedicated oil spill and emergency response organization in the United States, is a tremendous opportunity that will result in our being able to offer the best, most robust and state-of-the-art resources for marine salvage and oil spill response in the nation." MSRC President and CEO Steve Benz said, "Often times in a shipping event, a spill response or the threat of a spill response is closely associated with a potential salvage and firefighting challenge. Shipping customers of both MSRC and Donjon-SMIT will have the benefit of knowing that between the two companies the best and most efficient resources will be determined to make for a successful response." While this cooperative alliance will facilitate and support customers of both organizations in operations as well as compliance with OPA-90, there is no exclusivity requiring customers of either organization to contract exclusively with the other. Both Donjon-SMIT and MSRC say that they recognize that operational choices and relationships may impact decisions on OPA-90 contracting. The Marine Spill Response Corporation is a not-for-profit, U.S. Coast Guard Classified Oil Spill Removal Organization (OSRO) formed in 1990 to offer oil spill response services and mitigate damage to the environment. MSRC provides marine oil and oil-related OPA 90 related spill response and clean-up services to organizations involved in the handling and transport of oil and other substances. An extensive inventory of response equipment in its arsenal is stored and maintained at MSRC's pre-positioned equipment sites across the U.S. MSRC's capabilities are augmented by its Spill Team Area Responders (STARs) contractor network. This nationwide network includes over 100 companies at over 200 locations. MSRC is funded exclusively by the Marine Preservation Association (MPA). MPA is comprised of companies operating in the

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petroleum, energy and related transportation industries. This includes many of the largest oil and gas companies, and their related shipping companies, in the world. For more information on MSRC, go to [www.msrc.org](http://www.msrc.org). Donjon-SMIT is a provider of OPA-90 maritime vessel emergency response services in which the more than 200 years of corporate expertise of Donjon Marine and SMIT Salvage is combined. The joint venture provides marine salvage, lightering and firefighting services for compliance and response related to OPA-90 requirements. *(Source: MarineLog)*

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### *POLAR STAR RELEASED FROM RESCUE MISSION*

The U.S. Coast Guard Cutter **Polar Star** was released by the Australian Maritime Safety Authority from search and rescue duties yesterday, following confirmation the Russian-flagged expedition ship **Akademik Shokalskiy** and the Chinese-flagged icebreaker **Xue Long** are free from the Antarctic ice due to a favorable change in wind conditions. *(Source: MarineLog) (See above also)*



### *GEOSUND INVESTIGATING U 864 WRECK*



The Norwegian Coastguard started investigating whether it was possible to get at the keel in the stern region of the German submarine wreck "**U 864**" on the sea bottom outside Fedje in Hordaland. The aim was to examine the condition of the cooling boxes and any

mercury containers. The "**Geosund**" was used by DOF Subsea which was conducting the mission on behalf of the Coastguard. The "**Geosund**" reached the wreck position in the evening of Jan 7, 2014

ain order to deploy underwater sensors to monitor the spread of sediments. On Jan 8, the establishment of environmental monitoring of the operation was to be completed and efforts made to gain access to the keel region. This included the relocation of smaller wreckage and smaller amounts of sediment. The weather was challenging with wave heights up to four meters at the wreck position. An improvement was, however, anticipated. This is the final survey mission conducted in connection with the investigation of the options uplifting loads and subsequent cover-up of the wreck. The work will then be handed over the Ministry of External Quality Assurance in accordance with the National Model for Quality Assurance. *(Source: Vesseltracker; Norwegian report with photo: [www.kystverket.no...](http://www.kystverket.no...))*

## OFFSHORE NEWS

### CEONA'S PLSV 'POLAR ONYX' SECURES FIRST WORK

Ceona Chartering (UK) Limited (Ceona) and Odebrecht Oil & Gas S.A. (OOG) have entered into an agreement to deliver subsea construction services to Petrobras utilising Ceona's new construction vessel, the **Polar Onyx**, as a pipelay support vessel (PLSV). The contract for the **Polar Onyx's** first project was signed on the 16th of December 2013 in Rio de Janeiro at Petrobras's office and lays out a work schedule due to commence in May 2014, with



Ceona operating in partnership with OOG. The vessel will work as part of the expanding Petrobras fleet of PLSVs in deep and ultra-deep waters offshore Brazil, installing and recovering flexible risers, flowlines and umbilicals in depths of up to 2,200 metres, and the vessel will be in operation with Petrobras for a firm period of 12 months. Ceona's high-capacity flexible/umbilical pipelay and subsea construction vessel, the **Polar Onyx**, was moved from Ulstein Verft's dry dock in Norway early December, following an intensive outfitting programme, to the shipyard's quay, where the interior works will be completed and the vessel systems brought online. In early March 2014 it will be outfitted with a 270t VLS built by Huisman at Schiedam, The Netherlands. The **Polar Onyx** is being built to the highest standard for dynamic positioning DP3, and is equipped with a 250t AHC offshore crane. It will have a 275t vertical lay system, situated over the moon pool, and is capable of installing flexible pipes and umbilicals to 3,000m water depth. The vessel is designed to operate in the SURF/Construction/IRM market, with high capacity for flexible pipe loads. Under the partnership, OOG will handle the Brazilian Service Contract while Ceona will manage the vessel and the delivery of subsea services. Mark Preece, Executive VP Commercial and Business Development at Ceona, commented: "We're delighted and honoured to have the confidence of one of the most experienced oil companies in deep water worldwide. It places the bar high for us as the **Polar Onyx** will work on deep water flexible and umbilical installation projects for Petrobras in Brazil. The vessel will be used at her full potential and our teams are ensuring that we will be ready to deliver safely and efficiently. We have a strong partnership with OOG, and Ceona intends to

deliver subsea installation services of the highest quality in the market.” Renato Bastos, Projects Director Subsea at OOG, commented: “This award represents a remarkable achievement for us and an unparalleled opportunity to serve and contribute with our client Petrobras in bringing new fields on stream and reaching their production goals. It is a proof of confidence we are very proud and honoured with, and we strongly believe that, through our project management, engineering and operation capabilities, a solid partnership with Ceona allied to the deployment of a high-standard asset like the Polar Onyx we have the key elements in hands to deliver a safe and successful project.”

*(Source: Ceona Chartering)*

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## BOURBON SELLS 12 VESSELS FOR USD 378 MILLION



Bourbon announces the transfer of ownership of 12 vessels to the Chinese company ICBC Financial Leasing (“ICBCL”) for a total value of approximately US\$ 378 million, as part of the sale and bareboat charter agreement for up to 51 vessels signed with ICBCL on April 9, 2013. With the 9 vessels already transferred in September 2013 as part of the agreement, this brings the total number of vessels transferred to ICBCL to 21 for a total value of approximately US\$ 522 million. The transfer of the

remaining maximum 30 vessels should take place during the first half of 2014. At the end of November 2013, Bourbon signed an agreement with Standard Chartered Bank (“SCB”) for the sale and bareboat charter of 6 new build vessels for a total amount of approximately US\$ 150 million. The ownership of 3 vessels has been transferred for an amount of nearly US\$ 65 million at year end. The remaining 3 vessels will be delivered to SCB during the second half of 2014. This agreement provides for a fixed bareboat charter rate of 10.2% per year for 10 years. In addition to vessel disposals in line with the “Transforming for Beyond” action plan, Bourbon sold older vessels in 2013 for a total value of US\$ 183 million, some of which included a bareboat charter agreement. Through the implementation of its active fleet management program, Bourbon has achieved US\$ 770 million of vessel sales in 2013, generating a capital gain of approximately US\$ 180 million. As expected, Bourbon free cash flow will be positive for the second half and full year 2013, and the level of its debt will be reduced. *(Source: Bourbon)*

## HARMONY 1

The 1980 built Singaporean flag with call sign 9VMX anchor handling supply vessel **Harmony 1** (Imo 7814876) was sold to Breakers. She arrived on December 29, 2013 at Alang anchorage for demolition. The AHTS vessel was owned and managed by Regulus Ship Services Pte. Ltd. – Singapore. She has a grt of 1,894 tons and a dwt of 1,965 tons. The vessel was built by Odensa Staalskibsvaerft – Lindo as **Maersk Runner**. In 1994 sold to Semco Salvage Pte. Ltd. and renamed **Salviking**. In the same year renamed **Salvana**. In 2007 sold to Regulus Ship Services and renamed **Harmony 1** (*Source: Vesseltracker; Photo: Kees Bustraan*)



## START CONVERSION WORLD SAPPHIRE IN HARLINGEN

On 3 January the brand-new platform supply vessel **World Sapphire** has arrived in the seaport of Harlingen for a conversion carried out on the Shipdock yard. In a period of eight weeks the vessel, owned by World Wide Supply from Fosnavaag, Norway, will be made ready for a charter contract in Brazilian waters. After delivery of the World Sapphire by Damen Shipyards Galati, the vessel sailed directly to Harlingen in the Netherlands. (*Source: Paul Schaap*)

## HIGHLAND MONARCH RETURNS TO SNS POOL



The platform supply vessel **Highland Monarch**, owned by Gulf Offshore North Sea, has made a comeback in Den Helder, the Netherlands. Pool Manager Peterson Den Helder has again taken out an one-year charter contract for supply services in the Southern North Sea (SNS) Pool. The **Highland Monarch** of the type UT755 has already joined the SNS Pool fleet for several times. (*Source and photo: Paul Schaap*)

## CHANGE OF MANAGEMENT AT VAN WOERKOM, NOBELS & TEN VEEN

Van Woerkom, Nobels & Ten Veen BV (WNV) announces that employees Barry Hannink and Bas Kleijnjan joined the WNV management as new shareholders per 1st January 2014. Managing directors Jan Robbert ten Veen and Tijs van der Wiel: “We are pleased that Barry and Bas succeed our retiring third shareholder. With their experience and enthusiasm they are a perfect supplement to our management team. With their input and perspective we will further shape the future of

WNV” *Van Woerkom, Nobels & Ten Veen BV* WNV is a privately held company of marine surveyors and consulting engineers. With a diverse group of 16 hands-on professionals, trained and experienced in nautical and technical fields, a broad range of consulting and survey services are offered to clients, worldwide and on a 24/7 basis. These services include condition & damage assessment, warranty services and IMCA / OCIMF / MCA audits and certification. For further information please see [www.wnvn.com](http://www.wnvn.com)



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## GREAT NUMBER OF AMERICAN MARINE FLEETS CONSIDER FUELING WITH LNG



“LNG in North America is leapfrogging past Europe into the next technological generation,” noted Zeus Development Corporation LNG fuel analyst Siyu Chen. “Though the first project (Harvey Gulf’s offshore service vessel, the **Harvey Energy**) has only

recently been completed, American fleets are already ordering more, larger vessels than almost anywhere else.” The 42 projects include a broad range of applications, including ferries (17), tankers and bulk carriers (12), **offshore service vessels (6)**, container vessels (6) and an **articulated tug barge**. Most plans call for purchasing new ships designed from the beginning to fuel with LNG rather than converting diesel or bunker-fueled vessels to LNG. However, twelve projects aim to convert existing vessels. This year at the fourth annual World LNG Fuels conference, Jan. 21 to 23, attendees will have an opportunity to hear more about this market from industry leaders in North America and abroad. With over 70 presenters, including 24 fleet operators, World LNG Fuels 2014 is the LNG fuel industry’s leading annual gathering. *(Source: Zeus Development Corporation)*

## SINOPACIFIC HANDS OVER PSV 'SEA SPEAR'

Deep Sea Supply has taken delivery of the Platform Supply Vessel "Sea Spear" of ULSTEIN's PX105 design from Sinopacific Shipyard. The vessel is owned by a company which is 50% owned by Deep Sea Supply and 50% by BTG Pactual. The PX105 design is a large platform supply vessel with accommodation for 23 people. The vessel is 88.9 metre long and 19 metre wide. With a DWT of 4,700 tonnes the vessel comes with



the X-BOW® hull line design feature. The vessel is cost-effective and fuel-saving, and the crews get more efficient rest, which also increase safety. Following the delivery of "Sea Spear", Deep Sea Supply has 15 AHTS vessels and 15 PSVs in operation, in total 30 vessels. *(Press Release)*

## GO MARINE GROUP SOLD 7 VESSELS FOR US\$10 MILLION



Otto Marine Limited (the "Company") is pleased to announce that its 90% owned subsidiary, Go Marine Group Pty Ltd has entered into a Memorandum of Agreement dated 31st December 2013 to sell seven (7) vessels known as **GO 4 IT**, **GO Puriya**, **GO Shaula**, **Piparn**, **Yikara**, **Minotaur** and **Centaur** to RSOV Marine Pte Ltd (the "Buyer") for an aggregate consideration of US\$10 million. Mr Yaw Chee Siew, the Company's Executive Chairman and controlling

shareholder, owns a 29% interest in the issued and paid-up share capital of the Buyer, with the remainder held by unrelated third party. Save as disclosed above, none of the directors or controlling shareholders of the Company has any interest, whether direct or indirect, in the above transaction other than through their shareholdings in the Company. The above transaction is not expected to have a material impact on the consolidated net tangible assets per share or earnings per share of the Company for the financial year ended 31 December 2013. *(Source: Otto Marine)*



## CAPE TOWN NEWS

*By Aad Noorland*

### *DE VRIES TIDE*

The 2002 built Vanuatu registered with call sign YJSN4 Offshore Supply Vessel **De Vries Tide** (Imo 9258143) has been in the South African Port of Cape Town for several week undergoing maintenance / repairs. The is owned by Tidewater Assets Ltd. – Aberdeen; UK. And managed by Tidewater Marine Intl. Inc-Uk – Aberdeen; UK. She has a grt of 2,150 tons and a dwt of 3,283 tons and is classed American Bureau of Shipping.



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### *SMIT KAMARA*



In the last days of the old year 2013 the 2005 built Dominica registered with call sign J7BP9 Anchor Handling Tug Supply vessel **Smit Kamara** (Imo 9322607) made a bunker call in Cape Town. The AHTS is owned by Smit Shipping Singapore Pte. – Singapore and managed by Smit Singapore Pte. – Singapore. The vessel has a grt of 2,588 tons a dwt of 1,700 and is classed American Bureau of Shipping.

## *BOURBON LIBERTY 160*

Another visitor of the South African port of Cape Town was the 2013 built St. Vincent & Grenadines registered with call sign J8B4859 Offshore Supply Vessel Bourbon Liberty 160 (Imo 9630171). The OSV was spotted at the L/Wharf-1. The vessel is owned Bourbon Supply Investissements – Marseille; France and managed by Bourbon Offshore MMI DMCEst – Dubai; United Arab Emirates. She has a grt of 1,764 tons a dwt of 1,701 tons and is classed American Bureau of Shipping.



## WINDFARM NEWS

### *JUMBO WINS 80 STRONG OFFSHORE CONTRACT*



Jumbo Shipping has been awarded a contract from [Ballast Nedam Offshore \(BNO\)](#) to transport and install 80 transition pieces for the Butendiek offshore wind farm. The transition pieces are being manufactured in Esbjerg, Denmark and will be transported and installed using the dynamically positioned heavy lift vessel [Jumbo Javelin](#). The contract, which is scheduled to

begin in the summer of 2014, will involve the Jumbo Javelin lifting, shipping and installing all of the pieces in ten voyages of eight transition pieces each. To safely install the transition pieces, which weigh approximately 330 tonnes each with a height of 31 m and a diameter of 5.5 m, Jumbo has invested in increased lifting height capability by acquiring a 700-tonne safe working load fly jib. The Butendiek offshore wind farm, which is operated by OWP Butendiek, is located approximately 35 nautical miles from the island of Sylt in Germany and consists of 80 wind turbine generators and one offshore substation foundation. *(Source: Heavylift; Photo: Shipspotting)*

### *WIND FARM VESSEL DISABLED*

Eight people on board the "[Attender](#)" whose engines had failed were rescued as severe gales approached in the night of Jan 3, 2014. The Barrow lifeboat launched at 9.30 p.m. to rescue the disabled wind farm maintenance vessel in the approach to Barrow channel. It was being assisted by another wind farm vessel which had been unable to make progress whilst towing. At the time the

wind was from the south east at 25 knots, with a spring tide high water of 9.9 metres expected just after midnight. The Tamar class lifeboat "Grace Dixon" was launched and made good progress against the increasing wind strength and larger waves until she reached the vessel after a five mile journey. The disabled vessel was successfully moored at Barrow Docks after two hours and the lifeboat returned to station where she was made ready for the next emergency call. (Source: *Vesseltracker*)



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## *SOUTH BOATS LAUNCHES CATAMARAN 'SEACAT VOLUNTEER'*



Class-leading offshore wind transfer vessel operator Seacat Services and South Boats Isle of Wight, the UK's foremost manufacturer of state of the art Wind Farm Service Vessels (WFSV) today launched the latest of a string of vessels to benefit from a long-standing development relationship. **Seacat Volunteer**, a 24m South Catamaran designed and built at the South Boats IOW yard in Cowes to the specifications of

the operator, illustrates how a process of incremental fine-tuning and collaboration will drive the evolution of the next generation of service vessels. DNV class-certified Volunteer is the sixth South

Boats IOW vessel to join the Seacat Services fleet. As such, she is now the operator's most sophisticated WFSV to date, having benefitted from a process of ongoing refinement and subtle modification that has seen lessons learnt at sea fed back into vessel design. Accommodating 12 wind farm technicians and 3 crew, the aluminium-hulled South Catamaran is propelled by twin Rolls Royce water jets, and, fully loaded with personnel and 20 tonnes of equipment and on-deck cargo, can reach speeds in excess of 29 knots. On the back of thousands of operational hours at sea already accrued by the existing Seacat Services fleet, the custom design of the vessel seeks to maximise productivity on site by prioritising crew and passenger comfort – with a resiliently mounted superstructure and vibration-proof paint, noise levels are kept below 63dBa. Furthermore, the capacity of South Boats IOW to modify designs to meet the requirements of operators even whilst vessels are in build has proven to be advantageous for Seacat Services as it seeks to maintain the highest possible standards of safety and efficiency. “The design and build of Seacat Volunteer has really been a two-way process,” said Ian Baylis, Managing Director of Seacat Services. “As with all of our vessels in development, the Seacat Services technical team, our experienced Masters, Mates and Engineers, have all provided input that has fed directly into the design of Volunteer. What sets South Boats apart is the ability to act on our suggestions and make subtle modifications that will enhance the way in which we operate in future.” “Evolution in the WFSV sector continues to be driven by close collaboration between boat builders and vessel operators with experience working in testing conditions on site,” added Ben Colman, Sales and Marketing Manager, South Boats IOW. “**Seacat Volunteer** is the product of the kind of relationship that will ultimately push the industry forward. Continuing to take on board the feedback of experienced operators like Seacat Services should ensure that each boat we launch is the safest, most reliable and technologically advanced vessel to date.” Once sea trials have been conducted, **Seacat Volunteer** will be available for deployment across a number of UK and wider European offshore developments. In September 2013, South Boats IOW and Seacat Services signed a £10m order for three further wind farm crew transfer vessels. Under the terms of the deal, South Boats is set to deliver one 24-metre and two 26-metre vessels to Seacat over the next two years. *(Source: Seacat Services)*

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## YARD NEWS

### WINTER WORK KICKS OFF AT GREAT LAKES SHIPYARD

The start of the winter layup season at Great Lakes Shipyard is marked by the arrival of Interlake Steamship Company's articulated tug-barge **Dorothy Ann** and **Pathfinder**. The ATB will remain berthed in the yard for planned repairs and routine maintenance, as well as various inspections and miscellaneous renewals. Other winter layup and repair work scheduled for this winter will include Inland Lakes Management's *S/S Alpena*, American Steamship Company's M/V *Sam Laud*, and McKeil Marine's Tug **Leonard M** and Barge



*Huron Spirit*. Great Lakes Shipyard is a full-service state-of-the-art marine repair and fabrication facility specializing in every kind of marine construction, modifications, repairs and overhaul for all types of commercial and government vessels and barges as well as both on-site and off-site topside

work, winter work, and emergency repairs of any kind. (*Press Release Great Lakes Shipyard*)

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### ZHENJIANG SHIPYARD FLOATS OUT FIRST PSV FOR TIDEWATER



Zhenjiang Shipyard held, on January 3rd 2014, a launching ceremony for the first of six all-electric platform supply vessels of **VARD PSV08 design**, which are being built for Tidewater Co., Ltd. USA. Having the length of 83.8 meters, breadth (MLD) of 18m, depth (MLD) of 8.4m, the PSV boasts of carrying capacity of 4100t and 870m<sup>2</sup> of deck area. The vessel is equipped with an advanced Blue™ Drive Plus C power-supply system. Based on

Siemens ground-breaking diesel electric technology, the system uses less fuel, resulting in substantial cost and energy savings. The environmentally-friendly Blue™ Drive Plus C offers a significant reduction in harmful greenhouse gases. The total emissions of NOx and greenhouse gases for the new drive is lower than for other comparable vessels with diesel or gas operations. When compared with dual-fuel offshore vessels with the same operating profile, greenhouse gas emissions can be reduced by up to 27 percent. Other benefits of the Blue™ Drive Plus C include reduced diesel engine maintenance costs and reduced total energy consumption of up to 15 percent as compared to other diesel electric propulsion systems currently on the market. When compared to gas or dual fuel operations, the energy savings increase to 23 percent. The launch of the vessel moves Zhenjiang Shipyard towards high-end, energy-efficient and environmentally-friendly vessels. (*Source: Zhenjiang Shipyard*)

### BUILDING PROGRESS OF THE EDDY TUG 30-65

At the Holland Shipyards in Hardinxveld-Giessendam is the **Eddy-tug** building still in progress which is seen on the pictures. The **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. Free sailing

and towage behavior in totally predictable and intuitive. The balanced design, comprising compact centerline drive-trains with azimuthal thrusters forward and aft, results in very simple operations,



which will surprise any tug captain, whether highly experienced or novice. High dynamic stability results in high dynamic escort performance under all weather conditions. *Economy:* The essentials are elegantly engineered, making the most efficient use of the minimum number of parts. Pure simplicity transformed into pure economy. The hybrid drive train, which is standard on the **Eddy tugs**, ensures optimized fuel economy in all operational modes. **Eddy tugs** accelerate effortlessly and move 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 brute force. *Safety:*



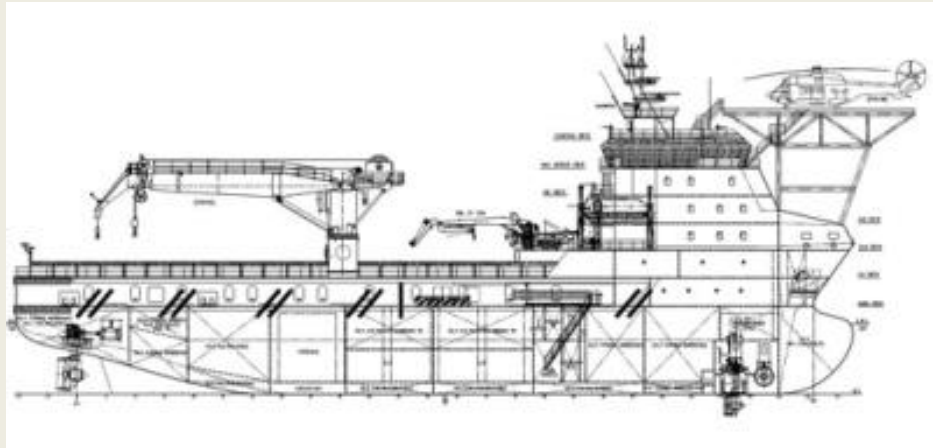
Each **Eddy tug** is intrinsically safe. The high dynamic stability, the watertight compartments and spacious dry decks without obstructions guarantee a safe working platform. Safety in maneuvering and ship-assist operations is established by the ease of operation and good sea-keeping behavior. The double-drum render-recover Safe-Winch mitigates the risk of having slack towlines and towline overload. A large tumblehome of minimum 35°, massive all-round fendering and low draft further improves safety while working under a ship's flare. *(Photo's Holland Shipyard)*

## YUEXIN OCEAN ENGINEERING TO BUILD FOCAL 528 DUO

China's leading OSV builder Yuexin Ocean Engineering has been contracted to build two platform supply vessels (PSV) for a West African owner. The vessels will feature **FOCAL 528**, a large PSV design by Focal Marine & Offshore. FOCAL 528 is a multi-purpose PSV design with 86m LOA / 5,000 ton deadweight, 1,000 m<sup>2</sup> deck cargo area, complement of 80 men and carriage of various types of cargo such as fuel oil, base oil, fresh water, mud / brine, dry bulk and methanol. In addition to supply function, the design also has oil recovery notation without limitation on flash point of recovered oil, and safety standby / rescue notation by ABS. The design is also made ready for

installation of an AHC crane and a helideck, plus a built-in moonpool, enabling the vessel to be operated as a subsea support vessel if there is demand. The design complies with the latest regulations including SPS 2008 and MLC 2006.

*(Source: Yuexin)*



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## STANDARD OF EXCELLENCE





### MACDUFF SHIPYARDS SECURED AN ORDER TO BUILD GENERAL PURPOSE WORKBOAT



Macduff Shipyards Limited are pleased to announce that they have secured an order to build a **27.50 metre General Purpose Workboat** for Inverlussa Marine Services, based at Loch Spelvie on the Island of Mull. Following delivery of a similar vessel in May 2012 the owners have been working with the Shipyard and Macduff Ship Design Limited to develop a modified version with more beam and extended accommodation to increase flexibility in an ever changing market. The hull is to be built to Class, and the vessel will

operate coastal cargo, civil engineering and renewable energy support, fish farm service work, and general towing work. The triple screw shallow draft vessel will be capable of carrying 120 tonnes of deck cargo, and will also have a dry hold plus facilities for cargo fuel and water transfer. A 146 tonne/metre combined knuckle telescopic deck crane will enhance the vessels varied capabilities. Propulsion will be provided by three 600HP Caterpillar engines. Design work is being advanced for an early start to construction, following the plan approval process. A spokesperson for the Shipyard said that they were very pleased to receive this repeat order from Inverlussa, and were looking forward to working with them again. Good news for both Companies. *(Press Release)*

## *VOLSTAD MAKES ITS VESSELS ECO-FRIENDLY*

Volstad has selected chemical free water treatment for all its engines and will save large volumes of chemical waste. “It has always been on our mind to look after the environment. That we save money at the same time is of course a bonus to us,” said Volstad. Volstad Maritime, one of the majors in offshore shipping, is a real front runner in using new environmentally proven technology and they have recently decided to change



their engine and HVAC water treatment regime. In order to have functional systems, it is very important to treat the water cooling in the engines and in the HVAC systems. The old fashion way to do this is to use a chemical mixture to avoid corrosion, scaling and biofilm(bacteria). Volstad has discovered the Norwegian patented EnwaMatic® Technology when ordering the first ships in their latest series of new ships. “When we ordered our two new vessels at Bergen Group Fosenthe central requirement to reduce emission to air and sea as much as possible was quite clear to us“, says Volstad Maritime The protection of HVAC and engine cooling systems is a proactive step towards safeguarding the environment. As an alternative to chemical dosing, continuous treatment and filtration will prolong the system and component lifespan without risking the environment. The instant that water enters the system it causes flash corrosion, and during operation it will form scaling, bacterial contamination and fouling. This has a significant impact on energy consumption, motor components and overall Life Cycle Cost (LCC). No more than 2 mm of rust can reduce heat transfer by 5% across component surfaces. Scale has an even more significant effect on the transfer efficiency with a small 0.5 mm layer generating as much as 4% in increased fuel consumption When specifying a water treatment regime consideration must be given to its efficiency, its whole life cycle cost, how easily it can be implemented and managed, and what potential risk it presents to personnel and the environment. A major worry for ship owners has been the fact that whenever an engine cooling system or an HVAC system is drained, the water has to be treated as special waste since chemicals are being used to avoid corrosion, scaling and bacteria. Traditionally, water treatment for HVAC and engine water is done by adding different types of chemicals to balance the water quality and in order to avoid corrosion damages. Doing so, however, can cause localised pitting and accelerate corrosion. Contrary to this the EnwaMatic® technology is based on filtering and treating the water with minerals balancing, removing oxygen and neutralizing the water. The unit is fully automatic while it protects the engine or the HVAC system internals. The EnwaMatic® Maritime water treatment unit combines reproducible principles of water chemistry with standard water treatment technologies. The unit provides effective dirt and air separation with environmentally sound water conditioning. It creates changes in key water parameters, such as pH, alkalinity and hardness, to elicit corrosion inhibition, control of scale formation and a biocidal effect. Volstad informs that they are also using the EnwaMatic® technology on board their newly delivered offshore construction vessel; [Grand Canyon](#). They are so far very satisfied and have great faith in the technology. Therefore they have now decided to install 11 EnwaMatic® Maritime water



treatment units in each of the two new buildings at Bergen Group Fosen. Sverre Lorentzen, Sales Manager Enwa AS, says: “The EnwaMatic® technology, treating heating and cooling water in closed loops, is already in use in more than 5000 buildings in Europe all over. The recent move in to the maritime segment has already resulted in the delivery to more than 50 ships. EnwaMatic® is also the recommended water treatment system by Wärtsilä, the world number one in ship engines. We see that the market demand for our EnwaMatic® and EnwaMatic® Maritime units is quite strong and promising, as more and more of both our existing and new customers order these environmentally friendly and energy effective water treatment systems. This technology is completely in line with the market trends and the future of both maritime and offshore related business, in addition to the land based market. We are very optimistic about the further development.” *(Source: Volstad Maritime)*

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Last week there have been new updates posted:

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

- [Change of management at van Woerkom, Nobels & Ten Veen](#)
- [Chance of Year, Change of Name Rotortug B.V.](#)
- [Boskalis subsidiary Dockwise secures USD 275 million Wheatstone contract](#)
- [Rederi AB Transatlantic appoints new managing director](#)
- [The state of Finland Acquires majority of shares in Aker Arctic Technology Inc.](#)

*Be informed that the mobile telephone number of Towingline has changed into: +31 6 3861 3662  
The old number +31 6 5364 2576 is closed*

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