

## TUGS & TOWING NEWS

### TRIPLE SCREW, SHALLOW DRAFT



Over the years, Rodriguez Shipbuilding Inc, of Bayou LaBatre Alabama has probably delivered more shallow-draft tugs than any other US-yard. Their signature lugger-type tug design, with its distinctive aft cabin and wheelhouse, has a strong following amongst US Gulf Coast operators servicing near shore petro-operations. But they also built to a variety of designs. This March the yard delivered a 75 by 28-foot model

bow tug to Morgan City-based Garber Bros. Inc. and Sea Cypress LLC. (<http://www.garberbrosinc.com/about.html>) The housework, built forward on the beamy hull, suggests a conventional G of M tug, it is what is below the water line that will matter to the owner and charterers. The boat has a total of nearly 2000 HP generated by three 660-HP six-cylinder Cummins QSK19 marine engines each turning a propeller through Twin Disc MGX5222 gears with 6:1 ratios. The triple screw configuration allows the design to maintain a shallow ten-foot moulded depth and, depending on load conditions, operate in as little as eight feet of water. Named the **Sea Cypress**, the new boat is built to a design by yard owner Joseph Rodriguez It is a near sister to the Sea Oak delivered to Garber Bros. in 2007. (see <http://www.haig-brown.com/hottips/hotip425.htm>) The earlier boat had mechanical Cummins KTA19 engines rated at 600 HP each while the new boat has the EPA Tier 3 compliant electronic version of the 19-liter displacement engine at 660 HP each. Another modification is the addition of an elevated aluminum pilothouse providing a 38-foot eye level view to the operator. Set up for both towing and pushing, the tug is fitted with SMATCO deck equipment including a waterfall type winch for anchor handling or towing. The stern deck winch also allows the versatile tug to make up to barges for pushing by way of a bridle running through stern deck rollers and side deck rollers. Capacities include accommodation for six crew, 37,000 gallons of fuel, 6,700 gallons of water and 300 gallons of lube oil. Electrical needs will be met with a pair of 45 kW gensets. Also under construction at Rodriguez Shipyard under yard #310 is a very shallow draft lugger tug with a pair of Cummins QSK19 engines each powering a propeller in tunnels to achieve a six-foot operating draft. The Sea Otter is slated for delivery in June 2014.

*(Source: Alan Haig-Brown; Photos courtesy of Rodriguez Shipyard)*

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## AFON CEFNI SLIPPED AT MANOEL ISLAND YACHT YARD

The 2002 built British registered with call sign 2FYX2 tugboat **Afon Cefni** (Imo 9258181) slipped at Manoel Island Yacht Yard, Marsamxett Harbour, Malta on Thursday 20th March, 2014 after coming from the *Costa Concordia*'s salvage site off the island of Giglio, Italy. The tug is owned by YNYS Mon Windfarm vessels Ltd. – Holyhead; UK and managed by Holyhead Towing Co. Ltd. – Holyhead; UK. She has a grt of 140 tons and a dwt of 130 tons and is classed Bureau Veritas.

(Photo: Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com))



## ROBERT ALLAN LTD. SIGNS CONTRACTS IN THE NETHERLANDS



Robert Allan Ltd. is pleased to announce the signing of two symbolic contracts during a recent Canadian Trade Mission to the Kingdom of the Netherlands. In the presence of The Honourable James Moore, Minister of Industry, Robert Allan Ltd. (Canada), Aspin Kemp & Associates (Canada), Teekay Corporation (Canada), KOTUG International B.V. (The Netherlands) and Rotortug B.V. (The Netherlands) signed

documents commemorating projects that are examples of the co-operation existing between the two countries. The first signing covered the new ART 80-32, designed by Robert Allan Ltd. and incorporating a hybrid propulsion system developed by Aspin Kemp & Associates (AKA). The vessels are under construction at the Damen Shipyard in Poland and will enter the KOTUG fleet later this year. The second signing covered the recently awarded contract for three offshore Rotor@tugs, destined for service at the Shell "Prelude" FLNG facility off the coast of Northern

Western Australia. The 42m, 100 tonne Bollard Pull Infield Support Vessels will be designed by Robert Allan Ltd. in conjunction with Rotortug B.V. and will be operated by a joint venture between KOTUG International B.V. and Teekay Corporation. The Joint Venture will be known as KT Maritime Services Australia Pty Ltd., with vessels based in Broome, WA. James Moore, Canada's Minister of Industry, said, "I am delighted to witness these partnerships between Dutch and Canadian firms from coast to coast. Having companies like Teekay, Robert Allan Ltd. and AKA involved in projects with KOTUG and Damen is an excellent example of collaboration opportunities between Canada and the Netherlands." *(Source: Robert Allan)*

**Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the Tugs Towing & Offshore interested people at sea and ashore.**

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### *AFRICAN PRINCESS 3*

Described as a utility vessel, the 1981 built Panama registered with call sign HP5427 tug African Princess 3 (Imo 8102684) arrived in Cape Town this week for bunkers. Apart from fuel, the vessel appears to be in sore need of a coat of paint. Note the protective bars across all windows, giving a clue as to the conditions under which the little ship operates. Given her age and appearance



one might be forgiven for thinking that African Princess 3 is owned by a company based in some small, almost unheard of country but no, she is registered to owners based in London, UK and flies the Panama flag. Quite likely she has simply been worked very hard and now requires a clean-up. The tug is owned and managed by Top Fenders 3 Ltd – London; UK. She has a grt of 333 tons a dwt of 285 tons and is classed American Bureau of Shipping. *(Photo: Aad Noorland)*

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## ETA POSITION ON EU CO2 EMISSIONS LEGISLATIVE INITIATIVE



ETA welcomes the EU Proposal for Regulation on Monitoring, Reporting and Verification (MRV) of carbon dioxide emissions, regarding it as a noble and worthy initiative to provide reliable information on greenhouse gas (GHG) emissions

within the maritime transport. ETA supports the Regulation as originally proposed, that is, being intended to focus on CO2 emissions by ships greater than 5,000 GRT undertaking voyages into, out of and between EU ports. ETA recognises a great deal of value in the establishment of a GHG emissions inventory - a prelude to the introduction of any further efficiency measures and future reduction targets. This said however, ETA does not at this stage approve that the MRV Regulation is to be extended to capture within its scope ships that are over 400 GRT and to include Nitro Oxides (NOx) or other GHG emissions other than CO2. For the same reasons cited by ESCA in its position paper dated 11th October, 2013 (to read click [here](#)) the latter is joined by ETA to call on the Legislators to restrict the focus of the Regulation, as was originally intended, on ships above the 5000 GRT threshold. Needless to reiterate, for it to be technically, administratively and ultimately environmentally viable, the Regulation should focus on those ship that account for the lion's share of CO2 emissions. The rationale driving the Regulations is to eventually attain the development of globally agreed energy measures. Pursuant to this goal ETA also urges the Commission that whatever the MRV Regulation would finally enact as obligatory and legally binding on the ship owners must first also be agreed and endorsed by IMO. *(Source: European Tugowners Association / Newsletter 5 - 24 March 2014)*

## TUG BOAT MISTAKEN FOR PLANE CRASH

A tug boat towing a large object at sea sparked an alert off the Spanish Island of Gran Canaria after being mistaken for a crashed plane. Local media said an aircraft had plunged into the sea close to the island and rescue services were sent to the scene. But the Spanish authorities quickly revealed the alert was a false alarm. Pictures of a tug boat taken from the shore showed a large white structure that at a distance resembled an aircraft's fuselage. *(Source: BBC News Europe; Photo EPA).*



*Sheerleg:* The transport turned out to be a sheerleg vessel, named **Cormorant**, of Multraship from Terneuzen. Eline Muller of the company says to Omroep Zeeland that the transport is on its way to Nigeria. The sheerleg will be deployed in the wreck removal in this African country. Due to the fact that the legs are down the sheerleg look different than normal. It is certainly conceivable that the ship, according to Eline Muller seen from afar looks as an airplane.

## ASD TUG 'HERON' FOR SALE

From direct Owners can secure for sale their 10 years young ASD tug which needs to be replaced by



July 2014. Azimuth Stern Drive Tug “**Heron**” The Cyprus registered tug is built in 2004, Turkey. She is classed Bureau Veritas 1+ HULL + MACH Tug; FiFi-1; Unrestricted Navigation. She has a length o.a. of 30.50 mtrs a beam of 9.60 mtrs and a depth of 4.38 mtrs. Her grt is 340 tons and nrt 100 tons. The two Deutz main engines develops a total output of 3,350 bhp and give the vessel a bollard pull ahead of 41 tons and a 37 tons astern. Her clear deck space is 45m<sup>2</sup>. The fuel oil capacity 120 m<sup>3</sup> and fresh water capacity 30m<sup>3</sup>. The tug is due for DD/SS in July/August 2014. Owners have made arrangements for the DD at a reputable yard in Ivory Coast. This arrangement (yard slot, spare parts etc.) can be included in the sale if of interest. Best offers invited as is-where is, can guide as to price. Prompt inspectable in Equatorial Guinea (WAF). Pleased to hear further interest. - Iceberg Maritime [info@icebergshipbrokers.com](mailto:info@icebergshipbrokers.com) / [www.icebergshipbrokers.com](http://www.icebergshipbrokers.com)

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# EDDY TUG

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## *BORWIN BETA DEPARTED FROM KEPPEL-VEROLME SHIPYARD*

Last Wednesday 26<sup>th</sup> March the Borwin Beta departed from the Keppel-Verolme Shipyard in the Rotterdam Botlek with destination the Groninger Eemshaven in the North Netherlands. The transport was assisted by the Kotug tugs **RT Magic** and **RT Adriaan**. Further assistance for the sea



transport are the tugs **URAG Elbe** and **Brent** from Iskes while the **Ginger**, from Iskes also, sails as stand-by tug during the transport. The convoy on the river was coordinated by the **RPA 12**. The BorWin Beta is a High Voltage platform, located in the North Sea, approximately 125 km from the

German shore. It has a Mobile Jack-Up foundation (WIPOS self-lifting platform). It transforms the energy generated from the offshore wind farms "Veja Mate" and "Global Tech 1" to mainland. *(Photo: Jan Oosterboer)*

## CROWLEY TUGS DELIVER TUBULAR BELLS TOPSIDE TO THE U.S. GULF OF MEXICO



On the heels of the recent successful delivery of offshore production facility Jack/St. Malo, Crowley has once again shown support for the domestic petroleum industry by providing ocean towing services for the Tubular Bells topside in the Gulf of Mexico for Saipem, a large, international contractor for the oil and gas industry, the company said in its press release. This recent tow not only marks another successful job for Crowley, but further substantiates their essentiality to the industry. Crowley has participated in each of the major installations that have taken place in the U.S. Gulf in 2013 and year to date, 2014. "We are proud of the consistent use of not only our new ocean class tugs but also our faithful fleet of heavy lift barges and invader class tugs," said Mike Rampolla, general manager, Crowley's solutions group. "As we've continued to flex the usage of our varied fleet and become more familiar with the advanced capabilities of our ocean class tugs in particular we, along with our customers, have gained an important level of

comfort with their performance that keeps them in high demand job after job." In the case of Tubular Bells, Crowley's ocean class tug, **Ocean Wind** towed the production deck, while invader class tug **Pilot**, towing barge *Marmack 303*, preceded with delivery of the construction deck. In both cases, the vessels took delivery of their cargo at the sea buoy - Cat Island Pass for **Ocean Wind** and Eugene Island for **Pilot** - before transiting the mammoth structures to Mississippi Canyon Block 725, roughly 135 miles southeast of New Orleans, in the deep waters of the U.S. Gulf. "The **Ocean Wind** was particularly suited for the Tubular Bells deck section tow out and lift due to its Dynamic Positioning (DP) capabilities, which are outstanding for station holding," said **Ocean Wind** Captain Ward Davis. "The **Ocean Wind** was able to position and hold the barge alongside the *SAIPEM 7000* semi-submersible crane and pipelaying vessel with light tension on the tow wire while they prepared for, and made the lift of the deck section." Likewise **Pilot** Captain Steve Berschger praised the new ocean class equipment saying, "The ocean class boats with their DP capability eliminate the need for manual maneuvering which could sometimes go on for hours while being exposed to the elements. We are all very excited with the DP training we have received and are especially pleased with the way the ocean class vessels are performing. The invaders have also served us well and continue to do so, but Crowley knew it was time to upgrade the fleet and the ocean class vessels are a perfect fit for heavy-lift tow and maneuvering requirements." Both captains also spoke highly of the training and work ethic of their crews in performing this job. In addition to Captain Berschger,

**Pilot** crew members included Chief Mate Ray Adams Jr; Second Mate Pat McLaughlin; Trainee Second Mate Steven Tonn; Chief Engineer Gary McNab; AB Preston Harper; AB Edward Rynn; and Cook David Zasadni. The **Ocean Wind** crew consisted of Captain Davis; Captain Steven White; Chief Mate Scott Ellis; Second Mate Cecil Wilson; Chief Engineer David Fenton; Assistant Engineers Towanda Brown and James Murray; ABs Jonathan Solomon, Brooke English and Iker Urruchi; OS/Cook Stephen Goletz; and Third Mate Adam Beba. Crowley's ocean class tugs are modern ocean towing twin-screw vessels with controllable pitch propellers (CPP) in nozzles, high-lift rudders and more than 147 MT bollard pull. The first two ocean class vessels, the **Ocean Wave** and **Ocean Wind**, are classed as Dynamic Positioning 1 (DP1) tugboats and are twin-screw, tugs with an overall length of 146 ft., beam of 46 ft., hull depth of 25 ft. and design draft of 21 ft. The second two tugs of the class, **Ocean Sky** and **Ocean Sun**, are classed as DP2 and are 10 feet longer. All four vessels are capable of rig moves, platform and Floating Production, Storage and Offloading (FPSO) unit tows, emergency response, salvage support and firefighting. Tubular Bells is slated to begin production in 2014 and should peak in the range of 40,000 to 50,000 barrels of oil a day (BOPD) with total estimated recoverable resources for Tubular Bells at more than 120 MMbbl of oil equivalent. Hess serves as the operator of the field and owns a 57.14 percent working interest. Chevron owns the remaining 42.86 percent interest. Crowley's solutions group encompasses ocean towing, along with several of the company's other essential business functions – project management for the energy and resource extraction industries; marine salvage, wreck removal and emergency response; heavy lift barge transportation; commercial ship management; marine engineering, naval architecture and construction management; remote fuel management; project concept study development; and government services. With main offices, equipment depots and vessel homeports in Jacksonville, Fla.; Houston; Lake Charles, Lou.; Seattle; and New Orleans; supplemented by those the company has internationally, Crowley is positioned to respond to variety of maritime projects around the globe quickly, efficiently and, most importantly, safely. *(Source: Crowley)*

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## DAMEN DELIVERS NEW SHOALBUSTER TO MCS

In March, Maritime Craft Services (MCS) took delivery of a new Damen Shoalbuster 2609. Damen has delivered numerous Crew Transfer Vessels, Multicats, and Shoalbusters to MCS – the two companies have a long-standing relationship. What is notable, however, about this latest delivery is the incredibly short delivery time involved. MCS owner Dirk Kuijt and Damen Shipyards Hardinxveld managing director Jos van Woerkum signed the contract on 12 March and just eight

days later, MCS took delivery. “Such a fast delivery time demonstrates the trust that Damen and MCS have with each other,” explains Mr Van Woerkum. “We had the vessel in stock, so it was a case of getting the classification organised. Between Damen and MCS, a handshake means a lot.” “The fast delivery was very important to us,” comments Mr Kuijt. “This wouldn’t have been possible without such a good



relationship with Damen.” The Shoalbuster 2609, named **MCS Rosie** yard number 571689, has a couple of minor modifications to the standard design. Her 32t bollard pull is slightly more powerful than the standard design due to her increased engine capacity. There were also alterations made to the deck crane. The 26 metre long **MCS Rosie** is currently in Abu Dhabi, already preparing for her first job in Qatar providing support services to the dredging industry. “We are very pleased to provide MCS with this rapid service. I am confident that we can continue our cooperation with them in the future,” concludes Mr Van Woerkum. MCS is a family owned company and some of its fleet carry the names of family members. This latest vessel is no exception and continues the tradition: **MCS Rosie** shares her name with MCS Managing Director Menno Kuijt’s baby daughter. *(Source: Damen)*

## YESTERYEAR TUGBOAT JOHN T. WELCH



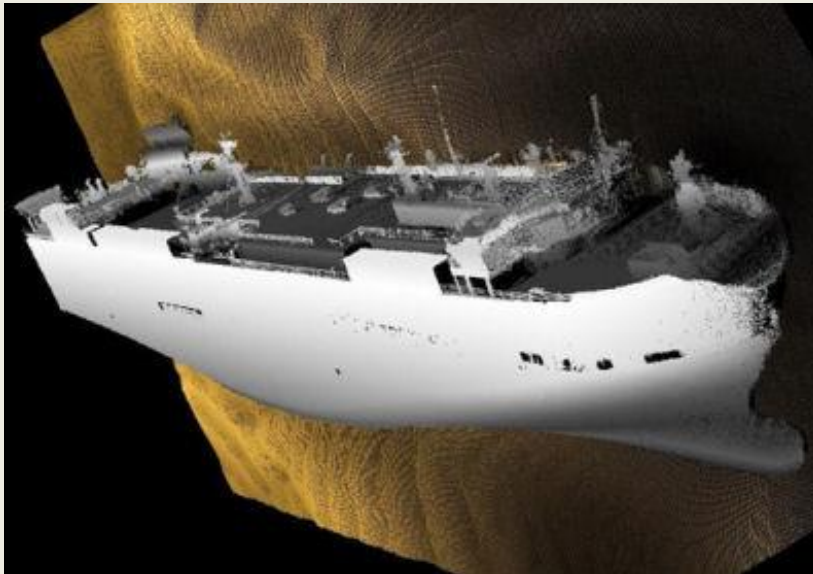
One of the Cornell Steamboat Company’s switcher tugs, underway with her fenders up to keep them from banging around. The **John T. Welch** was used to bring out barges from shore to the big convoys towed up and down the Hudson River by larger tugs, such as the **Geo W. Wasburn** (see last TT&O issue 19). After transferring her charges, she would bring back to shore barges that were being dropped off. The **John T Welch**, built in 1899 in Tottenville, News York, was 64 feet long. The raised structure seen on her boat deck is the engine-room skylight. In addition to her eagle, she carried she

carried a couple of fire buckets filled with sand on her wheelhouse roof. The absence of a searchlight suggest she lacked electricity, in which case her only lighting was from kerosene lamps. The Cornell Steamboat Company’s colors were dark brown and buff, and all their vessels were painted that way. The company’s paint supplies has a way of disappearing, and there was an old saying along the Hudson River that you could always tell the home of a Cornell tugboatman because of the colors of his house. *(Source: On the Hawser by Steven Lang & Peter H. Spectre)*



## ACCIDENTS – SALVAGE NEWS

### *BALTIC ACE SALVAGE CONTRACT AWARDED*



Rijkswaterstaat, a part of the Dutch Ministry of Infrastructure and the Environment, has awarded the final salvage contract for the complete removal of the sunken car carrier **Baltic Ace** to the Boskalis and its partner Mammoet Salvage. The contract includes removal of the entire wreck, its cargo and 540,000 liters of fuel oil. The first stage of the salvage will entail removing the oil and any other harmful substances from

the ship, than the wreck will be cut in pieces using the same method as for salvaging of the MV **Tricolor**. The wreck parts, including cars that were onboard the vessel at the time of the incident, will be loaded on pontoons by large floating cranes after which they will be towed onto dry land for demolition. Due to the rough weather conditions in the North Sea during the winter months, the salvage operation is expected to begin in spring/summer 2015, while the oil removal will start later this year. The 148 meter-long **Baltic Ace** lays just 35 meters deep in one of the busiest shipping lanes in the world. The wreck hinders safe and rapid passage of 16,000 ships that pass through the area annually. *Background:* On 5 December 2012, car carrier **Baltic Ace** collided with the Cyprus-registered container ship **Corvus J** in the North Sea while underway from Zeebrugge, Belgium, to Kotka, Finland with a cargo of about 1,400 Mitsubishi cars. The incident took place some 100km (60 miles) from the port of Rotterdam. According to a representative of the shipping company, the cause of the accident was likely a human error. (*Source: World Maritime News*)

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### *GROUNDING VESSEL ON OHIO RIVER REFLOATED*

Responses crews for the **Elizabeth D** refloated the vessel at mile marker 65 on the Ohio River, Wednesday afternoon. Personnel on scene, including a marine surveyor, conducted a damage survey of the vessel after it was refloated and declared it seaworthy. The **Elizabeth D** was towed to a nearby

mooring location down river to remain overnight along with salvage vessels that assisted in the response operation. The [Elizabeth D](#) will be towed to Neville Island, Penn., Thursday. "The Coast Guard is committed to ensuring the safe navigation of everyone operating on inland waterways, along with protecting the environment," said Cmdr. John Dittmar, executive officer of Coast Guard Marine Safety Unit Pittsburgh. "As a service with a persistent presence in the maritime domain, the Coast Guard is locally based, nationally deployed, and globally connected." The cause of the grounding is under investigation. *(Source: U.S. Coast Guard)*

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### *COSTA CONCORDIA: TEESSIDE COULD MISS OUT ON SCRAPPAGE WORK DUE TO POLITICAL PRESSURE*

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Able UK bosses say work to could go to Italy due to 'political pressure' for the job to be carried out in the stricken cruise liner's home country. The wreck of the Costa Concordia could be dismantled in Italy instead of Teesside due to political pressure, Able UK bosses have claimed. They say the Billingham-based company is one of two frontrunners for the work to scrap the vessel, which sank almost



two years ago near an Italian island, killing 32 people. Its rival - an Italian company - could win the contract due to political pressure for the work to be carried out in the stricken cruise liner's home country. The team leading the salvage operation has confirmed it will begin removing the ship from near the Italian island of Giglio in June, ready for demolition later this year. But according to Italian media reports this week, Giglio's mayor Sergio Ortelli has called for a delay amid concerns the timing of its removal clashes with the onset of the tourism season. Executive chairman and founder of Able UK Peter Stephenson said: "There's a lot of political pressure for [the dismantling] to be done in Italy. "We need to know soon. It's between us and an Italian company, so fingers crossed. "They're looking at floating it towards the end of this year before the winter weather starts." Able UK, which employs up to 200 at its Teesside sites and supports hundreds more supply chain jobs, applied for the work alongside companies from across Europe when the wreckage to be scrapped was put out to tender by London Offshore Consultants in January. The decommissioning process would be carried out at Able's Teesside Environmental Reclamation and Recycling facility (TERRC) at Able Seaton port. The yard has been used previously by the French authorities to recycle the former French aircraft carrier Le Clemenceau, and the US Government for the US MARAD fleet, which finished in 2010 and employed more than 100 staff. The facility, which has one of the world's largest dry docks, has full planning permissions and environmental accreditations to undertake the activity. The Costa Concordia had more than 4,000 passengers and crew on board when it capsized in January 2012 after hitting a rock. The vessel was winched upright last September so damage could be assessed. *(Source: Gazette Live)*

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## OFFSHORE NEWS

### *SANCO SWORD SEISMIC VESSEL NAMED IN NORWAY*



On Saturday 22nd March, Dolphin Geophysical & Sanco Shipping held a naming ceremony for the 3D seismic vessel **Sanco Sword** at Myklebust Yard in Norway. The vessel is the second purpose built high capacity 3D seismic vessel to be delivered from Kleven Maritime's Myklebust Yard in Norway to Sanco Shipping. She is the sister ship of Sanco Swift, also chartered by Dolphin. **Sanco Sword** will work for Dolphin Geophysical on an initial 5 year firm period. Dolphin yesterday revealed that **Sanco Swift**, the sister vessel of **Sanco Sword**, would begin its seismic survey contract in South America. *(Source: Offshore Energy Today)*

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### *CONOCOPHILLIPS AWARDS CONTRACTS FOR TWO VOLSTAD VESSELS*



ConocoPhillips UK has exercised a further one year option for the **Volstad Viking** vessel, starting the 2nd of June 2014. The charter rate is subject to two years of escalation on top of present term. ConocoPhillips UK also has one additional yearly option available. To remind, Volstad Viking entered into a three years Charter Party with ConocoPhillips in June 2007. The contract has been extended by another two years, until June 2012. *New Contract for Volstad Princess* The

**Volstad Princess** vessel has been assigned a 3 months firm contract with ConocoPhillips. The start of the contract will be in direct continuation on existing charter. Daily charter rate represents a substantial increase on present term. Options given in Charterer's favor are 1 month plus 2 x 2 weeks + 14 days. *(Press Release)*

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### *DOLPHIN TO USE TWO 3D SEISMIC SURVEY VESSELS IN SOUTH AMERICA PROJECTS*

The high capacity 3D vessels of Dolphin Geophysical continue to build solid contract back-log in South America, with the award of an additional new 3D seismic contract with a duration in excess of 70 days. Dolphin will be utilising two vessels to cover the increased demand and recent awards in South America. The surveys will be started with **Sanco Swift** in May and joined by **Polar Duke** for operations in third and fourth quarter of 2014.



Atle Jacobsen, CEO Dolphin said: "Dolphin has succeeded expanding globally into new regions. We are pleased to see the increased demand for our new high-capacity 3D seismic vessels and for Dolphin to secure continuous long term backlog in new targeted regions like South America." *(Press Release)*

### *ROSETTI MARINO DELIVERS PSV HIGHLAND PRINCESS*



Rosetti Marino, an integrated Group providing engineering and construction services to the Oil & Gas industry worldwide, delivered platform supply vessel (PSV) **Highland Princess** to Gulf Offshore N.S. on March 22nd 2014. The PSV is the second of the two sister ships which were ordered in October 2011 by the Scottish company. **Highland Princess's** Godmother, Mrs. Lisa Rubio, cut the ribbon and christened the vessel. The ceremony took place

at the Rosetti Marino San Vitale shipyard managed by Cesario Mondelli in the presence of the authorities, guests, top management of both companies and their employees and families. This special occasion coincides with the start of expansion and development work at the San Vitale shipyard, which demonstrates how the Ravenna based company led by Daniele Rossi is eager to adapt to the new offshore vessel market. After the ceremony, **Highland Princess** set sail to its first operational base in the Mediterranean. **Highland Princess** has a length of 75 metres, a breadth of 16 metres and a deadweight of over 3,000t. The ship's propulsion is made up of two variable pitch propellers, each with a diameter of approximately 3m and set at the end of shafts, driven by two General Electric diesel engines producing a total power of 5,580 kW (approx. 7600 hp). Her top speed is over 14.5 knots, with a cruising range of about 3,500 miles and excellent manoeuvrability is guaranteed by 4 thrusters. The vessel boasts cutting edge Rolls-Royce Marine engineering, automation and technology and it has been designed to provide assistance to offshore oil platforms and to transport equipment and material to and from the platforms guaranteeing safe operation of the vessel in all weather and sea conditions. *(Source: Rosetti)*

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## GRAY OFFSHORE TAKES OVER OCEAN DECK BARGE

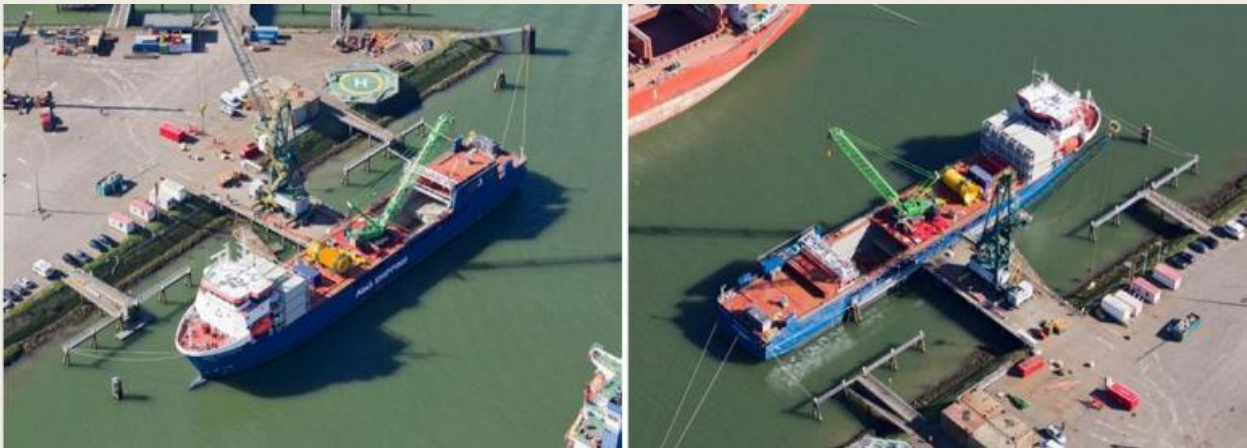
Gray Offshore took delivery of a 300'x100'x19'10" ABS Classed Ocean Deck Barge from Conrad Shipyard L.L.C. The Barge "**Julius**" is the first project delivered from Conrad Shipyard's newest facility, Deepwater South, in Amelia, LA. Dan Conrad, Senior Vice President, states "To be able to deliver barges of this size and quality, on time and on budget, from this facility is evident of diversity and commitment to our valued customers such as John Gray." "This addition to



our fleet, with its 6000lbs/ft<sup>2</sup>, heavy duty deck configuration and radial "spoon" bow, offers our customers optimal solutions for their heavy lift needs. Adding the "**Julius**" to our growing Ocean Barge fleet currently consisting of two 260' ABS barges "**Cordie**" and "**Gwendolyn**", also constructed at Conrad, gives our customers more options and is the right fit to satisfy the markets need to move increasingly heavier over dimensional and project cargos both internationally and domestically" says John Gray President of Gray Offshore and its affiliated Gray Barge Companies, who also provide a fleet of over 90 inland, spud, waste, rock, and deck barges for charter. Barge "**Julius**" has a 6000 psf

Uniform Deck Payload built with 3/4" plate, 1/2" side plate, 3 longitudinal corrugated bulkheads, 7 transverse corrugated bulkheads; and features 6 all recessed bitts, 12 kevels, 32 manholes, 32 watertight compartments, 3 towing eyes and many other enhanced usability features. Deadweight capacity is listed at 9,842lt and lightship draft is listed at 3.057'. The "Julius" is US Flagged and Jones Act compliant. *(Source: Gray Offshore)*

### ABIS DUISBURG MOBILISED FOR PROJECT GERMAN BALTIC SEA



At the Rotterdam Offshore Group yard in the Waalhaven, Rotterdam, the heavy cargo, multi purpose vessel **ABIS Duisburg** is being mobilised in preparation for the upcoming project in the German Baltic Sea. The DP2 vessel is being operated by Abis Shipping and Amasus Offshore. The Rotterdam Offshore Group together with Zwagerman Offshore Services mobilized the 7700 Sennebogen heavy lift crawler crane on board the vessel, including an ROV, accommodation and generator set. The 300 ton Sennebogen crane is especially adapted for offshore work and seafastening was done with Bureau Veritas approval. The location was chosen by parties for its a modern yard service area that extends to over 14,000 square metres with a fully equipped state-of-the-art workshop and ISPS. Alongside the jetties there are lay-by facilities for vessels up to 190 mtr and 9,5 mtr of depth, with heavy lift cranes on the premises for mobilising and de-mobilising operations. Rotterdam Offshore's growing portfolio of business modules include de-and mobilisation and maintenance for offshore vessels. *(Press Release Rotterdam Offshore Group)*

### SUBSEA 7'S SEVEN WAVES EN ROUTE TO BRAZIL



Subsea 7's Seven Waves set sail to Brazil for her first job for Petrobras. The vessel was hired by Petrobras to develop deep-sea oil fields of up to 2,500 meters off the coast of Brazil. Before the departure Seven Waves was equipped with the 550mt pipelay system and the 400mt offshore mast crane at Huisman's Schiedam yard. The 550mt flex-lay system is the

highest capacity flex-lay system onboard a pipelay vessel and is designed and built for the installation of flexible pipelines in 3000m water depth. The tower is tiltable to allow connection of flexible risers to rigid pipelines which are retrieved from the seabed. The 400mt deepwater crane (up to 3000m) onboard the Seven Waves is equipped with a deepwater lowering system and an active heave compensation system to counter-act the vessel's heaving motion when landing a load on the seabed. The vessel was built by IHC Merwede. *(Source: Subsea World News)*

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### *'ISLAND CONDOR' LAUNCHED*

The hull of the Island Offshore-owned **Island Condor** platform supply vessel yesterday hit water for the first time. Island Offshore, the Norwegian owner of offshore supply vessels shared a couple of photos of the Rolls-Royce UT 755 CD design on their Facebook page. The vessel plunged into the water yesterday 23<sup>rd</sup> March 2014, in the Braila shipyard in Romania. **Island Condor** will be ready for delivery from VARD Brevik yard in October this year. **Island Condor** is a medium size platform supply vessel (PSV) with a deck



area of approximately 650 sq.m. According to Rolls-Royce, the UT 755 is one of the most popular PSVs ever constructed, and more than 200 vessels of this model have been built or are under construction. The CD version is delivered with a diesel electric machinery system and Azipull or US thrusters or as a diesel mechanic version with conventional shaftlines. *(Source: Offshore Energy Today)*

## WINDFARM NEWS

### *UK MANUFACTURED CONTENT KEY TO RENEWABLE ENERGY GROWTH*

Despite recent project development delays and regulatory uncertainty, the UK wind energy market continues to offer a significant opportunity to develop a world class manufacturing and supply chain



base that can deliver competitive industry content in the future. However, with over 30,000 offshore wind energy jobs due to be created as a direct result of this over the next eight years alone, the expansion and success of the market is as much driven by the short-term success of Tier One contractors, as it is by the long-term confidence of manufacturers and contractors working with them. That is according to Alicat and South Boats

IOW, that has recently signed a string of specialist supply chain service agreements that underpin core skills and incorporate associated marine electrical, servicing and maintenance contract work. As part of these specialist supply chain agreements, Alicat and South Boats IOW will undertake a series of bespoke electrical design, installation and refitting briefs throughout 2014. These commercially sensitive projects provide critical long term support to key participants currently operating in the UK offshore energy markets. “Nobody doubts that with over 40 projects currently in play and with an estimated investment value of upwards of £80 billion, the UK manufacturing market has a clear and tangible opportunity to establish a strong domestic supply chain that will present real international export market potential in the future,” said Steve Thacker, Director, Alicat & South Boats IOW. “Nevertheless, if we don’t recognise the importance of getting the basics right first – and in doing so, understand the value of creating a stable and reliable domestic manufacturing base – we risk not only damaging future overseas export potential but also undermining much of the work already achieved by specialist UK contractors, to date. Thacker added, “If the UK is to truly deliver high value manufacturing IP – that in the case of our industry will help meet the need for an estimated 200 to 300 operations and maintenance vessels by 2030 – it’s imperative that we begin to communicate the true scale and nature of future demand and perhaps most important, how we can all begin to benefit.” In recent months, Alicat & South Boats IOW has received a string of workboat orders from leading operators within the market. These orders include a £5.5m, two-workboat deal with Lowestoft operator Icen Marine Services and a £10m, three-workboat agreement from Seacat Services. Both orders will be supported and delivered by a team of 250 operating out of the two dedicated yards, located in Great Yarmouth and in Cowes. In addition, the companies are on the verge of announcing further orders for 2015 and 2016 deliveries. Together, the two yards maintain the industry-leading position of British boat builders and operators as the offshore wind energy market grows. *(Source: Alicat and South Boats)*

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## *TMD SEEKS FOR COMPOSITE BOAT BUILDER IN THE NORTH EAST UK*

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The news by Siemens & ABP of a GBP 310 million investment in the offshore wind energy industry and the follow on effects for further investment in the offshore wind energy supply chain hits right at the heart of Trawlercat Marine Designs’ (TMD) first step into this industry, the company’s President and CEO said. The company is currently looking for a Composite Boat Builder in the North East UK and experienced workers ready to progress into production building of the next generation of offshore wind farm support vessels. TMD informed that it has received support from offshore wind operators, which resulted in an order of a 23.8m Carbon-Cat and a second to follow in two months, depending on TMD’s ability to find a suitable builder in the UK. TMD’s Carbon-Cat range of foil

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assisted carbon fibre catamarans have innovative features that will produce a 40+ knot comfortable speed offshore. At the same time a Carbon-Cat will use 50% less fuel and put out 50% lower greenhouse gas emissions than similar size aluminium catamarans. A fleet of Carbon-Cats can reduce the fuel cost of offshore wind developers and O&M providers' vessels by hundreds of thousands of pounds a year, and this could ultimately be passed on lowering the cost of offshore wind energy. (Source: TMD)



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## NEW TEKNICRAFT WIND FARM SUPPORT VESSEL



Teknicraft Design's latest offshore support catamaran made a debut at the recent Oceanology 2014 conference held at the London ExCel Center in March. The **MO1** was commissioned by Mainprize Offshore Ltd. of Scarborough, U.K. The 83' aluminum catamaran features a new wave piercing hull shape and the vessel is fit with Teknicraft's signature hydrofoil support system. **MO1** was purpose built to support the offshore wind farm industry, but the vessel has multi-mission capability and can easily support divers, hydrographic surveys, and geophysical work. **MO1** has deck capacity for 40 metric tons and can provide transfers for 12 passengers in safety and comfort. Equally impressive is the vessels fuel capacity of over 9,500 gallons, which enables **MO1** to deliver fuel to sites in need. The vessel can comfortably cruise at 25 knots and the Teknicraft hull design provides added comfort in choppy seas. U.S. boat builder, All American Marine, Inc. will be promoting Teknicraft Design wind farm support catamarans in North America as the exclusive licensed builder. "We've been building Teknicraft catamarans for many years and it makes perfect sense for the wind farm industry to take

advantage of this very fast, very stable, and fuel efficient design," remarked Joe Hudspeth, Vice President of Business Development at All American Marine. All American Marine participated in demonstrations of the M01 during the Oceanology exhibition in preparation for the newly developing U.S. offshore wind market. *Particulars:* Length (OA): 25.25m; Length (WL): 24.3m; Length (Loadline): 23.3m; Beam: 9.5m; Draft: 2m; Passengers (Max): 12; Berths: four; Engines: two x Caterpillar C32 ACERT; Rating: 1,194 kW/2,300 rpm; Propulsion: FP Propeller; Speed-max: 30 kn; Fuel Capacity: 36,000 lt; Cargo: 40 T; Deck Load: 1.5T/m; Construction Marine Grade Aluminum; Hull Type: Hydrofoil Supported Catamaran; Certification: MCA MGN 280(M), Cat 1(SCV). (*Source: All American Marine*)

## YARD NEWS

### FIRST TAX LEASE OF THE NEW SYSTEM

This week the first Tax Lease with the new system has been signed for a Norwegian Owner. The vessel is the C456 **Stril Luna** that will be delivered in July 2014. After two years and a half with the previous scheme on hold and thanks to the development of the new system in Pymar, the door is open for all the Spanish shipyards. This contract together with another of Balenciaga, shows the way forward and we trust that investors, structure banks and shipowners are encouraged to use the new system that enjoys 100% approvals from the EU. (*Source: Astilleros Gondan*)



### SHIPYARD YAROSLAVSKY TO BUILD TWO SEAGOING TUGS FOR RUSSIAN NAVY



On March 24, Yaroslavy Shipbuilding Plant OJSC and the Ministry of Defence of the Russian Federation signed a state contract for construction and delivery of two seagoing tugs under the state defence order of RF Navy. The first tugboat is to be delivered to the customer in 2016, the second one – in 2017. The vessel's class: KMμArc4 [1] AUT1 FF3WS EPP Tug of Russian Maritime Register of Shipping.

The tugboat is intended for towing of vessels, floating facilities and structures in ice-covered and ice-free water; assistance to vessels within port water area and mooring operations; escort operations in sea; extinguishing of fires on floating and shore-based facilities, extinguishing of fuel burning on water surface; refloating of ships and vessels. Yaroslavy Shipbuilding Plant (the managing company — CJSC «VP FINSUDPROM») is situated in the central part of Russia, on the bank of the river Volga. It is an Open Joint Stock Company since 1993. The company specializes in construction of both civil vessels and warships. The shipyard's current state-ordered projects are: **seagoing tug of project 745 mbs** (see picture) and three landing boats of project 21820 for the RF Ministry of Defense; three

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high-speed patrol boats of project 12260 for the RF Federal Security Service; six boom-laying boats of project SV 2407 and three bunkering tankers of project RT 18 for the Federal Marine and River Transport Agency. *(Source: PortNews)*

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## STEVENS TOWING CO., INC., YONGES ISLAND, SC, ANNOUNCES THE DELIVERY OF THE "OCEAN RANGER"

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March 28, 2014, Seabrook, Texas - Mr. Bos Smith, Vice President, Operations, with Stevens Towing Co., Inc., Yonges Island, SC, announces the delivery of the "[Ocean Ranger](#)," a 200' X 72' X 14' ABS-classed floating crane barge. The barge was designed by The Shearer Group, Inc., Seabrook, TX, and built by Metal Trades, Inc., of Yonges Island, SC. Additional engineering for the crane boom and back-leg foundations and associated equipment was provided by TEEARC Engineering of Henderson, NV. The barge is certified at 500 short tons lifting and capable of being certified



at 700 short tons lifting. Allowable deck loading is 3200 pounds per square foot. The boom was originally built by Manitowoc and installed on the ocean service crane barge "[Cherokee](#)." It was refurbished and installed on the "[Ocean Ranger](#)" by Stevens Towing. The "[Ocean Ranger](#)" is equipped with a ballasting system to allow minimum trim when making lifts. The mooring winch is a diesel-driven Clyde Frame 8. The hoist winches are Skagit Model RB-90. The Shearer Group worked with Stevens Towing and TEEARC to analyze the operating requirements and maximum utilization of the vessel. The Shearer Group, Inc., is located in Clear Lake, TX, and provides naval architecture, marine engineering, marine surveying and professional engineering services to the marine industry. Bristol Harbor Group, Inc., in Bristol, RI, is associated with The Shearer Group, Inc., and provides the same services primarily to the offshore industry. Metal Trades, Inc., operates their shipyard in Yonges Island, SC, and offers both new construction and repair capabilities. Stevens Towing, operating the "[Ocean Ranger](#)" under Charleston Heavy Lift, will offer crane services in the Charleston, SC, to Savannah, GA, area. Stevens Towing also offers inland and offshore tugs and barges as well as smaller crane barges for cargo movement on the East Coast. *(Press Release Shearer Group)*

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## *BOLLINGER DELIVERS THE CGC KATHLEEN MOORE THE NINTH FAST RESPONSE CUTTER TO THE USCG*

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LOCKPORT, La., Bollinger Shipyards, Inc. has delivered the **Kathleen Moore**, the ninth Fast Response Cutter (FRC) to the United States Coast Guard. Bollinger President, Chris Bollinger announced the successful delivery of the USCGC **Kathleen Moore** to the 7th Coast Guard District in Key West, FL, stating, “We are very pleased with the latest delivery of this high quality Fast Response Cutter built by the Bollinger team. Once

again, this is another successful FRC delivery that is on schedule and on budget. We are all looking forward to the vessel’s commissioning, as well as honoring and celebrating the heroic acts of Lighthouse Keeper Kathleen Moore.” The 154 foot patrol craft **Kathleen Moore** is the ninth vessel in the Coast Guard’s Sentinel-class FRC program. To build the FRC, Bollinger used a proven, in-service parent craft design based on the Damen Stan Patrol Boat 4708. It has a flank speed of 28 knots, state of the art command, control, communications and computer technology, and a stern launch system for the vessels 26 foot cutter boat. The FRC has been described as an operational “game changer,” by senior Coast Guard officials. The Coast Guard took delivery on March 28, 2014 in Key West, Florida and is scheduled to commission the vessel in Key West, Florida during May, 2014. Each FRC is named for an enlisted Coast Guard hero who distinguished him or herself in the line of duty. This vessel is named after Coast Guard Hero, Lighthouse Keeper Kathleen Moore. Kathleen Moore first stood the watch at the age of 12, when her father began tending the light in 1817 after a shipboard injury prevented him from going to sea. She took on the duties herself as her father’s health worsened, although she was not officially appointed as head keeper until 1871. She served that station for an astounding 72 years where she continually braved the harsh storms of Long Island Sound to save those in peril. Kate Moore served as keeper of the Black Rock Harbor Light on Fayerweather Island, Connecticut. She was officially credited with saving 21 lives. Her light made the difference between a successful journey and catastrophe for more than two hundred vessels sailing the sound nightly. *(Source: Bollinger)*

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## *NAKILAT, NDSQ AND N-KOM DISPLAY QATAR’S MARITIME MIGHT AT DIMDEX*

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LNG shipping company Nakilat and its shipyard joint ventures, shipbuilder Nakilat Damen Shipyards Qatar (NDSQ) and ship repairer Nakilat-Keppel Offshore & Marine (N-KOM), are showcasing the world-class capabilities of Qatar’s premier shipyard at DIMDEX, the MENA region’s leading maritime defense exhibition. Nakilat, NDSQ and N-KOM are promoting Erhama Bin Jaber Al Jalahma Shipyard and Qatar’s marine industry at DIMDEX, which runs from 25th to 27th March at Qatar National Convention Center (QNCC). Nakilat, NDSQ and N-KOM are the exclusive Diamond Sponsors of the event. Delegates from around the world are visiting Nakilat, NDSQ and N-KOM at DIMDEX stand H5-15. Nakilat and NDSQ are also exhibiting two vessels at Doha

Commercial Port during the show — an 11m-long ultra-high-speed craft and a 98m-long frigate, both of which are customized for use by maritime security forces. Eng. Abdullah Fadhalah Al Sulaiti, Managing Director of Nakilat and Chairman of NDSQ and N-KOM, said: “DIMDEX is an excellent opportunity for Nakilat, NDSQ and N-KOM to raise the profile of their shipbuilding and ship repair capabilities, with emphasis on the high level of service we are able to



offer. The exhibition is also the ideal setting for fruitful business meetings. Our participation in DIMDEX reinforces our companies’ commitment to the continued growth of Qatar’s premier shipyard in support of a diversified and sustainable future for our beloved nation, as outlined in the Qatar National Vision 2030.” Nakilat is a Qatari marine transport company providing the essential transportation link in the State of Qatar’s LNG supply chain. Its LNG shipping fleet is the largest in the world, comprising 58 LNG vessels. Nakilat also manages and operates four large LPG carriers. Via two strategic joint ventures, N-KOM and NDSQ, Nakilat operates the ship repair and construction facilities at Erhama Bin Jaber Al Jalahma Shipyard.

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1. Several updates on the News page posted last week:
  - [World Sapphire ceremony marks completion of six-vessel order for World Wide Supply](#)
  - [Boskalis posts record net profit of EUR 366 million](#)
  - [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](#)

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