



ugs owing & Offshore Newsletter

15th Volume, No. 10

1963 – “50 years tugboatman” - 2013

Dated 16 February 2014

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

TUGS & TOWING NEWS

VAN LAAR'S LATEST



The latest of Van Laar Maritime – IJmuiden; The Netherlands was spotted last week in the IJmond area. The **Adrianus** is a workboat built in 1970 at the Sepers shipyard – Netherlands for Royal Boskalis. She has a length of 14,50 a beam of 4,18 mtrs and a draft of 1,35 mtrs. The GM 8VA-71 engine has an output of 191 kW and give the vessel a speed of 8 knots. Established on the 1st February 1925 Van Laar Maritime BV is for many years active in the maritime world

already. At this time, the fourth generation is at the helm of the fleet for the offshore, wind, oil and gas industry. With the location in IJmuiden in the heart of the Dutch coastline, with very good connections by road, sea and air, the have a very solid exit route for their service. Van Laar Maritime BV has its own workshop and shipyard with a capacity of 1,500 tonnes and can docking ships up to 70 meters. Van Laar has the ability for the maintenance of her own and other ships.

(Photo: Willem Koper; Details of the vessel via Hans van Eijk)

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SPASATEL KAREV COMPLETES TUGGING OF SUBMARINE FROM SAINT-PETERSBURG TO KALININGRAD

Multifunctional rescue vessel **Spasatel Karev** (project MPSV 07) has successfully tugged submarine

(No 704) from port Saint-Petersburg to port Kaliningrad in the interest of Rosoboronexport OJSC. The vessel was running as expected in severe winter situation, says press center of Gosmorspassluzhba (State Marine Rescue Service). The lead multifunctional rescue vessel **Spasatel Karev** (Rescuer Karev, construction number 701) of project MPSV07 has been built by Nevsky Shipyard LLC. The project was developed by CJSC Marine



Engineering Bureau -Design -SPb. The **Spasatel Karev** general characteristics: length - about 73 m, beam - approximately 16.60 m, LWL draft - 4.5 m, maximum speed - 15 knots, capacity – 4MW. The MPSV07 Project rescue vessel is intended for patrol, search and rescue duty in the areas of shipping, fisheries, offshore oil and gas fields, technical support and assistance in areas dangerous for shipping and fishing, for support of transport operations at the ports. The vessels of this class participate in salvage of stricken ships, search, rescue and evacuation to safety of crew members, refloat of stricken vessels, pumping of water from flooded compartments of such vessels and towing them to shelter.



The ships are able to escort (or rescue) vessels, offshore drilling rigs / GBS both in ice and open water, to assist in extinguishing fires on offshore and onshore facilities. Besides, such ships are also designed for diving support at depths of 60 meters, for deep-sea diving at depths of 300 meters, for oil spill response (OSR) operations, bottom inspection and cleaning; inspection of seabed and

damaged facilities at depth of up to 1,000 m. *(Source: PortNews)*

SL MBISSI LOADED ON THE JUMBO SPIRIT

Last week the Damen newbuilding Shoalbuster 2508 SD (Shallow Draft) yard number 571702 **SL Mbissi** (Imo 9688893) from Smit Lamnalco Ltd. – Sharjah; United Arab Emirates was seen loaded on board the m/v *Jumbo Spirit*. The vessel is Panama registered with call sign HO6248. She has a grt of 170 tons and is classed Bureau Veritas. The tug is built for operations at Smit-Lamnalco Gabon. The basic functions of the tug are Towing, mooring, pushing, anchor handling and dredge support. The Panama flag tug has a length of 24.82 mtrs a beam of 8.00 mtrs and a depth asides of 2.99 mtrs. The two Caterpillar C18 Acert min engines develops total output of 1,000 bkW (1,360 bhp). The speed of the tug is 11 knots and the bollard pull 19.3 tons with an average of 19.7 tons at a draft of 1.75 mtrs

aft. The *Jumbo Spirit* departed last Sunday to Denmark. From there the vessel is bound for Port Gentil where they expect to arrive on the 5th of March to discharge the **SL Mbissi**. (Photo: *Laurens de Bruijn*)



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RIMORCHIATORI RIUNITI SPA AND GESMAR GROUP HAVE JOINED THEIR RESPECTIVE FLEET



After a very quick negotiation during the month of January, Rimorchiatori Riuniti of Genova has purchased 50% of the shares of Gesmar Group of Ravenna, from Setramar SpA. Fratelli Vitiello (founder of Gesmar), who are also dry bulk cargo terminal operators in Ravenna, maintains the other 50% of the shares in Gesmar. Following the purchase Rimorchiatori Riuniti and Gesmar have signed an

important agreement of mutual cooperation. The new shareholder asset is a consequence of an agreement of cooperation strongly wanted by Fratelli Vitiello. Rimorchiatori Riuniti controls a fleet of 27 tugs spread amongst the ports of Genova, Salerno and Malta as well as a fleet of 8 AHTSV (all built in late 2000 and over 180 Tons of BP) trading in Brasil through their controlled company

Finarge. Gesmar controls a fleet of 48 tugs (of very different type, power and propulsion) and Fast Support Supply Vessels. Gesmar operates in the Adriatic Sea, Norway, Venezuela and Angola. There are plans for ordering 10 new tugs in the next three years. The joined fleets of more than 70 vessels plus new buildings will be managed as a single fleet and the new team will bid jointly on new tenders. (www.rimorchiatori.it)(www.gruppogesmar.com)

SMIT PARECI

The Keppel Singmarine Brasil Ltda new building yard number H1003 tug **Smit Pareci** (Imo 9668661) with call sign PPSA, has been recently delivered to Smit Rebras Rebocadores do Brasil S.A. – Rio de Janeiro; Brasil. The vessel was launched on 27 February 2013. The two Caterpillar 3512B-HD DITA diesel engines develops a total output of 2,759 kW with a bollard pull of 50 tons. She has a grt of 271 tons a dwt of 136 tons and is classed American Bureau of Shipping. The tug is a Robert Allan design RA2500 ASD (*Photo: Cesar Nevis*)



KARACHI HOSTS DELIVERY CEREMONY FOR PAKISTAN NAVY'S BP TUG



Hand-over ceremony of 32 T Bollard Pull (BP) Tug, being built for the Pakistan Navy, was held at Karachi Shipyard & Engineering Works (KS&EW) on 10th February 2014. Vice Admiral Shafqat Jawed HI(M), Deputy Chief of Naval Staff (Admin) graced the occasion as Chief Guest. The ceremony was attended by high ranking officials / dignitaries from South Korea, Pakistan Navy, Government Authorities and KS&EW. The tug has 34 meter overall length with displacement of 481 tons. It has a maximal speed of 12

knots and Bollard Pull of 32 tons. It is fitted with a very robust fendering arrangement for all round tugging operations for almost all sizes of ships and craft. On the occasion, the honourable Chief Guest said that self-reliance has been at the fore front of NHQ's policies and in this context, Pakistan Navy has always extended full support to Karachi Shipyard to make rapid progress towards indigenization. He appreciated the recent performance of KS&EW and said that 4 vessels including F 22P Frigate were delivered last year, meeting the contractual time line and quality standards. During a welcoming address, MD KS&EW, R/Adm Syed Hasan Nasir Shah SI(M) said that KS&EW had already constructed various tugs ranging from 10 to 40 tons of Bollard Pull, but that the construction of this tug was distinct due to very robust design and state of art equipment and machinery to facilitate multi-purpose operations. He referred to the projects being undertaken at

the shipyard, which include 17000 Tons Fleet Tanker, Fast Attack Missile Craft, one 12 tons bollard pull pusher tug and twenty two (22) bridge erection boats for Pak Army. *(Press Release)*

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YARD NUMBER 571713 ARRIVED

On the last day of the first month of 2014 the Polish tug **Cyklop** arrived with the casco of the Damen Hardinxveld yard number 571713 on the Rotterdam New Waterway. The casco was towed later and delivered for her final outfitting at the Damen Hardinxveld-Giessendam Shipyard. *(Photo: Ruud Zegwaard)*



RIMORCHIATORI RIUNITI ORDERS DAMEN ASD TUG



Leading Italian tug operator Rimorchiatori Riuniti has ordered a powerful **Damen ASD Tug 2411**. Reflecting the industry's move to larger vessels, the new Damen tug, which has a 70-tonne bollard pull will replace a smaller 1990-built, 40-tonne unit. The new vessel will be deployed in Genoa and is expected to arrive by end-July. Owned by the Delle Piane and Gavarone families, Rimorchiatori Riuniti has been operating its well-

known orange tugboats in Genoa since 1922. Although the company has traditionally operated in the Tyrrhenian Sea and the ports of Genoa, Salerno and Malta, Rimorchiatori Riuniti recently

extended its presence to the Adriatic. The company has a 25-strong fleet of harbour tugs, including some earlier Damen tugs. Alberto Dellepiane, Director of Rimorchiatori Riuniti, says the reasons the company chose a Damen vessel was the high quality offered, the reliability and the fact Damen vessels maintain their value. Andrea Trevisan, Damen Sales Manager Sales Area North, West and South Europe, says: “We are delighted to welcome Rimorchiatori Riuniti again as a customer and look forward to develop a long-term partnership with such an important and respectable owner.”

Fast delivery “As Damen builds vessels for stock, we could also deliver Rimorchiatori Riuniti’s brand new tug in just over six months”, Mr Trevisan points out. The ASD 2411 Tug for Rimorchiatori Riuniti will be fully compliant with Italian Flag State regulations. The vessel is a typical example of the ‘Damen standard’, with the Group having sold dozens of this compact, strong tug around the world. “To me, the ASD 2411 is always a good example of the reliable and proven Damen designs”, says Mr Trevisan proudly. “This vessel has been developed to move the world’s largest ships, even though it is a relatively ‘small’ tug.” Damen Shipyards has a strong link with Italy and a successful track record with several Italian tug owners. “We hope to see even more Damen tugs serving the busy Italian ports in the future!” he adds. *(Source: Damen)*

ADVANCED ASD TUGS HAVE UNCLUTCHED TOW DRUMS

Designed for open ocean towing, the winch systems of two ASD tugs built for Dover, DE, headquartered Hyak Maritime LLC are independent and redundant. The 120 ft x 35 ft x 19 ft tugs **Hawaii** and **Washington**, designed by Jensen Maritime, have been built by JT Marine Shipyard of Vancouver, WA, and feature winch systems by JonRie InterTech, Manahawkin, NJ. The JonRie Series 500 Double Drum Towing winch on the stern has the towing drums



independent of each other (unclutched) so if anything happens to one drum the other has its own motor and any job out in the ocean can be completed. Both drums are powered by one of two pumps so if any pump has a problem the system is backed up as it’s redundant. When both pumps are clutched in they will produce 400 HP of power to the winch producing extreme speed and line pull. Another feature installed on the winch system is the controlled free wheel system allowing the operator to pay out line as fast as is required from the pilot house and feather back when complete. The Gypsy (capstan) is also independent (unclutched) and is driven off its own motor and is powered off its own system and can be used when the winches are also in use. Even the JonRie Series 200 Hawser winch on the bow is powered off its own system. From the pilot house all the winches and winch functions can be operated without the need to be on deck. The level wind on the towing winch is also an independent drive (unclutched) so there is never a need to be on deck to adjust. The level wind can be run in auto to time the line on the drum with the winches joystick or run in manual and has the ability to move back, forward and stopped as spooled against the flange.

(Source: MarineLog)

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VT HALTER MARINE FLOATS-OUT ATB UNIT



VT Halter Marine, a subsidiary of VT Systems, today launched the ocean-going 112 foot Articulated Tug Barge (ATB) tug, **Denise A. Bouchard**. Measuring 112 feet by 35 feet by 17 feet, the 4,000hp tug is classed by ABS as A1 Towing Vessel, Dual Mode, and is equipped with an Intercon Coupler System. Construction of the vessel began in March 2013, and the keel was laid in May 2013 at VT Halter Marine's Moss Point Marine facility in Escatawpa, Miss. Upon delivery, the ATB Tug will be paired with **Barge B.No.284** and enter into Bouchard's

fleet service in New York, N.Y. "VT Halter Marine is proud to share the launch of the ocean-going ATB Tug '**Denise A. Bouchard**' with our long-standing customer, the Bouchard Family. We look forward to a continued, strong partnership for many years to come" said Bill SKINNER, Chief Executive Officer, VT Halter Marine. *(Source: VT Halter Marine)*

HARBOUR TUGBOAT WATO FAREWELL

IT has been nearly seven years since Newcastle tug the **Wato** rescued the Pasha Bulker and yesterday, the vessel was given a hero's farewell by its former owners. The long-serving tug left the port of Newcastle at 4.30pm yesterday for Port Moresby. The tug was one of three Svitzer salvage vessels involved in the rescue of the bulk carrier, which ran aground on Nobbys beach during a June storm in 2007. It was a dramatic new beginning for the **Wato** as part of the



Svitzer fleet, after former owner Adstream was absorbed by the international company in early 2007. Following its sale by global shipping company Svitzer, the tug will now be owned by Brisbane-based enterprise Pacific Tug. The name **Wato** is set to remain with the tug, as it relocates

to Papua New Guinea, according to Svitzer spokesman Ben Johnson. The selloff comes as Svitzer begins renewing its fleet, which includes 80 Australian tugs and 500 tugs worldwide. Svitzer is contracted to cover 80 per cent of Australia's coastlines in response to maritime emergencies and towing needs. The **Wato** was built in 1982 at the Carrington Slipways, contracted for tug boat service Fenwick and Co, and has remained a fixture in the port of Newcastle for 36 years. Former tug master Chris Visscher has been working with the **Wato** since the 1980s and will be manning the vessel on its 12-day journey to Port Moresby. "The **Wato** is in wonderful condition and will be sorely missed," he said. *(Source: The Herald; Photo: Redbubble)*

RB-401 IN OPERATION WITHIN RUSSIAN NAVY



The tugboat of project 90600 "RB-401", building No 939 was put into operation within Russian Navy on February, 1, 2014. The official solemn flag-raising ceremony took place in Kaliningrad. The tugboat is intended for towing and berthing operations in harbor, roadsteads and coastal areas which comply with R3 navigation area, refloating of ships and vessels, firefighting operations at floating and shore objects, oil and petroleum content products, cargo transportation, ice breaking and erosion operations. *Technical*

information: Length max: 25,4 m; Width max: 8,8 m; Draught: 4,2 m; Speed: 11,8 knots. Classification KM Arc4 R3 Aut3 Tug by Russian Register of shipping. Propulsion system Z-drives US 155, Rolls-Royce, FPP into nozzles. Powerplant 2*746 kW at 1800 r/min, Caterpillar C32. Deck equipment: • bow electro-hydraulic anchor-towing-mooring winch Fluidmeccanica providing 10 t of bollard pull and 847 kN of brake holding force; • 23 t towing hook SWL with quick release device. The tugboat is equipped with cargo crane PC 2300, Palfinger with lifting capacity of 150 kilos at the boom of 5m. In order to fulfill fire-fighting operations the tugboat is equipped with external firefighting system made by FFS (capacity is 800 m³/h, 2 water monitors, water curtains system). *(Source: Pella)*

XIA GANGTUO No.19 ASD TUGBOAT DELIVERED

On the afternoon of 8th February 2014, the 3728kw **Xia Gangtuo No. 19** ASD tugboat was delivered to Xiamen Port Shipping Co., Ltd from Zhenjiang Shipyard (Group) Co., Ltd, starting its sail smoothly. *(Source: Zhenjiang Shipyard)*



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SVITZER AND OSM FORM NEW JOINT VENTURE IN AUSTRALIA

Svitzer OSM Australia Pty Ltd. is a new Joint Venture established in Australia. The Joint Venture will capitalise on the existing operations, resources and great relations of Svitzer in Australia as well as the network and good reputation of OSM in the global offshore industry, the company said in its press release. Svitzer is the global market leader within towage, salvage and emergency response and the single largest employer of marine related labour in Australia. The Company has operated since 1833 and today operates more than 500 vessels around the world. OSM is recognized as a leader in the field of offshore, crew management and ship management. Today, the Group has a fleet of more than 400 vessels under its management, operates from 26 offices around the world and employs roughly around 10,000 skilled and motivated employees from around 30 different nations. In Australia, Svitzer and OSM together form a powerful partnership and the benefits are unquestionable. Sharing of existing resources and best practices is expected to give the Joint Venture a competitive advantage in an otherwise increasingly competitive market. Svitzer OSM Australia Pty Ltd was established November 7th 2013 and is already operational, providing manning services to North Western Australian Oil & Gas Offshore vessels. General Manager Natalie Sanders, who has been charged with establishing the JV in Australia, sees this as an opportunity to deliver first class personalized crew management services to current and potential new business partners. Allan Falkenberg, Board Member in Svitzer OSM Australia Pty says "With a strong focus on deliverables through our highly competent people, we aim to deliver second-to-none crew management services to our customers full satisfaction". We believe that our customers, with the current running cost level of a ship in Australian waters, have the right to expect a proper quality service in a transparent, upright and constant manner". (Source: Port News)

YESTERYEAR STEAM TUG MADISON



The **Madison** backing down to take way off her for a portrait. Owned by the Delaware, Lackawanna and Western Railroad, she was a combination tug used for towing barges and lighters as well as car floats. Because of this, she had a short house and an open deck aft to facilitate towing astern. She also carried accommodations for her master in the high bootheel pilothouse, so named because its shape suggested the inverted heel of a boot. The hose running below the boat deck just under the wheelhouse in the photo is for taking on fresh

water. The **Madison** was built in 1906 in Port Richmond, New York, and measured 94 feet long. In 1959 she was converted to an 1,800 horsepower diesel. She then went to New Orleans, where she was employed outside the railroad trade. (Source: *On the Hawser* by Steven Lang & Peter H. Spectre)

ACCIDENTS – SALVAGE NEWS

SMIT SALVAGE CONTRACTED FOR OIL REMOVAL



On Feb 6 two formal notices were sent from the maritime prefecture to the owner of the "**Luno**". One asked him to stop the marine danger posed by the wreck itself, the other to stop the risk of an oil pollution. He was asked to submit a plan until 6:00 p.m. The shipowner Naviera Murueta through his

insurance company appealed to *Smit Salvage* for the removal of about 80 m³ of oil in sealed tanks in the foreship. Experts from the insurance company, accompanied by the chief engineer, being supported by firefighters and members of the pollution control center (Ceppol) of the French Navy climbed the foreship which was wedged against the dam a few hundred meters away from the sunken stern and the accommodation block which was lying on its starboard side 40 meters from the beach, in the afternoon at 3 p.m. with a fire ladder during low tide to assess the risks of pollution. A first attempt to do so had failed at 2 a.m. 20 tons fuel in the stern were thought to have spilt and dispersed. They found the tanks had withstood the accident intact. Of the three tanks the one which containing diesel, was found intact. The ship section was listing 15 degrees to port, and it was feared it might be further damaged with more stormy weather expected on Feb 8. In the evening the surf started pounding the wreck part again. During the day, Bulldozers had pushed sand against its starboard side in order to stabilize its position. Pumping operations which were expected not to be too complex might start on Feb 7. Salvors with pumping equipment arrived aboard a chartered Antonov aircraft at the airport of Biarritz in the evening. Dismantling might take about three weeks, depending on the weather. The unloaded vessel which was usually trafficking between Bilbao and Bayonne and which was to take on board a cargo of steel, had arrived off the port in the evening of Feb 4 and attempted to get into port, when a first electrical outage occurred that caused to go adrift before the power was restored. On Feb 5 at 9.30 a.m. the ship which had regained its propulsion and which was accompanied by two tugs again tried to get into the port. The maritime gendarmerie began interrogating the 11 crew members to determine the circumstances of the shipwreck. They had been supported by the medico- psychological team of Samu and were in good health. But as the sailors had been waiting wrapped in carpets for hours to be rescued after the grounding, they were very traumatized. The injured man could be released from hospital already on Feb 5. The captain of the "**Luno**" after attempting a U-turn maneuver to win the wide mooring area decided to face a wave of increasingly strength which was greater than the previous ones which flapped downstream the channel, just three hundred meters away from the Cavaliers - La Barre Dam, the nose of which was reinforced with blocks of several tons of reinforced concrete and rocks only in fall 2014. This was the time when a total electrical blackout occurred, stalling the engine and making it impossible to

maneuver, which in the following led to the shipwreck. It became known that in July 2012, the "Luno" had already experienced difficulties in entering the port of Bayonne, when the engine failed during a maneuver. *(Source: Vesseltracker; Photo: Sud Ouest-© Jean-Daniel chopin/« SO)*

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MASTER AND CHIEF OF SUPPLY VESSEL TAKEN HOSTAGE BY PIRATES

Pirates attacked and boarded PSV **Mariner Sea** (Imo 7727384), which was under way off Bayelsa coast, at around 0900 LT Feb 6. They directed the vessel towards coastline and left her in position 03 49N 005 43E, taking with them Captain and Chief Engineer. Offshore tug supply vessel Mariner Sea, The 1979 built Barbados flag Supply vessel is managed by Prime Gulf International UK, *(Source:*



Maritime Bulletin; Photo: Steve Ellwood)

DAMAGED SUPPLIER SAFE IN EL FERROL AFTER COMPLICATED TOW



When the Spanish salvage tug "**SAR Gavia**" with the "**Esnaad 715**" in tow on Feb 8 approached a position off La Coruna, also the tug "**Ibaizabal Nueve**" (IMO: 9546667) set sail for the convoy. Short before reaching the safety of a port, the vessel finally almost grounded off the coast of Ares when entering the vicinity of the outer port of Ferrol in strong waves. At 6 p.m. the towing wire had to be shortened at the entrance to the

estuary from 700 to 200 meters, but winds of 35 knots and waves of seven meters height caused the cable to break repeatedly. The "Ibaizábal 9" several times had to reestablish the towing Connection and finally succeeded about 360 meters off the tip of Segaña. Besides the "SAR Gavia" and "Ibaizábal 9" also the "Ibaizábal 5", "Eliseo Vasquez" and the Helimer 209 helicopter attended. It was 8 p.m. when the disabled ship was finally docked at the Fernández Ladreda Pier in the commercial port of Ferrol. *(Source: Vesseltracker; Photo: La Vos de Galicia-Jose Pardo)*

THREE MISSING AFTER CHENGXI SHIPYARD ACCIDENT

A tugboat at CSSC Chengxi Ship Voyage Repair Co (Guangzhou) capsized and sank, with 8 of 11 crew members onboard escaping while the rest three remain missing. The tugboat was about to tow a drilling platform which was anchored at the shipyard, and it suddenly capsized and sank within 10 minutes only 10 meters far from the dock, according to Chen Jianwei, an official at the company. Currently an investigation into the accident continues. *(Source: ShinoShip News)*



OFFSHORE NEWS

JASA MERIN SELLS 'JM DAMAI'



Malaysian-based Jasa Merin Sdn Bhd (JM), a subsidiary of SILK Holdings Bhd (SILK), has entered into a Memorandum of Agreement (MoA) to sell one Anchor Handling Vessel, M/V **JM Damai**, for a total consideration of USD 7.925 million. The vessel, built in 2006, is a Malaysian-flagged vessel registered at Port Klang. It is expected that the MoA will reach its completion by the end of March 2014. The vessel sale is

part of JM's ongoing fleet renewal and replacement programme. *(Source: WMN)*

UNIWISE BUYS NAUTIS SIMULATOR FOR OSV TRAINING

For training of Offshore Supply Vessel activities within their fleet, Uniwise Offshore Thailand purchased a NAUTIS Offshore Supply Vessel Simulator and Instructor Station. The simulator was delivered and installed by VSTEP at the Uniwise Offshore training centre in Songkhla. Uniwise Offshore owns and operates the largest crew boat fleet in the Gulf of Thailand, supporting the

Kingdom's offshore oil and gas activities. The Songkhla training centre plays a key part in the company strategy to develop, train and retain competent Thai crew. The Songkhla base houses the main technical centre of excellence, with an engine maintenance facility essential for high crew boat up-time, a large warehouse for critical spares and mentioned training centre, through which all crews must pass. The NAUTIS OSV Desktop simulator and NAUTIS Instructor Station will be used at the premises for realistic training of OSV activities and navigation training with the vessels of their fleet. The simulator includes a range of specific Offshore Supply Vessels from the Uniwise fleet, optimizing the training value. The NAUTIS OSV Desktop Trainers feature an innovative high performance concept whereby a full 240-degree horizontal outside field of view, which is normally only obtained in large Full Mission Bridge Simulators, is presented to the trainee at his desktop without any framerate or quality loss, and using just one high spec pc. Conventional current desktop trainers provide a much more limited view of 30-120 degrees, which is only useful for straight reverse platform approaches. The 240° large field of view of the NAUTIS OSV Desktop Trainers makes training of alongside maneuvers that require a perfect port or starboard view possible. The NAUTIS OSV Desktop Trainer uses an actual azimuth control box, connected to the PC through USB. The entire set-up is compact and fits in any office or classroom environment.

(Source: Nautis)

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FARSTAD SHIPPING SELLS PSV 'FAR GRIMSHADER'

Farstad Shipping ASA has, through its wholly owned subsidiary Farstad Supply AS, sold the PSV **Far Grimshader** (1983, UT 706 L, 3,225 DWT). Delivery of the vessel to the new owner has taken place today, Friday 7 February 2014. Sale of the vessel will give a booked profit of approx. NOK 15 mill. (approx. USD 2.4 million) in the 1st quarter 2014.

(Source: Farstad Shipping)



OTTO MARINE SECURES CHARTER CONTRACT FOR 'GO PEGASUS'

Otto Marine Limited, ("Otto Marine" or the "Group"), a leading offshore marine company which owns and operates a large fleet of offshore support vessels, shipyard and offers specialized offshore services, is pleased to announce that the Group has secured a charter contract for its 24,000 bhp



AHTS vessel, Go Pegasus worth approximately US\$40 million including options. Go Pegasus will soon be mobilized and deployed to the North Sea where she will work for the summer season before commencing its term contract from September 2014. As part of the contract, the client also has options to extend the contract for an undisclosed period. Construction of Go Pegasus was recently completed at the Group's Batam yard. Go Pegasus is a

Norwegian designed and DNV classed anchor handling tug supply ("AHTS") vessel. Equipped with dynamic positioning 2 (DP2) capabilities, the VS491, 24,000 bhp AHTS is particularly suited for work in harsh environments. "We are very happy to have secured a sizeable contract for Go Pegasus' maiden project immediately after it joins our fleet. In addition to enhancing our fleet profile, Go Pegasus will aid the Group in strengthening our presence in the North Sea and pave the way for future work in the region. This charter contract is a reflection of the strong interest we are receiving globally for vessels with this tonnage, and we hope to keep Go Pegasus highly utilized on projects around the world." Mr. Garrick Stanley, Chief Executive Officer. *(Source: Otto Marine)*

EASTERN HANDS OVER OSV HOS RIVERBEND

Eastern Shipbuilding Group, Inc. delivered a Offshore Supply Vessel **HOS Riverbend** (Hull 204) to Hornbeck Offshore Services, LLC on Monday February 3rd 2014. The **HOS Riverbend** is Eastern's fourth and final vessel designated as the HOSMAX 300 series. Each vessel is Diesel-Electric powered, twin Z-drive propelled OSV's. These high-tech vessels feature four Caterpillar 3516C 16-cylinder turbo-charged Tier III diesel generator engines each rated at 1,825 kW at 1,800 rpm. Main



propulsion power is provided by two GE Energy furnished Hyundai 2,500 kW 690VAC electric motors driving two Schottel SRP 2020 FP Z-Drives with nozzles rated at 2,500 kW at 1,025 rpm each for a total of 6,704 Hp. Schottel also provided two STT 4 fixed pitch tunnel thrusters rated at 1,180 kW at 1,170 rpm, each with direct coupled Hyundai 690VAC electric motors. GE Energy Power Conversions supplied the complete system integrated diesel electric package, including the propulsion and thruster drives, motors, control systems, DP system, switchboards, motor control centers, automation and navigation/communication electronics. These vessels are capable of a cruising speed of 12 knots. The fully integrated bridge is arranged for increased visibility and features the latest technology in navigation, communication equipment. The remaining six OSVs

under contract are designated HOSMAX 310 Vessels. The first, the **HOS Bayou** (H205), will be delivered in a few months and the second, the **HOS Black Foot** (Hull 206) was launched on Friday, January 17, 2014. The shipbuilder also announced that the M/V **Capt. Troy J. Hotard** (Hull 186), the 56th inland towboat, was delivered to Florida Marine Transporters, Inc. of Mandeville, LA, on February 4, 2014. (*Press Release*)

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HIGH-END AHTS VESSEL 'ATLANTIC MERLIN' CHRISTENED



Jaya Holdings Limited has delivered its second ice class anchor handling tug supply (AHTS) vessel to Canadian buyers, Atlantic Towing Limited. The 16,000 BHP vessel was delivered on 7 February 2014 in Singapore and was christened the “**Atlantic Merlin**” at a naming ceremony held earlier today. She was previously known as “**Jaya Sovereign**” until her delivery to Atlantic Towing. Atlantic Merlin is a sister ship of “**Atlantic Kestrel**”, which was delivered to Atlantic Towing in November

2012. Jaya’s Chief Executive Officer Venkatraman Sheshashayee said: “This delivery begins another busy period for us and is the first of four new buildings for Jaya in 2014 and the other three ships will be operated in Jaya’s growing fleet. Shortly, we will take delivery of another large anchor handler from our Singapore yard, the 150 tonner “**Jaya Majestic**”, a 12,000 BHP vessel, which is currently fitting out alongside in Tuas. We expect her to go out on sea trials in May. **Jaya Majestic** is another high specification DP2 vessel with two bow thrusters and two stern thrusters. We also have two Platform Supply Vessels (PSVs) delivering in the middle of the year from a third party yard, which are already contracted to go on charter to a new client in the Americas.” For emergency oil spill response purposes, both **Jaya Sovereign** and **Jaya Majestic** feature oil recovery tanks, and dispersant booms. **Jaya Sovereign** is the larger vessel with a 22-metre beam, whilst **Jaya Majestic** has a beam of 19.5 metres, wider than most comparable ships in the region, thus giving enhanced stability. (*Source: Jaya Holdings*)

PETROBRAS APPROVES MORE OSV CONTRACTS

Brazilian national oil company Petrobras reports that its Executive Board has approved the contracting of eight support vessels for its offshore activities. They are part of the third Fleet Renewal Plan for Offshore Support Vessels (Prorefam). In this fifth round, four vessels were contracted from Edison Chouest's Bram Offshore, which will build the vessels at its Navship shipyard in Santa Catarina state; three from Starnav Serviços Marítimos, with construction planned for the Detroit shipyard, also in Santa



Catarina; and one from DOF subsidiary Norskan, which will use the Vard shipyard in Rio de Janeiro state. Prorefam was launched in 2008 and contains plans to contract 146 vessels in total, over seven rounds. The local content required for the construction phase is 50% for Anchor Handling and Tug Supply (AHTS) models, and 60% for Platform Supply Vessels (PSV) and Oil Spill Response Vessels (OSRV) models. Eighty seven (87) vessels had been contracted by the fifth round. Additionally, proposals for the sixth round of contracts were received on February 4, and are currently undergoing technical review. The seventh round will be launched in March and the respective contracts would be signed in the second half of this year. *(Source: MarineLog)*

FAR SIGMA DELIVERED TO FARSTAD SHIPPING



AHTS vessel **Far Sigma** has been delivered today from Vard Langsten to Farstad Supply AS, a wholly owned subsidiary of Farstad Shipping ASA. The vessel will trade the spot market in the North Sea. The long term finance of the vessel is arranged by Eksportkreditt Norge AS in cooperation with GIEK and Nordea Bank Norge ASA. The overall length of the vessel is

87.40 meters with a beam of 21 meters. Vard has in the past delivered four equivalent vessels to Farstad Shipping. *(Source: Farstad Shipping)*

TOPAZ EXPANDS ITS WEST AFRICAN OPERATIONS

Topaz Energy and Marine, an offshore support vessel company with primary operations in the Middle East and Caspian, today announced the expansion of its West African operations with the award of two PSV contracts worth US\$ 50 million. The contracts are to supply one of the world's leading international oil companies with two 3,300 DWT Platform Supply Vessels to support its

offshore production operations. The contracts are worth US\$ 50 million including options and bring Topaz's total contract backlog to approximately US\$ 1.2 billion. The vessels were commissioned by Topaz in 2013 in view of visible demand and in pursuit of Topaz's strategy of offering clients a modern and technologically advanced fleet of vessels. The vessels are equipped with the latest technology including dynamic positioning DP2. The average age of Topaz's



fleet is now 7.1 years against an industry average of around 15 years. The total Topaz fleet numbers 93 excluding 4 vessels under construction. René Kofod-Olsen, CEO, Topaz Energy and Marine, said: "As part of our strategy, Topaz is pursuing growth outside of our home markets of the Middle East and the Caspian, with West Africa being one of our key target regions. These are important contracts for Topaz because of West Africa's strategic significance. We believe we have the right fleet and the management expertise to create a long-term sustainable business in West Africa, always in partnership with local businesses. The region is forecast to see above market growth in industry activity and OSV demand which we hope to capitalize upon." (Source: *Topaz Energy and Marine*)

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ATLANTIC OFFSHORE RESCUE INKS CHARTER CONTRACT WITH NEXEN

Aberdeen-based standby vessel operator Atlantic Offshore Rescue has commissioned a £6 million vessel for a long-term charter with Nexen Petroleum UK Ltd (Nexen). Thirty new jobs have been created as a result of the new vessel, Ocean Tay, a Class A Emergency Response and Rescue Vessel (ERRV), which will provide emergency vessel cover for Nexen's flagship Golden Eagle Area Development in the North Sea. The charter will last a minimum of two years. Atlantic Offshore Rescue is part of the Atlantic Offshore Group, which is based in Norway. Atlantic Offshore Rescue Ltd employs 350 people (approximately 330 seamen and 20 office-based staff) and provides multi-role offshore and emergency rescue and response vessels for many of the oil majors operating in the North Sea. John Bryce, managing director of Atlantic Offshore Rescue, said: "This is a significant



contract for the company and is one of a number of agreements with major operators, both retained and new clients, which we secured throughout 2013.” Ocean Tay underwent conversion at Wear Dock & Engineering Co, Sunderland, to become one of a fleet of 12 ERRVs Atlantic Offshore Rescue manages out of Aberdeen. The 63-metre vessel has the capacity to accommodate a crew of 20 people and as a Class A ERRV can rescue in excess of 300 persons. Mr Bryce continued: “We worked closely with our contracted partners

to successfully convert Ocean Tay with the utmost attention over a three month period to meet the needs of Nexen. We are very proud of the outcome.” Atlantic Offshore Group has invested approximately £300million in its fleet modernisation programme in the last three years and this is the second of two high-specification ERRVs which the company has commissioned in recent months. The first, Ocean Troll, is the UK’s most powerful emergency response and rescue vessel and is Atlantic Offshore Rescue’s principal relief vessel supporting the fleet in the North Sea. In addition the company has 2 ERRV/TAVs under construction for delivery in 2014 & 2015. Mr Bryce said: “Sound emergency response is absolutely crucial for all in the oil and gas sector and we aspire to provide the very best vessel support in the North Sea.” Inclusive of Atlantic Offshore Rescue’s 12 vessels, Atlantic Offshore Group currently operates a fleet of 24 ERRVs and PSVs and manages further PSVs on behalf of third parties. The Group’s aim is to continue to expand its capabilities within both the Norwegian and British sector of the North Sea and to be able to provide cross-border solutions reflecting the needs of its clients for both ERRVs and PSVs. *(Source: Atlantic Offshore Rescue)*

SNS POOL EXTENDS CONTRACTS FOR FIVE VROON PSV

Vroon Offshore Services B.V. is pleased to announce that Peterson Den Helder B.V. has extended the contracts of all five platform-supply vessels currently on charter to the company. Consequently, Vroon’s **Pool Express**, **VOS Base**, **VOS Producer**, **VOS Power** and **VOS Prominence** will continue their work for the SNS Pool during 2014. As a marine, air and land logistics provider to nine oil and gas exploration and production companies, the SNS Pool is one of the main actors in the North Sea PSV market. We are proud of the confidence the SNS Pool has shown in Vroon over the last years and look forward to continuing this successful business partnership in the future. We wish all vessels and their crews safe and successful operations. *(Source: Vroon)*



SOFF SELLS TWO VESSELS



Solstad Offshore ASA (SOFF) has entered into agreements for the sale of “**Normand Tonjer**” and “**Nor Sun**” to international buyers. Both vessels will be delivered to new owners during this week. The sale of the two vessels will have a positive cash effect for SOFF of approximately NOK 87 mill and with a booked gain of approximately NOK 35 mill. The gain will be booked during 1st quarter 2014. (Source: *Solstad Offshore*)

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NEW CONTRACTS FOR PACIFIC RADIANCE

Pacific Radiance Ltd., a Singapore-based provider of integrated offshore marine services in Asia and beyond, has recently secured US\$59 million worth of charter contracts with repeat clients won over by the ability of its diverse fleet of over 130 vessels to meet their needs wherever they operate. The latest wins involve vessels ranging from tugs and barges to anchor handling tugs (AHT), and anchor handling tug supply vessels (AHTS) to a specialised saturation diving support vessel (DSV)



which will be deployed for projects in Asia. The Group also clinched a long term contract which will see its Floating Storage and Offloading (FSO) vessel undertake an assignment in the region. Mr James Pang, the Managing Director of Commercial and Business Development of Pacific Radiance, said: “The diversity of our fleet gives us a distinctive competitive edge in our market segment as clients prefer service providers who are able to offer more than one vessel type, as they seek to cover

a broad spectrum of needs. Our strategy of providing an integrated service means that we are often able to fulfil such requirements, which gives us greater traction with our customers, as witnessed by our repeat businesses with them.” The Group currently owns and/or operates a diverse fleet of more than 130 offshore support vessels. Its two DSVs, which support its fast-growing subsea business, are equipped with an inbuilt saturation diving system each. *(Source: Pacific Radiance)*

WINDFARM NEWS

CT OFFSHORE TO INSTALL CABLES AT BORKUM RIFFGRUND 1



CT Offshore A/S has entered German market by inking a deal with DONG Energy for the cable installation and burial of inter-array cables at Borkum Riffgrund 1 OWF. Located 37 km from the north-west coast of Germany, the 277MW wind farm consists of 77 wind turbines. The cable installation vessel SIA, together with MV NICO and MV SANDER 2, all owned by CT

Offshore, will install a total of 43 cables, starting mid-June this year. “With this newly awarded contract in hand CT Offshore once again proves that it has become an important player within the offshore wind industry,” says CT Offshore CEO, Frank Hansen. The first power from Borkum Riffgrund 1 is expected this year, while commercial operation is scheduled for 2015. *(Offshore Wind)*

MEC PATENTS WAVE CATCHER BARGE

Marine Energy Corporation has patented a new marine energy system called the “Wave Catcher Barge©”. The company claims that the barge can produce energy equivalent to four largest wind turbines, currently being Vestas’ V164-8.0 MW wind turbine. Anchored to the seabed, it generates energy by gliding the water’s surface. This barge can be installed at any depth, and



also combines both the wave generators and the current generator frames. The advantage of this system is that most of the components are located above the water, allowing easy access for regular maintenance and efficient major equipment replacement offshore. Being a low profile structure, the barge does not make a significant visual impact, and is invisible when over 10 miles offshore. *(Source: Offshore Wind)*

YARD NEWS

COCHIN SHIPYARD HANDS OVER PSV 'SEA TORTUGA'



Cochin Shipyard Limited (CSL) recently delivered a high end Platform Support Vessel, “**Sea Tortuga**” bearing the Hull No. BY-091, to M/s. PSV Holding Inc., Liberia. This is the third of series of four (4) Nos. of similar vessels being built for the same client. The Protocol documents of the ship were signed by Shri Ravikumar Roddam, Director (Finance) on behalf of Cochin Shipyard and Mr. Avtar Singh Ahluwalia on behalf of M/s. PSV

Holding Inc., Shri P Vinayakumar, Director (Technical) and other senior officials from CSL were present. These vessels are of PSV 05L CD type, designed by Vard Group AS, Norway, and are classed under the Rules and Regulations of Det Norske Veritas (DNV). These vessels are being used as supporting platforms to Rigs/ Oil platforms. This 82.2 x 17.00 x 7.60 meter vessel is a high end diesel electric PSV equipped with four 1200 KW Diesel Generator sets and two 1600 KW input power azimuth thrusters. The vessel has been assigned the ‘CLEAN DESIGN’ notation by DNV signifying the highest levels of environmental compliance. This is the third ship built by CSL to be integrated with ballast water treatment plant to prevent and ultimately eliminate risks to the environment arising from the transfer of harmful aquatic organisms and pathogens. The vessel with accommodation for 28 persons also meets the requirements of COMF class signifying high comfort levels and very low levels of noise and vibration. The vessel also has firefighting capability to meet FIRE FIGHTER-1 Notation. The Vessel with notation OILREC can also act as an oil recovery vessel in event of an oil spill. LFL notation assigned means the vessel can carry Low Flash Liquids like methanol on specially inserted stainless steel tanks. These features make ‘Sea Tortuga’ a high technology state of the art Platform Supply Vessel. *(Source: Cochin Shipyard)*

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SIMEK PREPARES TO LAUNCH NEW MPSV

Simek AS is speeding up the construction of a Multi-Purpose Support Vessel (MPSV), the Yard No. 127, as it nears the launch date, set for late February. The ship of Multi Maritime’s AS MM 85 MSV

design, is an 85.45 m long subsea vessel that will be delivered to Simon Møkster Shipping AS in May 2014. She comes as a development of the popular **Stril Explorer**, which was delivered to the company back in 2010. The design of this state-of-the-art MPSV allows for introduction of a very flexible subsea equipment outfit. Designed to accommodate a total of 90 people, the vessel will feature a diesel-electric propulsion system of 4 generators with approx. 6.490 kW that will supply power to two electric-powered propellers, each of 1,600 kW aft. *(Source: Simek)*



PELLA SHIPYARD BUYS SIETAS SHIPYARD



After an intensive search of over two years, the insolvency administrator, Berthold Brinkmann, has found a strategic investor for the renowned Sietas Shipyard in Hamburg: Pella Shipyard from Otradnoye near St. Petersburg, Russia is taking over the company as of March 10, 2014. The purchase agreement with the Hamburg-based company Terraline GmbH, a member of Pella Shipyard Group, has already been concluded and officially certified by a solicitor,

but is still awaiting approval by the creditors' committee and banks. Following the takeover, Terraline will be renamed Pella Sietas GmbH. The buyer has undertaken to operating Sietas Shipyard as shipyard for a further eight years at least. Pella Shipyard already has orders for the construction of tugs, icebreakers and supply ships, as well as other ships with high level equipment requirements. Pella Shipyard is buying Sietas Shipyard as part of transferral restructuring, by means of which approximately 120 employees are being kept on and/or re-employed via the Sietas transfer company by the end of April. The buyer intends increasing the number of employees at Sietas Shipyard to at least 400 by the end of 2016; its goal is furthermore to enhance the employment options at a variety of supply companies. Pella Shipyard is moreover planning to invest at least €15 million in the infrastructure at Sietas Shipyard by the end of 2016. The parties agreed to treat the purchase price in the strictest confidence; the buyer is funding the purchase via its own assets. Administrator Berthold Brinkmann explained, "I am delighted that we have found a strategic investor for Sietas Shipyard in the company Pella Shipyard. It is not only acquiring one of Hamburg's long-established maritime companies, but also securing the expertise of the experienced Sietas employees. In addition, a further 280 employees are to be taken on by the end of 2016, impressively underlining the trust Pella Shipyard puts in the competence of this north German shipbuilder." Berthold Brinkmann has been continuing shipbuilding activities on the banks of the

Elbe river in Hamburg for more than two years during the entire insolvency proceedings. Berthold Brinkmann is planning to soon deliver the first jack-up vessel for offshore wind installations to have been developed and built in Germany to the renowned Dutch marine engineering company Van Oord. The administrator had renegotiated the construction contract during the Sietas insolvency proceedings and then built the vessel without any state aid or loans. Sietas Shipyard completed another new construction project in October 2012, and handed over the suction dredger "Eke Möbius" to its customer Josef Möbius Bau-GmbH on schedule. *(Source: Maritime Global news)*

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VARD TO DESIGN AND BUILD ONE ARCTIC AHTS VESSEL FOR BOURBON

Vard Holdings Limited (“VARD”) has secured a contract with BOURBON, for the design and construction of one arctic Anchor Handling Tug Supply vessel (AHTS). The arctic AHTS vessel is designed by Vard Design, developed for world-wide anchor handling and remote operations, with a total length of 93.6 meters, a beam of 24 meters and a bollard pull of approx. 270 ton. The vessel is arranged for ROV (Remote Operating Vehicle), and has



accommodation capacity for 60 persons. This vessel has superior anchor-handling capabilities as well as a hybrid propulsion system providing energy savings. The vessel will be operated by Bourbon Offshore Norway and is scheduled for delivery from Vard Brattvaag in Norway in 1Q 2016. The hull of the vessel will be delivered from Vard Tulcea in Romania. “VARD has in the past delivered another seven sophisticated vessels to BOURBON and is pleased to welcome the company back into its client portfolio,” the company said in a press release. *(Source: VARD)*

REMONTOWA HOLDS TWO CEREMONIES FOR ECO

Remontowa Shipbuilding S.A. held a christening ceremony for the platform supply vessel (PSV) **Gemsbok** on February 5th 2014. The vessel, of MMC 887 L design, was built for one of the biggest worldwide offshore fleet owners, the Edison Chouest Offshore (ECO). Like the previous ones, the



vessel is designed for servicing offshore industry and support to the proper functioning of drilling platforms. She is equipped with Diesel – Electric power system allowing efficient exploitation, reduction of fuel consumption and lower emission of NOx and SOx to the atmosphere. On the same day, the eight in the series of the same vessels was launched at Remontowa. Yet to follow are complex sea trials, after which the vessel will be delivered to the owner in July this year. All vessels are built under supervision of American

Bureau of Shipping according to the project elaborated by MMC Ship Design & Marine Consulting Ltd from Gdynia, Poland. *(Source: Remontowa)*

VARD BAGS PSV ORDER

Vard Holdings Limited (VARD) has won a new contract for the design and construction of one platform supply vessel (PSV) for Carlotta Offshore Ltd. The vessel is a multifunctional PSV of **VARD 1 08 design** with a total length of 81 meters, beam of 18 meters and a cargo deck area of 830 m². The vessel of approximately 4000 dwt will be prepared for standby, rescue, firefighting and oil recovery operations. Delivery is scheduled from Vard Vung Tau in Vietnam in 2Q 2015. The VARD 1-SERIES comprises a wide range of platform supply vessels designed by Vard Design in Ålesund, Norway. The PSVs are designed with high focus on cargo capacity and excellent maneuvering capabilities combined with low fuel consumption. *(Source: VARD)*



NAO TO BUY TWO MORE PSVs FROM ULSTEIN



Nordic American Offshore Ltd., which is sponsored by Nordic American Tankers Limited (NAT) and is managed by a subsidiary of NAT, currently has six platform supply vessels operating in the demanding North Sea market. PSVs are highly sophisticated vessels, representing the latest in design and technology, and they play an integral role in the logistical chain in offshore exploration and production of oil and gas. The two newbuildings will be delivered in January

2015 and cost about \$44 million each. Nordic American Tankers owns 26% of the share capital in NAO at a cost of \$65 million. NAO will be operated essentially along the same strategic lines as NAT. This includes an active dividend policy and the prudent use of its resources to ensure a top-quality fleet at all times. The plan is for NAO to be listed on NYSE later this spring. NAO is now listed on the so-called OTC (over the counter) in Oslo, Norway. The stock price of NAO has gone up about 10% since it came onto the OTC at the end of November 2013. *(Source: North American Offshore)*

ASL MARINE NETS \$76.5M IN NEW CONTRACTS

ASL Marine Holdings Ltd., its wholly-owned subsidiary ASL Shipyard Pte Ltd (ASLS), has secured new shipbuilding contracts worth approximately \$76.5 million. Under the contracts, the shipyard will build **two Emergency Response and Rescue Vessels** (ERRV's) and **four Anchor Handling Tug Supply** (AHTS) Vessels. The vessels are secured from customers in Europe and Singapore and will be built in accordance with the Rules of Lloyd's Register of Shipping and ABS classification respectively. Emergency



Response and Rescue Vessels will be constructed at the group's shipyard in Singapore, and are scheduled for delivery in 2015. Anchor Handling Tug Supply Vessels will be built at the group's shipyard in China and are expected to be completed in 2015 – 2016. *(Source: ASL Marine)*

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1. Several updates on the News page posted last week:
 - [Shell Awards Infield Support Vessel contract for KT Maritime Services Australia Pty Ltd.](#)
 - [Search & Rescue vessel conducted trials](#)
 - [Boskalis subsidiary Dockwise transports two new Statoil rigs](#)
 - [Fourth quarter 2013 accounts / Preliminary accounts 2013](#)

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