



## TUGS & TOWING NEWS

### PELLA LAUNCHES PROJECT PE-65 TUG



Russian shipyard Pella has launched the tugboat of project **PE-65** (building No 506) of the Acceptance Program of 2014. Before the end of the year the tugboat will be delivered to the State Customer – Russian Navy and put into operation within the Northern Fleet of RF. **Assignment:** towing of vessels and floating objects in harbor areas and open seas; performing of escort operations at the speed of 10 knots; fire fighting operations at floating and shore objects; oil and petroleum content

products spill removal; rescue and salvage operations; ice-breaking of up to 0.8 m ice at the speed of up to 5 knots. **Technical information:** Length max 34.4 m; Width max 12.1 m; Draft 4.4 m; Speed 13.5 knots. Classification: KM Arc4 R1 Aut1 FF3WS EscortTug by Russian Maritime Register of shipping. Propulsion system Z-drive US 255 FP, Rolls-Royce, FPP into nozzles. Full load displacement is 860 t. **Deck equipment:** bow double-drum anchor-towing-mooring electro-hydraulic winch M 140-180-2T-2B-1C-FEH RED Fluidmechanica providing escort services, 20 t of bollard pull and 1860 kN of brake holding force; aft electro-hydraulic towing winch CHR-20-180-1T-1C-EA RED Fluidmechanica, providing 20 t of bollard pull and 1800 kN of brake holding force; towing hook providing 650 kN of bollard pull with quick release device; cargo crane Fluidmechanica HLRM 45/5 S with lifting capacity of 19.5 kN at the boom of 13.5m. In order to fulfill fire-fighting operations the tugboat is equipped with external fire fighting system made by FFS (capacity is 1500 m<sup>3</sup>/h, 2 water monitors, water curtains system). *(Source: Pella Shipyard)*

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## FIRST VIEW OF THE HYBRID BERNARDUS

At the Damen Shipyard Galati – Romani was seen the newbuilding yardnumber 512319 Hybrid ASD 2810 tug **Bernardus** for Iskes Towage & Salvage – Ijmuiden; Netherlands. The tug is seen at the yards outfitting jetty. The tug has a brt of 295 ton.  
(Photo: *Sergey Kandybolotsky*)



## HISTORIC TUG ARTHUR FOSS TO TAKE FILM SPOTLIGHT - AGAIN



Limited seats are available for a free program March 6 showcasing – in fact and fiction – the 125-year-old tugboat **Arthur Foss**, a National Historic Landmark. The 112-foot vessel, still serving as a museum ship, is the subject of a new 13-minute documentary, “**Arthur Foss: Iconic Tugboat of the Northwest**,” by students of the Art Institute of Seattle. The boat also starred in the acclaimed 1933 MGM film, “**Tugboat Annie**,” with Marie Dressler, Wallace Beery,

Robert Young and Maureen O’Sullivan. Both films will be shown beginning at 6 p.m. at the visitor center of the Klondike Gold Rush National Historical Park, 319 Second Ave. S., followed by a discussion. Tickets are free but must be obtained in advance. They can be found by going to [Eventbright.com](http://Eventbright.com) and searching for “**Arthur Foss**.” The **Arthur Foss**, now owned by the nonprofit Northwest Seaport, is used in educational programs at the Historic Ships Wharf at Lake Union Park.  
(Source: *The Seattle Times*)

## THE EARLY YEARS OF FOSS; IT ALL BEGAN WITH THE PURCHASE OF ONE USED ROWBOAT

The story of Foss Maritime began in the summer of 1889 — nearly 125 years ago, with the purchase of a used rowboat for five dollars in small coins. The company was launched with a single rental rowboat by **Thea Foss**, a Norwegian immigrant who recognized an opportunity to supplement the earnings of her carpenter husband, **Andrew Foss**, whose carpentry skills were developed while serving aboard sailing ships flying the flag of his native Norway, was having a tough time



making enough money in the family's newly adopted home of Tacoma. The family's living expenses were modest because **Andrew** had built a one-room floating house with beachcombed cedar logs for the float and mill slabs and salvaged lumber for the structure. And the float house was equipped with second-hand hardware, stove, beds, table and benches. But Andrew's income was sporadic and cash was short for the couple and their three small children. **Thea** bought the rowboat from a neighbor who was leaving town and offered it for \$10. But he let her have it for \$5 when that was all she could scrape up for the purchase. She immediately spruced up the boat with green and white paint— still the Foss colors— and sold it for a profit. She then bought another rowboat, fixed it up and sold it, too, for a profit. And then there was another rowboat purchase and sale and yet another. Before Long, **Thea** had parlayed her original investment into a fleet of rowboats she could afford to keep and rent. Located on the west side of what is now the Thea Foss Waterway, the float house became a center for recreational rowing activity, day and night. Thea — demonstrating her talent for marketing — painted a sign on the roof advertising that the fledgling enterprise was “Always Ready” to rent rowboats. That sign was the root of Foss Maritime's “Always Ready, Always Safe” motto, an important component of the company's brand today. **Andrew** built additional rowboats, and after a year the business was flourishing. But **Thea** soon concluded that the family should be doing more than renting rowboats to fishermen, wildfowl hunters and people headed for shoreline picnics. So when a Tacoma man decided to sell his twohorsepower, naphtha-powered launch, she didn't hesitate to buy it. Already, sons **Arthur** and **Wedell** had been rowing fresh meat and produce from shore to the sailing ships anchored in the harbor, and rowing deck officers and crewmen to shore. More launches followed, and the two brothers and other Foss personnel manned a growing watertaxi service that also began meeting inbound ships on Puget Sound. **Andrew** and **Thea** had four children, but only **Arthur**, **Wedell** and their younger brother **Henry** became involved in the business. Their sister **Lillian** died of tuberculosis in 1914. **Andrew** built a larger float house nearby, and it was not uncommon for **Thea** to entertain 20 to 30 people there at Sunday potluck dinners. The new boathouse was not only a center of business activity, it became one of Tacoma's important social centers, with “Mother Foss,” as **Thea** was affectionately known, presiding. To keep up with the



rapid increase in demand for launch service, **Andrew**, with assistance from his brothers **Iver** and **Peter Foss**, started building launches as well as rowboats, and in 1904, the name of the firm was changed from Foss Boat House Company to Foss Launch Company. The launch fleet buildup provided **Andrew** with the means to develop a more complete shipyard that later was further developed to build tugboats. *(Source: Foss)*

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## MORAN VESSELS RECEIVE CSA 2013 ENVIRONMENTAL ACHIEVEMENT AWARDS

90 Moran vessels were awarded Chamber of Shipping of America (CSA) Environmental Achievement Awards for 2013 at a dinner ceremony held last November 13 in Washington, D.C. The awards are given to vessels that have operated for two years or longer without reportable spills, citations from the Coast Guard or a port state for MARPOL violations, and violations of state or local pollution regulations. Moran's



record holder for the distinction is the Baltimore-based tug **Harriet Moran**, which has now gone 35 years without a spill or violation. The tug **Cape Romain**, currently serving in the Moran Norfolk fleet, is a close runner-up, with 34 years. Among Moran's 2013 award winners, three of the vessels have now maintained the incident-free status for 30 to 35 years; three have held it for 16 to 20 years; and 25 have gone 10 to 15 years. Accepting the awards certificate for Moran at the dinner were Capt. Wesley Southworth, captain of the **Mark Moran** (formerly captain of the *Cape Romain*); Capt. Wayne Browning, captain of the **Annabelle Dorothy Moran** (formerly captain of the *Harriet Moran*); Capt. Anthony Roman, swing captain on the **Annabelle Dorothy** and the *Harriet*, who also served for many years on the **Cape Romain**; and Jill Patterson, Moran Baltimore's marine personnel manager. Also in attendance were Paul P. Swensen, vice president and general manager of Moran Baltimore, and Ed Moos, the division's operations manager. "I am very proud to have such dedicated employees that continue to manage the assets they have been provided with in a safe and environmentally conscientious manner," Mr. Swensen said. The CSA Environmental Achievement Awards competition is open to all owners and operators of vessels that operate on oceans or inland

waterways. 1,431 vessels, owned by 76 companies, received the award in 2013. Among the winners, the average number of years operating without incident was 6.9. *(Source: Moran; Pictured, left to right: Capt. Wesley Southworth; Capt. Anthony Roman; Jill Patterson; Capt. Wayne Browning, and RDML Joseph A. Servidio, USCG.)*

## P&O MARITIME EXPANDS ITS CAPABILITIES WITH ASD TUG 'SEREIA'



P&O Maritime is boosting its tug operations to serve customers in the Port of Maputo, Mozambique with the delivery of a new 60 ton ASD (Azimuth Stern Drive) tug, the "Sereia" (Imo 9706009) which will begin operations at the end of March. The new tug was built by Sanmar in Turkey under P&O Maritime supervision and will join its sister ship, **Bulani**, a pilot boat and a mooring vessel already working in the port. The vessel is part of a US \$15 million package of

investments P&O Maritime is making as part of its contract with the Port Authority – Maputo Port Development Company (MPDC). *Rado Antolovic, Managing Director of P&O Maritime, said:* "This new vessel will add to our capabilities in Maputo, providing additional assets to handle increased traffic through the port. I am delighted that MPDC have taken the decision and we look forward to working with them." The Port of Maputo was built for its strategic position which enables it to cater for land-locked countries and other neighbouring countries on the eastern coast of Africa. Imports are mainly for local consumption, such as rice, vehicles, malt, electronics and also transiting to surrounding countries such as Swaziland, Zimbabwe and South Africa. Exports account for almost 90% of the total cargo handled, mainly transit cargo from neighbouring countries including coal, magnetite, ferrochrome, chrome ore, manganese ore, manganese metal, stainless steel, vermiculite and sugar. P&O Maritime was selected through a public tender for maritime navigation services support and started its operations in the Port of Maputo in November 2012. *(Source: P&O Marine; Photo: Sanmar's Bulani)*

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## KENYA PORTS AUTHORITY TUG TENDER SUSPENDED

A tender calling for the supply of a tug boat for the Kenya Ports Authority has been suspended following claims that the tender was tailored to suit one particular company. The suspension was ordered by Kenya's Ethics and Anti-Corruption Commission who sent investigators from the EACC

headquarters in Nairobi to KPA's head office on Friday (28 February) to stop the opening of the tender that same day, on the grounds of suspected irregularities. "The Commission has received allegations of irregular procurement of one tugboat for the authority," the Commission said in a letter to the KPA managing director. "The information indicates that you advertised for a tender that had skewed technical specifications in



favour of one bidding company. You are therefore advised to suspend the process for 10 days to enable us carry out investigations. In the meantime, kindly forward the bid document, tender adverts and any other relevant information to our Mombasa regional office." Investigators removed all tender and other documents relating to the case. "It is true we have ordered for the cancellation of the KPA tender of a tugboat worth Sh1 billion. EACC has taken all the tender documents for scrutiny and our findings will be formally communicated," said a spokesman for the EACC. The tender called for the supply and commissioning of a harbour tugboat. According to the advertisement, only tug boat builders were eligible for the bidding process. The opening of the bids was to have been conducted publicly in the KPA's conference room. *(Source - The Star (Nairobi) Ports & Ships Maritime News)*

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### *VIRGEN DEL VALLE ENTERS WILLEMSTAD*



Last week was seen the 1977 built Colombia registered with call sign HKBG7 tug Goliath (Imo 7507758) taking bunkers at the Motet warf at Willemstad; Curacao. The tug is owned by Suleasing International S.A. – Cartagena de Indias; Colombia and managed by Retramar SAS – Cartagena de Indias; Colombia. She has a grt of 696 tons and a dwt of 820 tons. She is classed American Bureau of Shipping. *(Photo: Kees Bustraan)*

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### TUGBOAT POSEIDON SAVED FROM DEMOLITION

The tug **Poseidon** from Maassluis is saved from scrap. Jelle Smit from Groningen Siddeburen has retrieved the tug from a demolition yard in Kampen; Netherlands. The **Poseidon**, from 1957, is the 100th vessel built by the Maassluise shipyard De Haas. The new owner is former machinist and has a business in shipping and a company in repairing and refurbishing of Harley Davidson engines. It has been a long wish of Mr. Smit to renovate such a ship.



"The **Poseidon** is one of the most beautiful tugs and fits exactly the wish to have such a ship that you can sail with two man", he says. Smit keeps the ship for the hobby, but want it too commercial for example, boat tours and trips for fishing also. Smit wants the partly stripped ship completely restored. To achieve this, he asks for help. For example, if someone has an original anchor winch, towing hook, or other item, he can contact him via [info@motorcycleworks.nl](mailto:info@motorcycleworks.nl) There was a group of Maassluizers in early 2013, under the name

Working Group Poseidon to commission and save the tug. However they did not managed to get the necessary money. By the end of 2013 a second rescue attempt was done by this working group. The re-establishment of the engine proved to be too great risk. Jeroen Buitelaar of the working group Maassluizers **Poseidon** have offered the new owner help to the restoration. They hope to be able to welcome the ship once in Maassluis. Smit on his turn, like to go on this invitation, once the condition of the ship allows it. (Source: via Reinier van de Wetering)



## ACCIDENTS – SALVAGE NEWS

### *CROWLEY BARGE ON FIRE IN BAHAMAS*



Search and rescue coordinators at the US Coast Guard District Seven Command Center in Miami are coordinating fire-fighting efforts of an unmanned 730-foot barge with containers on fire about 86-miles northeast of Nassau, Bahamas. The Command Center received a call from the 127-foot tug *Patriarch*,

about 12:30 p.m., stating a fire started from the cargo boxes of the barge. There is no threat to the general population or the seven crewmembers aboard the *Patriarch* at this time. The *Patriarch* is en route to Nassau, Bahamas to be closer to commercial salvage and fire fighting capabilities. The Coast Guard Cutter *Robert Yered* has been diverted to the area to assist with search and rescue efforts if necessary. An HC-144A Ocean Sentry aircraft crew, from Coast Guard Air Station Miami, is monitoring the vessel and the extent of the fire. The *Robert Yered* is a 154-foot fast response cutter homeported in Miami Beach, Miami. (Source: *Marex*)

### *TUG STARTED TO EXTINGUISH BURNING BARGE*

The Coast Guard was monitoring the fire aboard a 730-foot container barge about 40-miles southeast of Freeport, Bahamas on Mar 8. A commercial fire fighting tug boat arrived on scene at approximately 2:30 a.m. to begin extinguishing the fire and another tug was en route to further assist. There continued to be no threat to the general population or the seven crew members aboard the "*Patriarch*". The Coast Guard Cutter "*Robert Yered*" was on scene to assist with communications



between the vessels involved and to provide search and rescue efforts if necessary. Watchstanders at the Seventh District Command Center in Miami received a call from the *Patriarch* at 12:30 p.m. on Mar 7 reporting the container barge they are towing had caught fire. (Source: *USCG*)

### *RUSSIA SINKS OWN WARSHIP?*

The Russian Navy *Ochakov* Kara-class cruiser was sunk on Thursday to blockade the Ukrainian Navy ships deployed in Novoozerne. The Ukrainian military of the South Naval Base were observing the operation, and can confirm it. The Russian ships blocking the Ukrainian ships in Donuzlav Lake left the zone at 23:30 p.m. (March 5). Then, the Russian military towed the *Ochakov* and put it in the navigating channel. They filled her with water, and some sort of explosion followed. Since the depth in this area is only 9-11 meters, it is possible to still view the upper part of the semi-submerged ship. Therefore, the ships cannot leave the Donuzlav Lake. A lot of time and money is



required to refloat this ship, says the Ukrainian Defense Ministry. *The above is a statement from the Ukrainian Ministry of Defense.* Officially, the ship was stationed in the Russian Black Sea Fleet as of 2011. However, the cruiser has not been operational since the early 2000s. Other sources have now confirmed that Russian sailors sunk a ship that appears to be the *Ochakov* at the entrance to Donuzlav Bay in western Crimea, in an attempt to prevent Ukrainian navy ships

from gaining access to the Black Sea. (Source: *Marex*)

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## RAISING THE MARIA

In the last Tugs Towing & Offshore Newsletter Issue 14 there has been made a mistake in adding the picture of the **Maria** (Imo 5205435) which will be raised by HEBO. Find here the right one. Built in 1948 as **Gorredijk**. In 1960 sold and renamed **Leendert Jacob**. In 1965 sold and renamed **Andre**. In 1970 sold and renamed **Klaartje**. In 1978 sold and renamed **Maria**. Thanks to *Cor Drent*.



## FIRE-DAMAGED WARSHIP ARRIVES SAFELY TO HARBOR

Her Majesty's Canadian Ship (HMCS) **Protecteur**, guided-missile cruiser **USS Chosin** (CG 65) and fleet ocean tug **USNS Sioux** (T-ATF-175) arrived at Pearl Harbor safely on March 6th, following recovery efforts led by the U.S. Navy after a fire aboard the Canadian ship last week. **Chosin**, guided-missile destroyer **USS Michael Murphy** (DDG 112) and **Sioux** provided assistance to **Protecteur** and ensured its safe return to port. **Michael Murphy** was first to arrive on scene immediately after the fire occurred early morning Feb. 28. Shortly after, **Chosin** arrived on scene and commenced towing



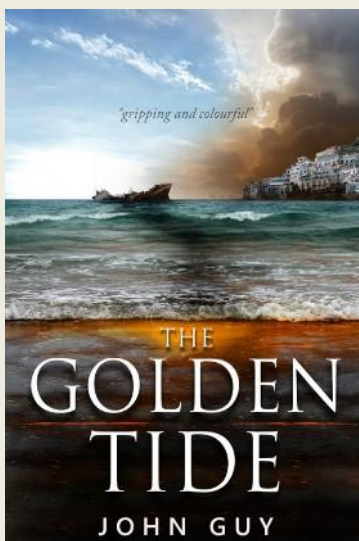
operations while transporting food and water to *Protecteur* via embarked helicopter from Helicopter Maritime Strike Squadron (HSM 37). "This recent event is proof enough of the need to maintain consistent and continuous readiness," said Capt. Patrick Kelly, Chosin's commanding officer. "With but a few hours' notice, *Chosin* along with *Michael Murphy*, *Sioux* and *HSM-37* were able to respond to a call to action. We are

honored to have been called and proud of the support we were able to provide our fellow mariners." *Sioux* took over towing operations March 2 and towed *Protecteur* for the remaining four days into port. *Michael Murphy* returned to port March 4 with 19 family members and civilian contractors from *Protecteur*, as well as a Canadian Sailor with a hand injury. "The incredible courage of the crew of *Protecteur* and the resiliency of their families during this tumultuous time is truly inspiring," said Rear Adm. Bill Truelove, commander Maritime Forces Pacific, Royal Canadian Navy (RCN). "The RCN is appreciative of the tremendous support that has been provided by the U.S. Navy, U.S. Coast Guard and all those involved in helping get *Protecteur* and her crew safely back to Pearl Harbor." *Protecteur* was operating within U.S. 3rd Fleet's area of responsibility, serving as the oil replenishment ship, assisting other ships operating within the area for the month of February. The fire occurred during the ship's transit back to Esquimalt, British Columbia. The ship will remain in Hawaii for an undetermined amount of time while the RCN conducts an initial damage assessment. (Source: *Marex*)

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If you enjoyed *The Reluctant Pirate* you will love *The Golden Tide*. It's out now as a paperback and kindle ebook and you can buy it on Amazon.com, amazon.co.uk or your local Amazon site. It is an exciting read that shows how greed, corruption, love and power create havoc when disaster strikes. Green activist Simone struggles with her beliefs when she meets journalist Michiel, who shows her how an oil spill threatening Sicily is a bonanza for many locals. Compensation and clean-up money floods into the community, creating conflicts between politicians, the oil company, environmentalists and locals. Simone and Michiel fight to save the coastline, putting them into a tense and dangerous confrontation with powerful forces which have a different agenda. I hope you enjoy it and leave me a review on Amazon. All the reviews, good and bad, help me to get more readers. [www.johnguybooks.com](http://www.johnguybooks.com)

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## OFFSHORE NEWS

*SEABIRD'S VOYAGER EXPLORER TO CONDUCT SEISMIC SURVEY IN ASIA PACIFIC*

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SeaBird Exploration Plc reported that the **Voyager Explorer** seismic vessel has been awarded a contract for a 2D seismic survey with a national oil company in the Asia Pacific region. The contract has an estimated duration of approximately 20 days and an estimated value of approximately USD 2 million. Startup is expected around the middle of March. SeaBird is a global provider of marine acquisition for 2D/3D and 4D seismic data, and associated products and services to the

oil and gas industry. SeaBird specializes in high quality operations within the high end of the source vessel and 2D market, as well as in the shallow/deep water 2D/3D and 4D market. *(Press Release)*

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## *EASTERN SHIPBUILDING HANDS OVER MV BRAVANTE VI TO BOLDINI*

Eastern Shipbuilding Group, Inc. delivered the M/V **Bravante VI** (Hull 156 ) on Friday February 28, 2014 to Boldini S.A., BRAVANTE GROUP of Brazil. The **Bravante V** (Hull 155), the first in the series, was delivered three months earlier and is currently on charter in Brazil. The **Bravante VI** is the second STX SV290 design of five vessels in a series which are all, ABS Classed, AC Diesel – Electric powered, twin Z – drive propelled PSV's measuring 284'(86.5m) x 60'(18.3m) x 24' – 6"(7.5m). These high-tech vessels 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. The 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 provided 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 provided 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. These vessels are capable of a maximum speed of over 13 knots with a cruising speed of 12 knots. The fully integrated bridge is arranged for increased visibility and features the latest technology in navigation, communication equipment. *(Source: Eastern Shipbuilding)*

## WORLD SAPPHIRE CHRISTENED



On Thursday March 6, 2014 the Damen newbuilding Offshore Supply Vessel **World Sapphire** (Imo 9664445) was christened in Rotterdam at the Holland America jetty. The **World Sapphire** is the last in a series of six supply vessels built on the Damen Shipyard Galati; Romania. She is owned by World Wide Supply 6CV Fosnavaag; Norway and managed by Remoy Management AS – Fosnavaag; Norway. She has a grt of 3,832 tons and a dwt of 3,300 tons *(Photo: Jan Oosterboer)*

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## XIN YUE FENG SHIPYARD LAUNCHES NEWS AHTS

On Feb. 20th, 2014, Xin Yue Feng Shipyard Ltd. launched its 58.5m AHTS DP1/XYF115 **Swissco Pearl** successfully on the shipyard's drydock #1. XYF115 is built to BV Class and includes the notations: [1 +HULL+ MACH, Supply vessel, Special service-Anchor handling vessel, Fire Fighting Ship 1, Water Spraying, + DYNAPOS AM/AT, unrestricted Navigation]. The vessel measures 58.5M in length, with a moulded breadth of 14.8M, and a moulded depth of 5.5M. The maximum draught is 4.85M. It can carry 43 men, 575M<sup>3</sup> of fuel oil, 400M<sup>3</sup> drill water, 530M<sup>3</sup> of fresh water, 113M<sup>3</sup> of dry bulk and 198M<sup>3</sup> of liquid mud. The designed bollard pull reaches 65T and the designed speed reaches 13 knots. *(Source: Marex)*



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### NS ELIDA ENTERING GRAND HARBOUR - MALTA



The BP Shipping Ltd, 2014 built Cayman Island registered with call sign ZGMD2 offshore supply ship **NS Elida** (Imo 9657624) entering Grand Harbour, Malta on Tuesday 4th March, 2014. The OSV is owned and managed by BP Shipping Ltd. – Sunbury on Thames; United Kingdom. She has a grt of 5,165 tons and a dwt of 4,500 tons. *(Picture Mr. Anthony Vella - www.maltashipphotos.com)*

### BRIL ANNOUNCES NEW ADDITIONS TO ITS FLEET

Bibby Remote Intervention Limited (BRIL), part of Aberdeen-based subsea installation contractor, Bibby Offshore, has further expanded its fleet by signing a charter agreement for an IRM (Inspection Repair and Maintenance) light construction vessel and adding an additional two ROVs (Remote Operating Vehicles) to its operations. The charter agreement with Olympic Shipping is for a newly built **MT6021** vessel for a three year period, with options to extend for an additional two years. The vessel will be mobilised with ROV's from BRIL and is expected to arrive in Aberdeen in early April next year.



Mike Arnold, Bibby Offshore's chief operating officer for the western hemisphere, said: "The business is now in control of a fleet of nine vessels and 15 ROVs. These new additions demonstrate our ongoing commitment to develop our current capabilities and expand our offering of flexible services to clients on a worldwide basis, and this is a reflection of our significant growth over the

past 10 years. The charter of the **MT6021** in particular is a significant investment as we look to build up a comprehensive range of assets, which we can tailor to the specific requirements of our clients.” “Initially the MT6021 will carry out North Sea IRM scopes, supported by our skilled and dedicated team offshore to provide full IRM activities, pipeline and structural inspection and light construction support, which will be supported by our experienced onshore team.” Bjorn Kvalsund, Executive Vice President for Olympic Shipping said: “This charter builds upon the relationship we have developed with Bibby Offshore and Bibby Remote Intervention, following the commitment of a charter agreement for the Olympic Ares. We look forward to further strengthening this working relationship with the charter agreement for the MT6021.” Additionally BRIL has further expanded its ROV fleet with the purchase of two new heavy-duty vehicles. The two ROVs, due to arrive in March and June this year, are both SMD Quasar 150hp vehicles. Capable of survey, construction, and drill support operations, these units will most likely be used to support Bibby Offshore’s expansion into South East Asia and North America. *(Source: World Maritime News)*

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## WINDFARM NEWS

### *MULTI PURPOSE TENDER SC AMETHYST TO SIMA CHARTERS*

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The Dutch company Sima Charters successfully delivered a Multi Purpose 66ft Tender, christened **SC Amethyst**. Built by Sima Charters and Shipinstall, the tender features design and naval architecture by Vripack and is engineered for countless activities in the offshore sector. The **SC Amethyst** is a heavy duty pilot/service boat, designed for multiple purposes such as crew transport and supplies to and from ships in anchor zones or offshore wind farms. She is employable as a general crewboat, windfarm



service vessel (WFSV), guard vessel, pilot boat, patrol vessel, survey vessel, rescue tender, etc. The Sima yellow eye-catcher is provided with a full out Lloyd’s Register classified workboat construction with professional systems which make this ship suitable for safe operations in tough circumstances. Especially because she is extremely comfortable going to sea, as a result of which she can still function when many other similar sized ships have to pull out. This high comfort level is due to an innovative lines plan and the application of a Sea-Keeper stabilization system which guarantees a comfortable ship motion at lower speed and in stationary modus. Besides that the twin Volvo Penta IPS propulsion units make this full aluminum lady by far the most fuel efficient, compared to all the competing vessels that are allowed in the same working area, burning only 200 liters of fuel at 21 knots. *Peter Bouma, Naval Architect at Vripack* explains; “The **SC Amethyst** has really exceeded our detailed CFD analyses and efficiency calculations. We are very proud of how she performs. Her ship motion levels are remarkably low and because of the high efficiency she is very fuel efficient and thus cost efficient to run. Based on the facts this bruiser is considered the crème de la crème of workboats today. It simply doesn’t get any better than this”. The **SC Amethyst** has a very practical size and economical layout, she can be considered a newborn vintage tender that has been designed like a smooth custom made gentleman’s suit, but with many integrated gadgets. The Navigation equipment is top of the bill with two radars, SAR finder, computer plotters, AIS, NAVTEX and much more. “The **SC Amethyst** is equipped with an advanced shock absorbing bow fender designed to

guarantee a constant and safe connection to all wind turbines or boat-landings on other structures. The railings are easily removable which allows ship to ship transfers via the side. The recessed fenders alongside the tender protect the other vessel and its ladder when mooring at sea, while the walk-around-lifeline prevents passengers from falling over board”, *Ruud Lievaart, CEO of Sima Charters BV, explains. (Source: Sima Charters)*

## YARD NEWS

### *KLEVEN TAKES OVER CONSTRUCTION OF VOLSTAD’S OCVs*



Kleven has signed a contract with Ålesund based ship owner Volstad Maritime on the delivery of two offshore construction vessels (OCV). Volstad originally placed the orders with Bergen Group Fosen, but the projects have now been sold to Kleven. The vessels are of **ST 259 CD design** from Skipsteknisk, and the sister vessel ‘**Grand Canyon**’ was delivered from Bergen Group to Volstad in 2012. Bergen Group explained the move by the fact that the company’s desire to

place a more dedicated focus on offshore related activities. “It is two large and highly advanced vessels for subsea maintenance and construction work that we’re now going to deliver from Myklebust Verft, and we very much look forward to working with the Volstad family again. Back in 1988, we built the trawler ‘*Volstad*’ for the Volstad family,” said *Ståle Rasmussen*, CEO of Kleven. The 127 m long vessels will each have accommodation for 104 persons. In a filing to the Oslo stock exchange, Volstad said it was very pleased with the outcome: “Kleven is a highly competent yard and we are confident that the vessel will be delivered at the highest quality.” *(Press Release)*

*Advertisement*



### *MERMAID MARINE RECEIVES LOI TO DESIGN TWO PSV’S*

In its announcement of 25th February 2014, Mermaid Marine Australia Limited ( MMA ) advised that it had received a Letter of Intent to commence detailed design for two (2) x Platform Supply

Vessels ( PSVs ) which had the potential to lead to the award of a long – term material contract. MMA also advised that the award of this contract was subject to the relevant client’s internal approvals process. The Directors of MMA are pleased to announce that this internal approvals process has now been completed and MMA has been awarded a contract for two PSV’s for long – term



production support operations with INPEX Operations Australia Pty Ltd ( INPEX ). MMA will operate two (2) x newbuild Vard 1 08 PSV ’ s for the INPEX – operated Ichthys LNG Project with a fixed term of 5 years fixed plus two (2) x five (5) year options. The PSV ’ s will be built in Asia to INPEX ’ s specifications, for delivery to MMA in late 2015 and early 2016 respectively. They will be operated by Australian resident crew, and will supply the Ichthys Project ’ s offshore facilities from Darwin and Broome. The contract value for the firm period is A\$160 million at today’s exchange rate, and A\$500 million in total should all of the options be exercised. *(Source: Mermaid Marine)*

### *NMD TO SUPPLY DECK EQUIPMENT FOR VARD’S NEWBUILD*



Norwegian Deck Machinery (NDM) has signed a contract with VARD Søviknes for supply of a winch package to their NB 801, a Diving Support and Construction Vessel being built for Harkand Group. The vessel is of VARD 3 03 design, specially designed and equipped for diving and subsea operation duties with a high focus on good sea-keeping abilities, excellent station keeping performances and low fuel consumption. The vessel will be fitted with a 250 ton

offshore crane, a ROV hangar, and a Twin Bell 18 Man Saturation Diving System, supporting split level. The following equipment will be delivered: • Two combined windlass/mooring winches; • Two chain stoppers; • Two capstans. The winches will be delivered with electrical drive, frequency controlled. *(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:
  - Rotterdam based KOTUG International B.V. nominated for Koning Willem I Prijs 2014 (King Willem I Award 2014)
  - Maersk Supply Service and DeepOcean call for Damen Offshore Carrier
  - Boskalis strengthens its heavy marine transport position through Fairmount
  - Shell Awards Infield Support Vessel contract for KT Maritime Services Australia Pty Ltd.

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