

Tugs Towing & Offshore Newsletter

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1963 – “50 years tugboatman” - 2013

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BUYING, SALES, NEW BUILDING, RENAMING AND OTHER TUGS TOWING & OFFSHORE INDUSTRY NEWS

TUGS & TOWING NEWS

SL ELAND & SL SABLE FOR SALE



Iceberg Maritime announces the sale of two Damen built twin screw berthing, line handling tugs with good class position with special survey due in 2017. The tugs named **SL Eland** (ex Lamnalco Eland) (Imo 8112146) and **SL Sable** (ex Lamnalco Sable) (Imo 9055010) are both sisters built in 1992 by Damen Gorinchem: Netherlands under yard number 3178 and 3180 respectively and are type Stantugs 3008.

Owned by Smit Lamnalco. They have a length o.a. of 30.50 mtrs a beam 7.80 mtrs and a draft of 3.30 mtrs. The two Caterpillar 3512TA develops a total output of 1,754 kW (2,384 bhp). They have a bollard pull of 33 tons and a speed of 13 knots. They are classed Bureau Veritas I  Hull  Mach tug Unrestricted navigation. Owners have reduced price ideas to very attractive levels. Both ships can be inspected in Nigerian waters. Further info and details available against named interest. Iceberg Maritime info@icebergshipbrokers.com

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SMALLER STERN-DRIVE TUG PROVES IT HAS THE POWER

The beauty of **Signet Magic** is its power-to-size ratio. “This boat is great,” said Capt. Grant Taylor. “We can get in a lot of tight spots with the same power as the big boats.” The 80-foot ASD tug was built at Signet Shipbuilding & Repair in Pascagoula, Miss. It was delivered to the yard’s parent company, Signet Maritime, at the end of July 2013. **Signet Magic** is deployed at Signet’s International Operations Center at Ingleside, Texas, next door to the Kiewit Offshore Services facility, where



the tug does much of its work. The oil rigs under construction at Kiewit tower above the little tug, but its small size and 61.4-ton bollard pull are put to great advantage, moving barges in and around the behemoths. “We do that as well as multiple shifts of the platforms themselves,” said Taylor. Robert Allan Ltd. designed the RAReport class, AZ (advanced z-drive) tug. The Vancouver, British Columbia, company created the RAReport class to define their small but powerful tug designs, specifically intended for assist and escort work with large containerships and tankers in tight ports. **Signet Magic** is powered by a pair of EPA Tier 3 Caterpillar model 3516C diesel engines producing a total of 5,150 bhp at 1,600 rpm with two fixed pitch Rolls-Royce model US 205 z-drives connected by carbon fiber shafts. “Two guys can pick up a shaft and bring it aboard,” said Loren Smith, chief engineer. “And they don’t need any line-shaft bearings because there’s no weight, so there is a lot less maintenance.” On the bow is a Markey DEPCF-48 electric bow hawser winch wound with 150 feet of Samson Saturn-12 line, backed with 445 feet of Samson’s Quantum-12 rope. A DEPC-32



stern winch is primarily used for tie-up work and light tows. Two John Deere 60-Hz, 480-V generators provide 125 kW each. On the bridge deck is a remotely operated, 1,000-gpm, Akron Brass 3678 fire monitor powered by an AMPCO ZCH pump with a Baldor electric motor. Signet Maritime has collaborated with Robert Allan Ltd. on eight ASD

tugboats in the past five years. The 105-foot, RAmparts 3200-class tugs, Signet Arcturus and Signet Polaris, are under construction at Patti Marine Enterprises in Pensacola, Fla. *(Source: Professional Mariner Story & Photo by Brian Gauvin)*

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SEASPAN CHALLENGER PUSHING COASTAL SPIRIT

The **Seaspan Challenger** pushing its barge *Coastal Spirit* inbound to Vancouver harbour bound for Vancouver dry dock the coastal spirit is used to carry trailers from Vancouver island to the mainland of BC *(Photo : Robert Etchell (c))*



STEEL CUTTING FOR BOLLARD PULL PUSHER TUG STARTED AT KARACHI SHIPYARD



A steel-cutting ceremony of a 12-ton Bollard Pull Pusher Tug, being built for the Pakistani Navy, was held at Karachi Shipyard & Engineering Works (KS&EW) on 20th Jan. 2014. Vice Admiral Khawaja Ghazanfar Hussain HI(M), Commander of Karachi (COMKAR) was chief guest at the occasion. The ceremony was attended by high ranking officials / dignitaries from the Pakistani Navy, government authorities and the shipyard. The tug has 16.89 meter overall length with a

gross tonnage of 63 tons. It is fitted with a robust fendering arrangement for all round tugging operations for submarines, ships and craft. Admiral Khawaja Ghazanfar Hussain said that securing the contract for building the 3rd such tug in a span of 2 years, reflects full confidence of the Pakistani Navy in the capability of Karachi Shipyard to indigenously build a quality tug, meeting stringent requirements of the customer as well as the classification society. He commended the fact that after successful delivery of the 4th F 22P Frigate PNS ASLAT, KS&EW has recently commenced another mega construction project of 17000 tons Fleet Tanker. KS&EW is undertaking construction of 5 shipbuilding projects, which include 17000 Tons Fleet Tanker, two Fast Attack Missile Craft, one 32 tons bollard pull Tug (which is ready for delivery) and twenty two (22) bridge erection boats. *(Source: Karachi Shipyard)*

PORTFLEET'S TUGBOAT "URAN" CALLS AT SOCHI TO PROVIDE TOWING SERVICE DURING SOCHI 2014 OLYMPICS

The tugboat "Uran" owned by Ecological Fleet LLC ("Port Fleet Group"), chartered by Rosmorport, on January 22, 2014 has arrived at Sochi port to provide escort and docking of vessels during the Olympic and Paralympic Games in 2014. The vessel started work on January 25. The tug was



chartered for 35 days with an extension option for another 15 days. The tugboat "Uran" was built at Belgrade-based Tito Shipyard in former Yugoslavia. The vessel is classed and certified to perform international towing operations. *(Source: PortNews)*

TUG MALTA'S PARENT COMPANY ACQUIRES 50% STAKE IN GESMAR



Rimorchiatori Riuniti, the Genoese Group that is a 100% shareholder in Tug Malta Ltd. has just acquired 50% shareholding in Gesmar, a company that provides towage and related services for the majority of the Adriatic ports. By virtue of this acquisition, Rimorchiatori Riuniti will now be one of the largest operators in the sector not just in Italy, but the Mediterranean as a whole. Rimorchiatori Riuniti acquired its stake in Gesmar from

the Ravenna-based Setramar Group which is controlled by the Poggiali family and which operates in the sectors of port terminals, inland logistics, shipping, trading and other conglomerate related business activities. The other 50% of Gesmar is held by the Fratelli Vitiello. Through Gesmar, and thanks to the alliance with the Vitiello Family, Rimorchiatori Riuniti is now extending its control over tugboat services in the ports of Trieste (with the Cattaruzza Group), Ravenna, Ancona, Pescara, Termoli Vasto and Ortona amongst other ports bordering the Adriatic Sea. Rimorchiatori Riuniti also operates harbour towage in Genova, Salerno and Malta. The Group also has a significant outfit operating in the oil & gas sector through its subsidiary company Finarge - which owns and operates 10 AHTS (Anchor Handling Tug Supply) units for Petrobras' offshore platforms in Brazil, as well as high speed vessels that service the platforms. Through other group subsidiaries RR is also active in international bulk trade shipping operating a number of container, bulk and chemical vessels. With this acquisition transaction in Gesmar, both the RR Group and the Vitiello partners are expected to consolidate and strengthen their position to better pursue market growth opportunities particularly

in the Balkans and North Africa. The expected synergies from the RR Group's 50% acquisition in Gesmar should bring about benefits for Tug Malta Ltd pursuant to its own strategic focus. (*Source: Malta Independent*)

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MEND ATTACKS AGIP TUGBOAT, ABDUCT ENGINEER, CAPTAIN

Gunmen operating along the waterways of the Niger Delta have attacked a tugboat belonging to an oil company operating in the region, Agip Nigerian Oil Company. The hoodlums, seven in number, were said to have abducted an engineer and a captain of the vessel during the attack that took place on Saturday, 25th January, evening. However, the Movement for the Emancipation of the Niger Delta (MEND) claimed responsibility for the attack on the tugboat in which the vessel's engineer and captain were abducted. A security source, who craved anonymity, said, "They



(gunmen) took them to an unknown place. Nobody knows their whereabouts." The source said the incident occurred at an area known as Peter's town in Nembe Local Government Area of Bayelsa State. "The tugboat was coming from Port Harcourt in Rivers State to Brass, probably to load petroleum products at the terminal. But suddenly, gunmen who were about seven in number, blocked and seized it," he said. He added that the boat had about six crew members at the time it was attacked by the hoodlums. While four others were dispossessed of their valuables, the captain and the engineer were reportedly abducted for ransom. It was further learnt that another gang of gunmen assaulted a passenger boat on Sunday afternoon, precisely by 12pm. Victims of the attack were said to be passengers returning to Akassa after a church service in Twon Brass, Brass LGA of the state. The sea robbers were said to have removed the engine of the boat and stolen valuables from their victims. A community source told PUNCH Metro that the waterways of the Niger Delta, particularly the Bayelsa area, had remained volatile. "It is no longer safe for people to travel. The security operatives, especially the Navy and the Joint Task Force, Operation Pulo Shield, seem to be clueless. They don't know what to do," the source said. When contacted, spokesman for the JTF, Col. Onyema Nwachukwu, said he had yet to be briefed on the incidents. However, MEND, in a statement on Monday by its spokesman, Gbomo Jomo, claimed that the attack on Agip was carried out by some of its trainee fighters along the Nembe-Bassanbiri waterways. MEND said, "This

relatively insignificant attack is a reminder of our presence in the creeks of the Niger Delta and a sign of things to come. Contrary to speculations, they were not sea pirates, but a new group of MEND trainee fighters. "Our silence so far has been strategic and at the right time, we will reduce Nigerian oil production to zero by 2015 and drive away all thieving oil companies from our land." "In this new phase of our struggle for justice, the Movement for the Emancipation of the Niger Delta will pay considerable attention to dealing with the occupying Nigerian government forces in the Niger Delta that stand in our way." *(Source & Photo: Punch by Simon Utebor - <http://www.punchng.com/metro-plus/mend-attacks-agip-tugboat-abduct-engineer-captain/>)*

TROUBLED TUGBOAT BECOMES PROPERTY OF THE STATE, TOW EXPECTED THIS WEEK



The removal of the derelict tugboat that currently sits in Eagle Harbor is now the state's problem. The Washington State Department of Natural Resources has officially taken custody of the "Chickamauga," the vessel that sank in Eagle Harbor in early October and leaked approximately 200 to 300 gallons of diesel fuel into Puget Sound. The state seized the historic tugboat Thursday, Jan. 16, following an announcement by Washington Attorney General Bob Ferguson and Lands

Commissioner Peter Goldmark of the filing of charges against the owner Anthony R. Smith the day before. "It's DNR's boat," said Eagle Harbor Marina harbormaster Doug Crow. A towing plan for the vessel has been approved by the Coast Guard, and following an OK from a marina in Port Townsend where the tugboat will be taken, the 100-year-old tug is expected to leave Bainbridge Island later this week. The owner of the tug still has a chance to regain custody of the boat. According to the "Notice Of Intent To Obtain Custody" posted on the vessel itself, "After taking custody, DNR may use or dispose of it [the vessel] without further notice. The owner is responsible for all related costs." If the owner wants to reclaim the vessel or challenge the decision, he must file a written appeal with the Pollution Control Hearings Board. "There's a 30-day appeal period for anybody who thinks they own it," Crow said last week. The vessel is expected to be moved by Global Diving & Salvage, the company that helped raise the vessel after it slipped to the bottom of Eagle Harbor while still at its moorage spot last year. Crow said he personally didn't know where the vessel would be moved to, but he was certain where it would not be going ever again. "It's not going to come back to the marina if I have anything to say about it," he said. DNR spokeswoman Toni Droscher said last week that the owner had not, as of then, filed an appeal. She also said that no exact tow date had been set. The appeal from the owner, or anyone claiming to be the owner, must be received no later than Tuesday, Feb. 18, according to the notice. It also states, "The owner waives the right to a hearing if the hearings board does not receive an appeal on or before the appeal date. The owner is then responsible for any costs incurred by DNR responding to the vessel." Listed specifically are costs such as removal and disposal costs, costs associated with environmental damages caused by the vessel either directly or indirectly, and all administrative costs incurred by DNR. Smith will face

criminal charges including one count of theft in the first degree, one charge of causing a vessel to become abandoned or derelict and one count of discharge of polluting matters into state waters. The charges, along with separate charges relating to a similar incident in Pierce County, are the first environmental crimes involving derelict vessels to be filed by the state of Washington, state officials said last week. In addition to the penalties for abandoning the vessel and polluting the waters, theft in the first degree is a Class B felony, punishable by up to 10 years imprisonment and a \$20,000 fine plus restitution, assessments and court costs. Smith will be arraigned and submit a plea to the charges Wednesday, Jan. 29, said State Attorney General Office spokeswoman Janelle Guthrie on Thursday. According to court documents, Smith paid first and last month's moorage fees to Eagle Harbor Marina after piloting the "Chickamauga" there in February 2013. Smith failed to make any other payments on his moorage fees, and failed to respond to requests by the harbormaster to address the failing condition of the boat. Marina officials said earlier they had been unable to contact Smith, who was reportedly living in Alaska and claimed the tugboat was actually owned by his ex-wife. *(Source: Brainbridge Island Review; Photo: Luciano Marano)*

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RUBICON AND RIGHTEOUS – STARTING 2014 IN STYLE FOR PSA MARINE

With echoes of the 2014 New Year's bell still ringing, PSA Marine of Singapore, one of the largest harbour tug owners and operators in Asia, took delivery of the RAmparts 3200 class tugs **Rubicon** and **Righteous** from Cheoy Lee Shipyards, Hong Kong and Yuexin Ocean Engineering Co. Ltd., Guangzhou, PR China respectively. The RAmparts Class tugs from the design portfolio of Robert Allan Ltd., Naval Architects of Vancouver BC are a series of now



exceptionally well-proven ASD tug designs. Each of these designs has been developed from a successful prototype vessel or series of vessels, and refined to emphasize ease of construction. Each new delivery is also custom-tailored to the needs of each individual Client. Robert Allan Ltd. worked closely with Cheoy Lee Shipyards and Yuexin Ocean Engineering Co. Ltd in the design

development of these two tugs which are specialized for ship-assist service and coastal towing. Although carrying the same RAmports 3200 designation, **Rubicon**, a RAmports 3200CL design, was uniquely designed for Cheoy Lee Shipyards to suit their production facilities and Client base. The most notable feature of this design is the shallower draft than the standard tug, a frequent requirement in Asia. The **Righteous** is a RAmports 3200W design with slightly different characteristics. *The principal particulars of the two vessels are as follows:* **Rubicon:** Length overall: 32.0 m; Beam, moulded, extreme: 12.4 m; Depth, moulded (hull): 5.40 m; Maximum draft (Navigational Draft): 5.1 m. **Righteous:** Length overall: 32.0 m; Beam, moulded, extreme: 12.0 m; Depth, moulded (hull): 5.36 m; Maximum draft (Navigational Draft): 5.6 m. The vessels have been built and classed by Lloyd's Register of Shipping, with the following notations: □ 100A1, Tug, UMS, □ LMC, Fire-Fighting Ship 1 with Water Spray, Unrestricted Voyages. The propulsion machinery of the two vessels are identical, consisting of a pair of Niigata 6L28HX main engines, each producing 1654kW and driving Niigata ZP31 Z-Pellers. On trials, Rubicon and Righteous both exceeded all performance expectations with bollard pulls greater than 65 tonnes and a speed of 12.8 knots. To enable extended endurance at sea, the vessels have the *following tank capacities:* **Rubicon:** Fuel Oil: 234.8 m³; Fresh Water: 48.2 m³; Foam: 6.9 m³; Sewage: 3.7 m³. **Righteous:** Fuel Oil: 209.0 m³; Fresh Water: 32.4 m³; Foam: 8.0 m³; Sewage: 4.0 m³. The general arrangement is for the configuration of the two tugs essentially identical, with the following design features: *Bridge Deck:* • Wheelhouse: arranged to provide maximum all-round visibility, with overhead viewing windows,



and a split console forward. A chart table is located to port. *Main Deck:* • Deck machinery: Forward hawser winch/anchor windlass; Aft towing winch and gob eye; deck crane and tugger winch on aft deck; mooring bits forward, midship and aft. • Mess / Lounge / Galley: comfortable seating area with television and an area for the crew to enjoy a meal between shifts. • Flush-mounted, machinery access/flush removal hatch. •

Accommodation: cabins for Master and Chief Engineer, with private lavatory facilities. *Below Main Deck:* • Accommodation: two cabins for a total of 6 crew; lavatory facilities suitable for the crew of 6; a generous galley store. *Engine Room:* • Two main engines. • 2 identical diesel gen-sets, each with power output of 110 ekW • One FiFi pump with 2780 m³/h capacity; driven by starboard main engine. *Fenders:* • **Rubicon** - Two rows of 800 x 400 cylindrical fenders. - One 300 x 300 hollow "D" fender at the main and foc'sle deck sheer line. • **Righteous** - One row of 800 x 400 cylindrical fenders. - 480 x 300 mm "W" block type fendering below. - Two rows of 300 x 300 hollow "D" fender at the main and foc'sle deck sheer line, and - 500 x 450 mm "W" block type fendering is used at the stern. *(Source: Robert Allan Ltd)*

MEDWAY QUEEN BACK ON THE MEDWAY

The '*Medway Queen*' returned to the river Medway mid-November and was moored at her new base on Gillingham Pier following extensive restorations. The vessel was towed out of the Albion dry dock in late-October and moored up in Bristol's Floating Harbour. A week later, she was moved

down to Avonmouth where she then waited with her tug for a 48-hour calm weather window to start her journey home. Conditions were right on Friday November 15 and Alan Pratt's tug, '**Christine**', with PS '**Medway Queen**' in tow, left Avonmouth in the afternoon bound for Gillingham Pier. The first available safe harbour was



Falmouth, which was the reason for a 48-hour calm weather requirement, but in the event the journey was completed non-stop; arriving off Sheerness on November 18. Here they waited for the tide and the completion of preparations on Gillingham Pier. On Tuesday November 19, the '**Christine**' completed the last stage of the journey to Gillingham. A flotilla of small boats joined in as she came up river including one of the Dunkirk Little Ships, '**Ryegate II**'. The tug, '**Svitzer Harty**' also took part, saluting '**Medway Queen**' with water jets as she berthed with the assistance of a smaller vessel, '**Nipashore**'. The work carried out on the vessel was backed by significant support from the Heritage Lottery Fund and the European Regional Development Fund. With this phase of the vessel's restoration now over, further fundraising and volunteer work is required to complete the restoration. (Source: Baird; Photo: Philip Clark)

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tugs & Offshore






KIRBY CHRISTENS ATB IN NEW ORLEANS



Inland and coastal giant christens ATB duo **Jason E. Duttinger** and **Winna Wilson** in an October New Orleans ceremony. The crew of the **Jason E. Duttinger** took a break from hauling coal between Plaquemines Parish, Louisiana, and Florida on Oct. 30 as Kirby Corp. of Houston christened the articulated tug-and-barge unit in New Orleans at the dock of the Hilton Riverside Hotel. Both units were named in honor of two special individuals. Jason Duttinger was a senior

transportation specialist at North Carolina-based Duke Energy when he died of cancer in 2011. Winna Wilson was the wife of Archie Wilson, president of Dixie Carriers, Inc., which was acquired by Kirby in 1969. At the ceremony which took place alongside the Mississippi River, Joseph Pyne, Kirby's president and CEO, told dozens of guests about the company's longstanding relations with Duke Energy and Dixie Carriers. Employees, friends and family are the fabric of any flourishing business, he said. Duttinger's wife Cheryl said her husband valued his colleagues, and always had his laptop and cellphone by his side so co-workers could reach him during the couple's getaways with their two children. A Duke Energy colleague described Duttinger as "a bulldog, an advocate of doing the right thing, not just the easy thing." Winna Wilson's daughters remembered their mother as "a super wife," and said they were delighted that she now has "a super barge" named after her. Members of the Duttinger and Wilson families said they were pleased to be able to meet for the first time. Cheryl Duttinger smashed a ceremonial bottle of champagne over the side of the tug, and Wilson's daughters christened the barge. The **Jason E. Duttinger** carries coal from Louisiana to power plants in Florida and then returns to Plaquemines Parish, making four round trips a month, Captain Carl Brennecke said from the deck before the ceremony. He clambered up and down stairs as he showed visitors the vessel's wheelhouse and spacious, well-appointed living quarters. Brennecke pointed to television and internet connections and private baths, and said living conditions on vessels have improved greatly since his career began 38 years ago. The Duttinger has a crew of eight, but can sleep up to ten people. The crew was present for the christening and escorted visitors around the vessel. The Duttinger, coupled with the Winna Wilson, is more than 600 feet long overall. The ATB was built at Signal International's Orange, Texas facility. When they were constructed, Signal also built the Captain Donald Lowe Sr., with the barge Margo Dale, for Kirby, Brennecke said. The Duttinger tug is 125 feet long, with a beam of 42 feet and a maximum draft of 22 feet, and it is powered by twin EMD 12-710G7C-TC 3,000-hp engines. The tug has an EMI hydraulic steering system and triple NautiCan rudders. The deck holds a 12,125-pound-capacity crane. The *Winna Wilson* barge is 490 feet, with a 90-foot beam and maximum draft of 36 feet. Ocean Tug & Barge Engineering in Massachusetts designed the Duttinger, the Margo Dale and their matched barges. Jason Duttinger's mother, Marlene Cavellier, who drove down from upstate New York in October, looked out from the tug's wheelhouse, and said that her son loved his job at Duke Energy. He was also fond of New Orleans and would have been moved by the event at the port, she said. After the vessel tour and the ceremony, relatives, friends and coworkers shared stories about Duttinger and Archie and Winna Wilson at a buffet dinner at the Hilton as the sun set over the river. Under the guidance of Joseph Pyne, Kirby has swelled from a medium-sized, inland-tank barge firm in the 1980s to a diversified company, offering inland and offshore transportation services, along with engine systems. The company's transportation subsidiaries operate inland tank barges, inland towboats, coastal tank barges, coastal tugboats, offshore dry-cargo barges, offshore tugboats and a docking tugboat. Today, Kirby's inland fleet represents more than a quarter of U.S. inland tank barges, and its coastal vessels comprise over one-



fifth of U.S. coastal tank barges. *(As published in the January 2014 edition of Marine News - www.marinelink.com)*

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DUTCH NAVY TO BUY TUGBOATS IN COOPERATION WITH FMV SWEDEN



The Defence Material Organisation of the Royal Netherlands Navy (RNLN) has contracted Damen Shipyards Group for the delivery of five Harbour and Seagoing tugs. The contract has been made in cooperation with its Swedish counterpart: Swedish Försvarets Materielverk (FMV). Responding to current and future developments in emission reduction and environmentally friendly shipping, the RNLN has opted for a new Damen design: the ASD Tug 2810 Hybrid. The FMV has opted for another fit-for-

purpose design: the ice-classed ASD Tug 3010 ICE. Three tugs will enter service for the Dutch Navy

and two will enter service for the Swedish Navy. The tugs are Commercial of the Shelf, which means that they are based on a proven design and product. Some alterations allowing optimal use for the respective navies will be implemented. The Dutch tugs will be of a Hybrid type whilst the Swedish tugs will be able to operate in icy waters. The procurement of the tugs is a combined effort of the Defence Material Organisation and the



Swedish Försvarets Materielverk (FMV). The five ASD Tugs will be delivered in 2015 and 2016. For the RNLN they will replace four tugs of the Linge Class. *(Source: Damen)*

YESTERYEARS TUG PEJEPSCOT



The **Pejepscot**, a classic spt-and-polish coastal tug, running up the Kennebec River past Maine's Bath Iron Works in 1908. She was built in 1907 at South Portland, Maine and was under exclusive charter to the Pejepscot Paper Company. If there ever was a tugboat that exhibited pride of operation, she was it. The **Pejepscot** might have been a workaday tug, but she was maintained like a yacht, from her oversized flags (including

the paper company house flag on her foremast) to her shining brass portlights. The **Pejepscot** towed pulp barges in and out of ports from the Bay of Fundy to Maine. She was powered by a 475-horsepower fore and aft compound engine with a scotch boiler. She sank after hitting a ledge near St. John, New Brunswick, in 1910, but she was later raised and returned to service. After layup during the Depression, she was sold and moved to New York; she towed the barge John & Frederick carrying tar products along the East Coast between Jacksonville and Boston. Still later, the **Pejepscot** was sold and returned to Maine and then to Boston. The **Pejepscot** much later in life, a shadow of her former self, but still a handsome tug. The photograph was taken in the mid-1930s off Bath, after she had been converted to a 360 horsepower diesel. A clue to her diesel power is an air horn rather than a steam whistle on her cut-down-stack. *(Source: On the Hawser by Steven Lang & Peter H.Spectre)*



ACCIDENTS – SALVAGE NEWS

RAT-FILLED GHOST SHIP HAUNTS UK COASTLINE

Coast guard officials have not made any sightings of an abandoned cruise ship, infamously dubbed the 'rat-infested ghost'. Newly detected beacons off the vessel's rescue boats indicate it is was recently off the west coast of Scotland, raising



concerns it could run ashore there, along the west coast of Ireland or the southern tip of England.

The Russian-registered **Lyubov Orlova** was cut adrift while being towed from Canada almost a year ago amid difficulties having it scrapped. Experts believe winter storms may have driven the ship towards Ireland, Scotland or England. However, no one has reported seeing the vessel since last year. The ship had been due to be scrapped in the Dominican Republic, but ended up being set adrift. In a statement, the Irish Coast Guard said: "There is no further action required by Ireland and there are no reports and sightings. Normal coastal surveillance activities are carried out which are aware of the issue of the vessel." The UK Maritime and Coastguard Agency also received no reported sightings of the vessel since April last year, but is prepared to "respond accordingly." Salvors are reportedly interested in locating the dilapidated 300-foot ghost ship that can carry 110 passengers because it is estimated to be worth nearly \$1 million. Are they prepared to deal with the inbred cannibal rats? (*Source: Marex*)

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COSTA CONCORDIA NOT GOING TO GRENAA



The wrecked **Costa Concordia** cruise liner will not be scrapped at the scrappingyard Fornæs A / S in Grenaa Harbor. The yard was otherwise in the race to scrap the Italian ship, which wrecked off the Italian island Giglio two years ago. "We had been looking forward to get the order. It gave employment to a large number of local businesses that obviously had come to help rid the ship apart. In addition, Grenaa should have delivered, crane services among other things" says the director of Fornæs A / S, Peter Niemann to TV2/Østjylland. The Italians contacted the company in Grenaa after watching a video on the Internet. The scrapping company reported that it was interested in the job. Unfortunately, the port of Grenaa is not deep enough to accommodate the ship. When the cruise ship flows again, it will be towed on board the world's largest semi-submersible heavy-lift vessel **Dockwise Vanguard** and shipped on to scrapping. The problem is that heavy-lift vessel with **Costa Concordia** wreck on board will have a draft of 18.5 meters and the port of Grenaa is only 11 meters

deep. Right now, the salvage team is getting ready to attach the large floating elements on the side of the cruise ship that until September directed toward the rocky ground. The work is hampered by the ship's side have been damaged by the prolonged pressure against the hull. It irks director of Grenaa Henning Laursen that Fornæs cannot get the job. According to him, the order on the dismantling of the **Costa Concordia** also got other companies for good while having a great branding value of Grenaa. It was also expected that the **Costa Concordia** would have attracted a lot of tourists while scrapping the work. *(Source: TV2/Østjylland / Maritime Denmark)*

ROCK CAUSED SINKING OF TUG



Investigators found out the the "**Stephen L. Colby**" which sank in the Mississippi River at LeClaire was damaged when it struck a rock on Nov 25, 2013. The tug got close to shore before it sank in shallow water. An eight-mile stretch of the river was closed as crews cleaned up thousands of gallons of diesel fuel spilled into the water. The gashes in

the boat were consistent with hitting a rock. The investigation would continue when they could examine the area after winter ice melts on the river. *(Source: Vesseltracker)*

OFFSHORE NEWS

BOURBON FRONT OPERATES IN SNS POOL

For a period of four weeks SNS Pool Manager Peterson Den Helder has taken out a temporary charter contract for the platform supply vessel **Bourbon Front**, managed by Bourbon Offshore Norway from Fosnavaag. The Bourbon Front is a PX105 type vessel with a X-bow shape. The 88.8-metre long vessel was built in China in 2011. *(Source & Photo Paul Schaap)*



GRANENERGIA TAKES DELIVERY OF CSS 'OLYMPIA'

GranEnergia takes delivery of the Compact Semi-Submersible (CSS) **Olympia** from MAC Offshore. STXM and partners in CSS Designs Ltd. developed the innovative, ground breaking CSS design over



the past five years and this successful delivery, will change the long term landscape of the Offshore Vessel market. Built by Fujian Mawei Shipbuilding in Fujian Province, China, the CSS Olympia has a length of 84.25m. with an overall capacity of 500 people. The primary function of the Olympia is to act as a floating accommodation unit for rig personnel. The vessel has a DP-3 rating and will remain

connected to an offshore facility via a telescopic gangway system. Other features include a 12.8 tonne rated helideck and a 150MT telescopic boom crane. There are currently a further 6 CSS vessels under contract with deliveries planned over the next 2 years. *(Source: STX Marine)*

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Season's Greetings with all good wishes for the New Year

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ALPHAFIBER COURSE GYRO COMPASS	ALPHA CONNECT TELEPHONE EXCHANGE	ALPHA BRIDGE	ALPHAMINI COURSE GYRO COMPASS	ALPHA BRIDGE TUGBOAT VERSION
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View the youtube film of the Alphabridge for tugboats on <http://www.youtube.com/watch?v=hQj6hFDcHW4&feature=plcp>

DEEP SEA SUPPLY TAKES OVER PSV 'SEA SPIDER'

Deep Sea Supply today, 27th January, has taken delivery of the Platform Supply Vessel "Sea Spider" of PX 105 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 vessel's main characteristics are the size of 4700 dwt, 1000 m² deck area, clean design, diesel electric propulsion and the X-bow design which reduces fuel consumption significantly.



Following the delivery of "Sea Spider", Deep Sea Supply has 15 AHTS vessels and 16 PSVs in operation, in total 31 vessels. *(Source: Deep Sea Supply)*

NAM CHEONG SELLS FIVE USD 70 MIL WORTH VESSELS



Nam Cheong Limited has sold four Emergency Response and Rescue Vessels and one Anchor Handling Towing Supply Vessel for close to US\$70 million (approximately S\$89.4 million) to existing repeat customer, Sentinel Marine. Mr. Leong Seng Keat, Nam Cheong's Chief Executive Officer said, "We are very pleased to have

made a strong start in the new year, soon after reporting a record high of 24 vessel sales last month. We are also encouraged by this repeat business which shows a strong vote of confidence in the quality of our vessels. We will continue to tap on our strong working relationships with existing customers, many of whom are established players globally, as we ride the industry uptick together." A year ago, Nam Cheong sold four 3,755 bhp ERRV to Sentinel Marine, an emerging Aberdeen-based company which owns and operates OSVs. Added Mr Leong, "Our cumulative order book stands at a healthy level of RM1.5 billion, a good reflection of the upbeat offshore support vessel segment. This in turn is buoyed by the strong market for rigs, underpinned by a sustained high oil price environment. We are confident that shallow and mid-water regions will continue to see a pickup in demand for OSVs, especially for small-to-mid-sized AHTSs, as well as mid-sized PSVs. With global E&P spending expected to see another record-setting year in 2014, we are optimistic of an exciting year ahead." The four ERRVs are being constructed under Nam Cheong's build-to-order model, whereas the AHTS vessel is being constructed as part of the Group's build-to-stock series. All five vessels are being constructed in its subcontracted yards in China. They are scheduled for delivery in 2015/16 and are expected to contribute positively to the Group's earnings for the financial years ending 31 December 2014 to 31 December 2016. *(Source: Nam Cheong)*

EXXONMOBIL EXTENDS AHTS CONTRACTS IN MALAYSIA

Malaysia's Jasa Merin Sdn Bhd been awarded contracts extension by ExxonMobil Exploration and Production Malaysia Inc. for the provision of two 60MT Anchor Handling Tug Supply Vessels. The contracts extension, which will begin in early February, are for a one year period. The deal in total is estimated to be around RM 23.287 million (\$7.1 million). Jasa Merin Sdn Bhd last year awarded three shipbuilding



contracts to Muhibbah Marine Engineering Sdn Bhd, for the construction of two 62-metre Anchor Handling Tug Supply vessels and one 70-metre AHTS. The move was explained as being in line with the company's on-going fleet-renewal and expansion initiative. *(Source: Offshore Energy Today)*

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VOS SYMPATHY HEADS FOR VENEZUELA



We are pleased to announce that **VOS Sympathy**, one of Vroon's DP2 subsea-support vessels, will leave the North Sea this week for an exciting new project in Venezuela with our clients Delta SubSea (DSS). Delta SubSea, headquartered in Montgomery, Texas, is a leading integrated independent provider of ROV (remotely operated vehicle) services and

solutions. Delta SubSea's ROV fleet is focused on solutions for customers in the inspection, repair and maintenance, construction, drilling and decommissioning market segments. **VOS Sympathy** will be based out of Trinidad & Tobago. She will operate as an ROV platform and light construction vessel for two projects, supporting the operations of a pipe layer. We wish the vessel and her crew a safe voyage and her clients successful operations. *(Source: Vroon)*

COASTLINE SURVEYS IN LIQUIDATION

Maritime Journal has learnt that the UK hydrographic survey expert, Coastline Surveys Ltd, has gone into liquidation. Companies House confirms the liquidation, although it's as yet unclear as to when it happened. The company's last set of accounts were filed up until June 2012. A source told MJ that the liquidation was voluntary and it materialises that the firm may have been struggling for some time. It's all a bit baffling though because the company appeared to have plenty of contracts last year. In November 2013 it completed a submarine asset survey for Wave Hub, a grid connected wave power testing facility in Cornwall, England. It also secured contracts for offshore geophysical surveys for a windfarm East Anglia Offshore Wind Ltd (EAOW), the Navitus Bay windfarm off the

Dorset and Hampshire coasts and the Swansea bay tidal lagoon power project. There was also the joint venture agreement signed at Seawork 2013 to conduct seabed and cable burial surveys with Innovatum. What is clear though is that Coastline had undergone a period of significant growth in a short space of time. It had invested heavily in developing a strong team of specialist surveyors and state of the art survey equipment on its survey ship, MV FlatHolm. At the time of publication, representatives of the company had yet to make comment on the issue and if any contracts had been left outstanding at the time of liquidation. *(Source: Maritime Journal; Photo: Mercator Media)*



BRAVANTE'S NEW PSV IS FIRST OF FIVE



Eastern Shipbuilding delivered M/V **Bravante V** (Hull 155) Boldini S.A., Bravante Group of Brazil. Bravante V is the first STX SV290 design of five vessels in a series which are all ABS, SOLAS, DPS-2, AC Diesel-Electric powered, twin Z-drive propelled PSV's measuring 284 ft. (86.5m) x 60 ft. (18.3m) x 24.5 ft. (7.5m). The vessels all feature four Cummins QSK-60DM 16-cylinder turbo-charged IMO Tier II diesel generator engines each rated at 1825 kW at 1,800 rpm. Cummins also furnished the four Marathon Model 744 690VAC main generators. Main propulsion power is provided by two 690VAC electric motors driving two Schottel Combi-Drives SCD 2020 Single Fixed Pitch Propellers with Nozzles rated at 2,500 kW at 750 rpm each for a total of 6,700 Hp. Schottel also provides two STT 4 Fixed Pitch Reversing Tunnel Thrusters rated at 1,180 kW at 1,170 rpm, each with direct coupled Hyundai 690VAC electric motors. GE Energy provides the complete system integrated diesel electric package,

including the thruster drives, motors, control systems, DP system, switchboards, motor control centers, automation and navigation/ communication electronics. The Bravante V is the first of five in a series of Platform Supply Vessels under contract, each with below-deck segregation capacities: • Total Fuel Oil Capacity: 442,675 USG (1,600 cu. m.); • Fuel Oil Day-tanks: 62,608USG (237 cu. m.); • Drill Water/Ballast Capacity: 513,550 USG (1,944 cu. m.); • Potable Water Capacity: 26,575 USG (100.6 cu. m.); • Drill/Brine Water Capacity: 5,030 Barrels (800 cu. m.); • Fuel/Liquid Mud Capacity: 5,030 Barrels (800 cu. m.); • Dry-bulk Mud: 8,631 Cubic Feet (244 cu. m.); • Clear Deck Area: 9,494 Square Feet (882 sq. m.). All five vessels under contract are Marshal Island Flag, IMO/SOLAS, ABS Classed A1, Offshore Support Vessel Ocean Service, Loadline, AMS, ACCU, Circle E, with additional

ABS Class notations UWILD, ENVIRO, DPS-2. ESG is currently under contract to build 16 vessels of similar size and complexity for customers in the U.S. and Brazil. *(Source: Maritime Reporter & Engineering News)*

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ATLANTIC TOWING SUPPLANTS SECUNDA AT DEEP PANUKE

A contract for supporting the offshore gas fields off Sable Island seems to have changed hands on or about January 1. The Secunda supplier **Scotian Sea** and standby tug **Ryan Leet** have been replaced by the **Atlantic Hawk** and **Atlantic Tern** respectively. *(Source: Tugfax-Mac Mackey; Photo: Randy Bilyea)*



SILK'S JASA MERIN SELLS OFF SUPPLY VESSEL



Jasa Merin (Malaysia), part of Silk Holdings, has disposed of a supply vessel, M/V **JM Aman**, for a total of \$5.925m. The vessel is a 4,600 bhp straight supply vessel, built in 2004 and Malaysian flagged with a gross tonnage of 1,210 tons and net tonnage of 363 tons. The sale is part of Jasa Merin's fleet renewal and replacement programme and funds will be used to pay off the remaining loan on the vessel with the balance to go towards working capital. *(Source: Seaship News)*

WINDFARM NEWS

UNDER-MANNING AND FATIGUE THREATEN WFSV SAFETY

Many wind farm service vessel (WFSV) operators fail to comply with UK manning, hours of work and watchkeeping legislation and guidelines. As offshore wind farm developments move further out to sea and demands on the vessels and crews that service them increase, a rising number of wind farm crew transfer vessel incidents has become a growing



cause of concern. As a direct result, TÜV SÜD PMSS is calling for more stringent enforcement of UK Merchant Shipping legislation and guidance applicable to such vessels regarding manning, hours of work and qualifications. Experienced offshore QHSE consultancy, TÜV SÜD PMSS, is part of trusted global technical services provider TÜV SÜD group. Furthermore, as WFSVs become larger and more technically advanced in response to changing operating profiles, fatigue caused by under-manning of vessels and errors of watch keeping potentially instigated as a result of the complexity of navigation, monitoring and communications equipment, as well as the ergonomics of the bridge layout, threaten to undermine the safety of workboat crews and the wind farm technicians they carry. The scope and range of WFSV activity on today's offshore wind farms is exceptionally large. Crew transfer vessels must be able to cope with the demands of transit times of anything between 2 to 6 hours to and from offshore sites, remain stable during transfer of technical personnel and equipment onto wind turbines and maintain strong sea-keeping performance for all times in between. Despite the inevitable impact of these strenuous requirements upon vessel design and crewmembers on board, most WFSVs in operation are manned by just 2 to 3 crew. This means that the working day can be as long as 12-14 hours, with the person in charge of the vessel (the Officer of the Watch (OOV)), on watch for the entire duration, raising issues over compliance with the Merchant Shipping Regulations and associated guidance, and questions over the management of fatigue. Fatigue can impact directly on the performance of the watch keeper, who, in the most advanced crew transfer vessels, must navigate with one eye perpetually on a bank of monitors and control systems surrounding the bridge, maintain radio communications between technicians, other in-field vessels and marine coordination centres and maintain a listening watch on the international distress and calling channel. A number of recent incidents involving WFSVs have been attributed directly to the failure of masters to simultaneously navigate the vessel with appropriate care and to manage the complex on-board systems. Furthermore, PMSS has raised the concern that, due to small crew sizes, Masters often do not have qualified support in the operation of the ship's communications equipment and systems. In order to avoid major incidents in future, vessel design and manning levels need to take into account a number of inter-related issues affecting safe operation. These include the workload, competence and qualifications of operating personnel, increasingly strenuous operating environments, fatigue and management of working hours. Andrew Wilde, TÜV SÜD PMSS Marine Safety Consultant, stated that, "Although the increasing technical demands of servicing offshore wind developments are well-documented and reflected in the design of the most advanced WFSVs, the demands such vessels place on crew has not typically been considered to the same degree at this time." "A vessel is only as good as the crew operating it," he added. "Any factor that limits the performance of the crew will inevitably affect the performance of

the vessel and threaten the safety of personnel on board. We simply cannot ignore the potential for under-manning leading to fatigue to cause a major incident in the near future.” David Cantello, TÜV SÜD PMSS Marine Safety Consultant, added, “Designers and regulators need to start taking these human factor limitations into account as a new generation of WFSVs starts to enter the water. They should form an integral part of the codes governing vessel design to ensure human safety is a priority and safe working conditions are employed to meet the demands of rapidly evolving technologies.” TÜV SÜD PMSS has provided marine health and safety support on a growing number of offshore wind projects. David Cantello and Andrew Wilde will, additionally, be presenting on vessel safety and design at the RenewableUK Health and Safety conference in Birmingham on 29th January 2014. (*Source: Richard Matthews*)

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THE WORLD'S LARGEST OFFSHORE WIND TURBINE



Vestas' first V164 - 8.0 MW prototype wind turbine has now been installed on the Danish national testing center for large wind turbines in Østerild and put into operation . The world 's largest wind turbine has successfully produced the first electricity , making it the world's most powerful wind turbine in operation. "We have now completed the manufacturing, testing and installation of the V164 - 8.0 MW as planned, thanks to the team's intense efforts in a time where Vestas has reduced its investments and reduced fixed costs. We now look forward to evaluating turbine performance on site, "says Vestas' Chief Technology Officer Anders Vedel. The turbine, which is raised at the Danish National Test Center for large wind turbines in Østerild, will be closely monitored in the coming months for further validation on the reliability and energy output. The turbine installation is an important milestone towards ensuring maximum safety for customers investing in offshore wind . V164 - 8.0 MW will be the flagship products for the offshore in the joint venture between Vestas and Mitsubishi Heavy Industries. " V164 - 8.0 MW delivers industry-leading output power , based on Vestas' proven technology solutions . Combined with the experience and capabilities of both

Vestas and Mitsubishi Heavy Industries , puts us in a strong position in the growing offshore market , "says Jens Tommerup , President of Vestas Offshore. It is expected that mass production of the V164 - 8.0 MW turbine can start in 2015 , it is, however, depending on the orders of the new.
(Source: Maritime Denmark)

YARD NEWS

ASL MARINE TO BUY MEO BATAM SHIPYARD



Singapore's ASL Marine Holdings and Miclyn Express Offshore (MEO) — along with their respective Indonesian shipbuilding subsidiaries – have reached an agreement that will see ASL acquire MEO's Batam, Indonesia, shipyard for US\$20.0 million. The MEO shipyard is adjacent to the ASL's existing shipyard in Batam. It is situated in a free trade zone with industrial areas designated specifically for shipyards with infrastructure such as roads, telecommunications, utilities and

supporting services. The sale assets comprise a site of 12.2 hectares with berthing / repair quays of 220 meters, two shiprepair slip / launch-ways and shipyard facilities (office building, fabrication shop, and machineries) which cater for shipbuilding, vessels repair, modification and mobilisation, as well as modular fabrication services. MEO has used the shipyard to build, convert and customize vessels as well as service its South East Asian based fleet and other third party vessels when spare capacity existed. MEO is disposing of the shipyard in order to focus on its core vessel chartering business. *(Source: MarineLog)*

ARCTECH HELSINKI SHIPYARD COMMENCES ASSEMBLING OF ICEBREAKER OF PROJECT 21900 M

Finland's Arctech Helsinki Shipyard has commenced assembling of icebreaker of project 21900 M, says press center of Vyborg Shipyard. Currently, Vyborg Shipyard is executing a turn-key contract for two icebreakers of project 21900 M. The third vessel of the series is being built with Finland's Arctech Helsinki Shipyard as a subcontractor. Icebreaker of Project 21900M, a continuation of Project 21900, is a double-decked vessel of unlimited navigation area, has a helipad and is equipped with twin controllable-pitch



screws, twin rudders and bow thruster. Icebreaker's propulsion system has rated power of 17MW. The icebreaker will be able to cut channels in the 1.5-m-thick ice. The ships will be utilized for escort of large-tonnage cargo vessels, towing, fire fighting on floating structures and other facilities, for salvage of stricken ships and transportation of cargo. The series icebreakers are also intended for transportation of containers on the upper deck, including reefer containers. Two newbuilds are scheduled for delivery in May and October 2015. Vyborg Shipyard OJSC is one of the largest shipbuilding companies of the North-Western Region of Russia with over 60-years' experience in shipbuilding. Vyborg Shipyard is a member of the United Shipbuilding Corporation. Today the Shipyard specializes in building drilling rigs for offshore deposits development, vessels of small and medium tonnage as well as ship repair. *(Source: PortNews)*

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PMI TO CONSTRUCT TWO HOTEL SHIPS FOR PEP



PEMEX Exploración y Producción (PEP) has chosen its subsidiary PMI for the construction of 2 hotel ships. PMI proposal is based on the offer by Navantia and Barreras shipyard. Navantia has been selected for its technological capabilities for building any kind of ship, as well as for the competitive economic offer. The construction of the ship will bring to Navantia more than 1 million hours of work, which means activity for 30 months. The hotel ship, that will be built in Ferrol Estuary facilities, is a ship for the

accommodation of personnel working on the oil platforms. It is designed to accommodate 700 people and has a dynamic positioning capability. *(Source: Pemex)*

SENTINEL CONFORMS ORDER TO BUILD ADDITIONAL FOUR MULTIROLE ERRV'S

Sentinel Marine Ltd have ordered four additional *Multi-Role ERRV's*. The vessels are designated

FOCAL 531 and designed by Focal Marine & Offshore. The 62M vessels are Classed ABS Group B ERRV's and are designed to be easily upgraded to Group A ERRV's. The Vessels will feature Dynamic Positioning, Redundancy of propulsion and thruster systems, enhanced Cargo carrying capabilities with 400 SQM of usable deck space and advanced Rescue and Recovery equipment. Designed to work in the North Sea; one of the harshest environments in the world, particular attention has been placed on Seakeeping, Crew comfort and Fuel efficiency. *(Source: Sentinel Marine)*



OLE JOHANSSON TAKES CHAIRMANSHIP AND REKO-ANTTI SUOJANEN APPOINTED MANAGING DIRECTOR FOR AKER ARCTIC TECHNOLOGY INC



After the acquisition of 66,4 % of the shares by Finnish Industry Investment Ltd (fully owned by the State of Finland) Aker. Arctic Technology Inc.'s extraordinary shareholders' meeting today appointed the new Board of Directors for the Company. The Board members are Ole Johansson, Juha Koskela (ABB Oy), Antti Kummu (Finnish Industry Investment), Valborg Lundegaard (Aker Engineering & Technology A/S) and Juha Marjosola (Finnish Industry Investment). Ole Johansson was nominated Chairman and Juha Marjosola Vice-Chairman of the Board Mr. Ole Johansson, BSc (Econ.) served as the President&CEO of Wärtsilä Corporation from 2000 to 2011. He is the Chairman of eQ Oyj and member of the Board of Svenska Handelsbanken AB. Since Mr. Mikko Niini, reaching soon the age of 68, has made the decision to

retire from the Managing Director position the Board of Directors appointed Mr. Reko-Antti Suojanen Managing Director as of today. Mikko Niini's employment with the company continues until the end of February 2014. "Mikko has done a great job for Aker Arctic, building the Company from its foundation in 2004 into a recognized provider and developer of maritime solutions for the ice covered and arctic waters. His ambition for maritime business and development is strong and valuable and we are looking forward to having him in an advisory position also in the future" says Ole Johansson. "Reko-Antti Suojanen has served as Research and Development Manager for Aker Arctic and has also been leading many major client projects. He has a broad experience in the business area and will together with his Management Team further continue to lead the operations of the Company in developing innovative and attractive solutions for the customers". Mr. Reko-Antti Suojanen (44) graduated from Helsinki University of Technology (today Aalto University) in 1997. He started his professional career at Kvaerner Masa-Yards Turku New Shipyard in 1996 with hydrodynamic tasks and developing computational fluid dynamic codes. In 1997-1998 he served as specialist engineer for CFD services at the Finnish Supercomputing Centre before he in 1998 joined

Kvaerner Masa-Yards' Arctic Research Center, the predecessor of Aker Arctic. He attended ship design and tasks in ice model testing, was responsible for simulation models and transportation economics predictions as well as for issues related to ship hydrodynamics. Since 2005 he has been a member of Aker Arctic's Management Team, leading first the consultancy activities until nomination to R&D Manager in 2008. In these roles he has led the company's own research and development activities as well as many major Aker Arctic's client projects. (Press Release)

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - [Fourth quarter 2013 accounts / Preliminary accounts 2013](#)
 - [Steam Tug Stella Pickert](#)
 - [Dutch Navy to buy tugboats in cooperation with FMV Sweden](#)
 - [Steam Tug Norwich](#)
 - [Steam Tug Seth Low](#)
 - [Angry about the sale of the steam tug Rosalie to Turkey](#)

*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*

[mailto: jvds@towingline.com](mailto:jvds@towingline.com)

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