

Tugs Towing & Offshore Newsletter

15th Volume, No. 21 *1963 – “50 years tugboatman” - 2013* Dated 06 April 2014

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

TUGS & TOWING NEWS

SPARTAN TOWING SAND CARRIER 101



The 1979 built Malta registered with call sign 9HCL7 flag anchor handling tug supply vessel **Spartan** (Imo 7725403) was seen towing the 2008 built hopper barge **Sand Carrier 101** entering Grand Harbour, Malta on Sunday 30th March, 2014 on her way to Rotterdam. The tug is owned by Princess Management Ltd. – Thessaloniki; Greece and managed by Pella Shipping – Thessaloniki; Greece. The

Spartan is the former **Abeille Bretagne** (1979); **Pacific Salvor** (1996) and **Jantar** (2001). She is built by AT & CH de La Manche – Dieppe; France under number 1271. The tug has a length of 43.75 mtrs a beam of 11.40 mtrs and a depth of 5.40 mtrs. The grt is 668 tons and nrt 200 tons. The Alsthom Atlantique built Semt Pielstick engine has a total output of 3,532 kW (4,800 hp) with a speed of 14.5 knots. She is classed Bureau Veritas nr. 34M718 Tug Unrestricted navigation. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

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KOTUG WILL BEAT 210.975 MTRS AT ROTTERDAM MARATHON

The Rotterdam Marathon will be held on Sunday 13th of April and as in previous years,



KOTUG will participate in this prestigious event. KOTUG has registered the following teams, who together will beat 210.975 Meters: - One ladies team running the relay marathon. - One gents team running the relay marathon. -



Two duo's doing the half marathon. - One single doing the full marathon. Kotug is making there kilometers to sponsor the former salvage tug "Holland". The tug Holland was delivered in 1951 in Foxhol; Groningen. During her years as Salvage tug, from 1951 until 1975, she performed 161 successful salvages. In 1975 she became idle as salvage tug but was able to perform several other duties until 1989. From then onwards her life became uncertain but due to several volunteers she was saved from demolition. Nowadays she is officially registered in the international register of historic ships. Nevertheless to keep this beautiful lady "prepared and ready to go" volunteers and donations are required. KOTUG hopes that you wish to support this initiative and we kindly invite you to make a donation of € 50,- on the following account (if you would like to make a larger donation please feel free to do so). Sleepdienst Adriaan Kooren B.V. ; IBAN : NL 22 ABNA 040 88 75 534 ; BIC : ABNA NL2A ; Ref. : Marathon 2014. Next to the fact that we will perform the sporting challenge we will include all names of the donators on the website of the Holland. □

POINTES NOW OCEANS



When Groupe Ocean acquired the two Sept Iles based tugs **Pointe aux Basques** and **Pointe Sept-Iles** from Switzer last year, it was apparently their intention to re-deploy them after refit. Now that **Pointe Sept-Iles** has been renamed **Ocean Sept-Iles** it has now been refitted at Ocean Industries shipyard at Ile-aux-Coudres and was reported downbound on the St.Lawrence in mid-March. I hear that **Ocean**

Basques, the former **Pointe aux Basques**, will also be refitted at Ile-aux-Coudres this spring, but as of today it is still laid up idle in Halifax. Originally ordered by Foundation Maritime, to serve the Iron Ore Company of Canada (IOC) in Sept-Iles, two powerful icebreaking tugs were under construction

in Collingwood when Foundation sold out to MIL Tug and then to Smit-Cory. The boats were delivered in 1972 as **Pointe aux Basques** and in 1973 as **Pointe Marguerite**. for the newly formed Eastern Canada Towing Ltd (ECTUG), a joint venture of the Dutch Smit and the English Cory tug companies. Identical 4200 bhp twin screw tugs, they proved very capable in winter ice, and were often sent out to assist shipping in trouble in the Gulf, and even made tows all the way to Halifax. They also came here for refits and drydocking at the Dartmouth slips. Regrettably **Pointe Marguerite** had only a brief career with Ectug, for on November 14, 1978 while assisting Algobay in Sept-Iles Bay, it was crushed against the large bulker **Cielo Bianco** (51,579 grt / 88,785 dwt) and sank, taking two crew members with it. The tug was so badly damaged that no attempt was made to raise it, and its wreckage remains in Sept-Iles Bay. Ectug immediately ordered a near sister ship from Collingwood, which was delivered in 1980 as **Pointe Sept-Iles**. There are slight exterior differences, and the interior layout is also different. When Smit and Cory parted ways, ECTUG assumed a new funnel mark under Cory ownership, but retained a similar livery until the short lived merger with Bureau Wijsmuller saw a major repainting. When Svitzer took over the tugs were repainted again and carried that scheme until sold to Groupe Ocean. Although I have not seen her, **Ocean Sept-Iles** has now been repainted in the distinctive Groupe Ocean colours. (*Source: MacMakcay-Tugfax*)

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tugs & Offshore

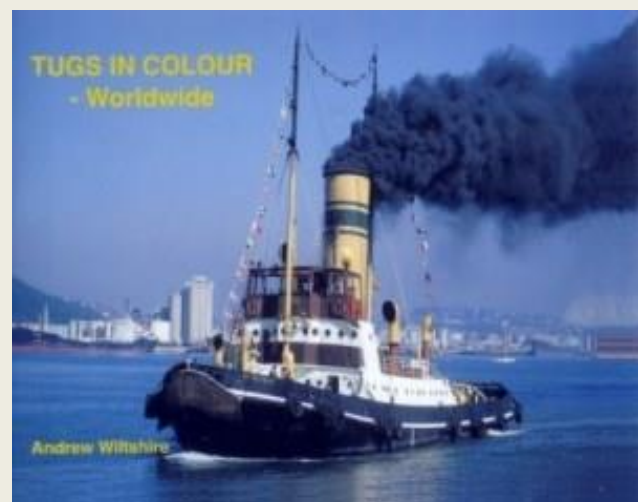





“TUGS IN COLOUR - WORLDWIDE”

Coastal Shipping Publications recently published **“Tugs in Colour – Worldwide”**, written by Andrew Wiltshire. Tugs have played a vital role around the maritime world for well over a century and continue to do so to this day. They fulfil the roles of harbor tugs, ocean-going and salvage tugs right through to the more specialized inland waterways vessels. In this fascinating book, we see a huge variety of tugs in an equally wide variety of locations. Areas such as North America, the Caribbean, Australia, south-east Asia, and South-Africa are featured along with tugs on waterways

such as the St Lawrence and the River Rhine and River Danube. Tugs are instantly recognizable, but upon close inspection it soon becomes apparent that they come in all shapes and sizes, and this is often reflected in their country of origine. There is an astonishing selection of some old and some modern tugs, and working in many different environments. This book is a superb pictorial reminder of some of the types of tugs that have been hard at work during the last five decades – and even



earlier. This book will appeal to all ship lovers. Strongly recommended! “Tugs in Colour - Worldwide” (ISBN 978-1-902953-63-2) is a hardback book, handy size, of 80 pages, 106 illustrations, all colour. The price is £16.50, exclusive P&P (£3 European postage). Ordering via the bookshop, or directly via the publisher, Coastal Shipping, 400 Nore Road, Portishead, Bristol BS20 8EZ, UK. Tel/Fax: +44(0)1275.846178, www.coastalshipping.co.uk , e-mail: Bernard@coastalshipping.co.uk □

COUGER ON THE SLIP



Last week was seen the 1982 built St. Vincent & Grenadines with call sign J8B5008 tug **Cougar** (Imo 8120478) on the slip at the yard of Van Laar – Ijmuiden; Netherlands. The tug is owned by Catharina Shipping Ltd – Gdynia; Poland and managed by Westcoasting Towage Services – Gdynia; Poland. The tug has a Length o.a.: 32,09 m; Length b.p.: 28,00 m; Beam: 8,52 m; Draft:

(max) 4,25 m. The MAN type G7V30/45 ATL main engine has a total output of 1,620 kW which results in a bollard pull of 30 tons. She has a grt of 244 tons and a nrt 73 tons and is classed Registro Italiano Navale. *(Photo: Jan Plug)*

TRIBILIN DELIVERED BY BOGAZICI

Last week the 70 Ton bollard pull Cintraval-Defcar design ASD Tug Boat “**Tribilin**” (ex-**Bogazici 14**) was passing Malta on the way to Venezuela. She has been built and delivered to IOED International Offshore Engineering Development Company in 2014 by BOGAZICI Denizcilik San. ve Tic. A.S. of Turkey. The tug boat’s loa is 32.5 m and



breadth moulded is 11.70 m and has 2 x Caterpillar 3516 C, total 4200 kW main engine and Schottel SRP 1515 CP Azimuth propulsion system. *(see Tugs Towing 7 Offshore Newsletter issue nr. 18 also)*. Her is seen the tug during her technical trails in the Marmara Sea. *(Source & Photo: Bogazici)*

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GULF SPRAY - BADLY DAMAGED



The classic small tug **Gulf Spray** and a companion workboat have been badly damaged. Both boats were tied up in the lower Burnside / Wright's Cove area of Dartmouth when they were apparently smashed against a barge or dock. Whether this occurred in last night's storm or a previous one, I am unsure, but from the look of the boats it seems to have been some time ago. This afternoon, March 27, the tug **Belle D** moved **Gulf Spray** to pier 24 where it will likely be lifted out of the water. It

was a sorry sight. The starboard side of the house was stove in and there was obvious water and ice damage on deck and below. The outboard-powered work boat (which I believe is called Harbour Diver) was sitting a bit askew on its trailer on pier 9, with damage to the house, rub rails and hull, and water damage within. Larinda Ltd, the registered owners, and their company Edge Marine and Disposal Services Ltd provide waste removal for cruise ships visiting Halifax harbor. The tugs handle barges that carry solid and liquid wastes. In 2012 Edge was forced to move from its base at LeGrow's wharf, under the foot of the Macdonald bridge in Dartmouth, due to complaints from neighbours about odours. In winter of 2012-2013 **Gulf Spray** was hauled out on the IEL pier for a refit, but this year she was apparently to remain afloat. **Gulf Spray** was built in 1959 by Ferguson Industries in Pictou, NS to their own account and was used as a yard tug. When acquired by Larinda in 2007, the tug was rebuilt to yacht-like appearance, and has kept busy, in season, with the waste barge business. I have featured the tug several times on this blog before. *(Source: MacMackay-Tugfax)*

MAKING TANKERS SAFER, A TUG AT A TIME

The world beats a path to Robert Allan Ltd. for innovative tugboats. Now the Vancouver firm is tackling the Kitimat challenge. As the Northern Gateway pipeline project inches closer to approval, a Vancouver businessman and his world-renowned naval architecture firm are working to protect B.C.'s coast by designing innovative tanker-escort tugboats. If the pipeline goes ahead, Robert Allan Ltd.'s "super tugs" will be built to escort the projected 220 tankers, some carrying as much as two

million barrels of oil, that would annually frequent the coastal waters at the pipeline's terminus near Kitimat. "They will be the most capable escort tugs in the world," said naval architect Robert G. Allan, who is executive chairman of the board of the company. "It's frontier technology." These tugs will boast unrivalled size, power and maneuverability, able to generate a mammoth 200 tonnes of pulling force, about five times that of a typical



modern harbour tug. Robert Allan Ltd. is Canada's oldest privately owned consulting naval architecture firm, established by Allan's grandfather in his Vancouver basement in 1930. Joined later by his son and then Allan himself in 1973, the firm specializes in work boat construction, from firefighting vessels to research ships. But Allan calls the tug boat portion of the business their "bread and butter." Today, Allan estimates that 40 per cent of the world's tug boat fleet was designed in the company's office near Granville Island. Their ships are built around the globe, from Turkey to Southeast Asia. On average one Robert Allan Ltd.- designed tugboat is delivered to a client somewhere in the world every week. In the past two decades, Robert Allan Ltd. has made a name for itself spearheading the development of a new breed of tanker escort tug after 1989's *Exxon Valdez* oil spill and the ensuing increased regulations on tanker traffic. In traditional ship handling, tugboats guide vessels into dock when the vessels have already slowed down to come into a port. Near-coast tanker escorts, however, must operate at much higher speeds — around 10 knots — where a potential power or steering failure on a tanker could result in grounding or a spill. To meet the need, Allan and his team designed powerful tugboats that incorporate a new keel design, something like a sailboat's. This allows the boat to pull sideways to the direction of the tanker with more force than with propellers alone. Before this innovation, tug boats normally did not include a keel, Allan said. "We've probably gone through a generation of early escort tugs, and now we're on the threshold of a whole new generation of super escorts," said Allan of the boats planned for the Kitimat project. It's not the first time that Allan and the company that bears his family name have been on the leading edge of work boat innovation. The architects designed North America's first vessels that used z-drives, an innovative configuration of ship propellers that allowed for significantly better manoeuvrability. In the early 1980s, Allan led the Canadian marine industry in adopting computer-aided drafting. Under Allan's leadership the company has continued to develop its expertise in highly technical computer drafting and virtual fluidics testing, something he said has helped keep them ahead of their competition. "Every one of our vessels goes through the Robert Allan design house in Vancouver, and we use them specifically for all of their very high technology design work that they do," said J. Barry Snyder, president of Signet Maritime Corporation. Signet Maritime, a U.S.-based tug and barge operator and builder that operates in the Americas, Africa and Middle East, has been client of Robert Allan Ltd. since 2007, when the firm designed the operator's first two vessels, the *America* and the *Pacific Star*. Allan and his team are responsible for the design work of all Signet Maritime vessels in operation or under construction, Snyder said from his corporate headquarters in Houston, Texas. "The Robert Allan designs for escort work and for

harbour docking and undocking work are far, far superior to anything that's designed or built in the United States." Allan, who said he can't remember a time he ever wanted to be anything except a naval architect like his father, has been pushing boundaries since the early stages of his career. One of his most memorable projects came at the same time as his father's death in the early 1980s, when Robert Allan Ltd. designed the most powerful anchor-handling tugs of the era, capable of cutting through up to 1.2 metres of ice, for work in the Beaufort Sea. Taking the reins as company president at just 34, Allan said the experience of completing the unprecedented design during a period of personal hardship made him strong. Six years ago, Allan started the process of selling his stake in his grandfather's company to a group of senior employees, in a rotating shareholder model. "As I approached my late 50s, I realized none of my sons were going to be following in my footsteps and I was, quite frankly, working my ass off and didn't want to die at the age of 65 like my father," said Allan. "Now I've seen how those 10 former employees have taken ownership and pride in this company, and it's been wonderful," said Allan. "I couldn't have asked for a better strategy." In the future, Allan expects to see demand for larger and more powerful tugs boats, driven by the increase in size of ships working the world's oceans. They will continue to play an integral role not only in global commerce and safe resource development, he said, but also on the leading edge of ensuring environmental protection in marine environments *(Source: Vancouver Sun) □*

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BOGAZICI 15 LAUNCHED



On the other hand, BOGAZICI has just successfully launched another unit **Bogazici 15** to be named **Amapola** for IOED International Offshore Engineering Development Company which is scheduled for delivery end April 2014. The 70 tons bollard pull Robert Allan RAstar 3000 design ASD tug boat's dimensions is 30 m x 12.60 m and has 2 x Caterpillar 3516 C, total 4200 kW main engine and Schottel SRP 1515 CP Azimuth

propulsion system. *(Source & Photo: Bogazici)*

SHEN HUATUO No. 11 ASD TUGBOAT DELIVERED

On the afternoon of March 25th, 2014, the 5200HP ASD tugboat named **Shen Huatuo No. 11** was delivered to CCCC First Harbor Engineering Company Ltd. from Zhenjiang Shipyard, starting its sail smoothl *(Source & Photo: Zhenjiang Shipyard)*



NEW RAMPARTS 2500 CLASS SHIP-HANDLING TUGS FOR SMIT-REBRAS



Keppel Singmarine Brasil Ltda. (KSMB), of Navegantes, Brazil have recently completed the construction of the **SMIT Pareci**, the second of a series of six Robert Allan designed RAMPARTS 2500 tugs, for SMIT Rebocadores do Brasil (Rebras), of Rio de Janeiro. The **SMIT Pareci** was delivered in December of 2013, and follows its sister, the **SMIT Pataxó**, which was delivered in June of 2013.

The RAMPARTS Class tugs are a series of proven, standardized Z-drive tug designs. Each of these designs has been developed from a successful prototype vessel or series of vessels, and refined to emphasize ease of construction and Owners' specific requirements. This particular new series of RAMPARTS 2500 follows a successful series of twelve similar tugs also designed by Robert Allan Ltd. for SMIT Rebras, with delivery of the last vessel of the class, the **SMIT Tupinamba**, in 2008. Robert Allan Ltd. worked closely with SMIT Rebras to develop this latest series, with significant changes including new engines complying with the latest IMO emissions standards, a new double drum towing winch and staple, a larger wheelhouse, a new streamlined skeg, updated fendering, increased fresh water capacity, and new electrical generators. The design retains the characteristic half-height raised forecastle which provides increased bow height for improved operations in exposed waters, and the same hull form providing maximum performance ahead and astern. The principal particulars of the **SMIT Pareci** are as follows: Length overall: 24.40 metres; Beam, moulded, extreme: 10.25 metres; Depth, least moulded (hull): 4.07 metres; Maximum draft (DWL): 4.50 metres; Gross tonnage (GRT): 271 tons. The vessel has been built and classed to ABS notation,

and Brazilian NORMAM requirements: ABS □ A1 Towing Service, □ AMS. The propulsion machinery consists of a pair of CAT 3512C HD high-speed engines, each producing 1,379 kW at 1600 rpm, in compliance with IMO Tier 2 emissions requirements. This power is transmitted via a straight line shafting system to a pair of Schottel SRP 1012 fixed pitch azimuthing thrusters with 2100 mm diameter propellers in nozzles. On trials, **SMIT Pareci** (and **SMIT Pataxó**) met or exceeded all performance expectations with the following results: Bollard Pull: 46 tonnes; Free Running Speed, ahead: 12.2 knots. The **SMIT Pareci**, has the following design features: *Capacities:* • Fuel Oil: 75 m³; • Fresh Water: 12 m³. *Bridge Deck:* • Wheelhouse: arranged to provide maximum all-round visibility, with overhead viewing windows, and a split console forward. • A chart table is located to Port, along with access to the deckhouse at main deck level below. *Main Deck:* • Double drum winch and staple forward, towing hook and capstan aft. • Heavy bow fendering for ship-assist work. • Well-appointed cabin for two officers, with private facilities. • Mess / Lounge / Galley: Comfortable seating area with television and water cooler, adjacent to galley. • Deck lockers: Integral deckhouse locker, and additional lockers in bulwarks forward and aft. • Large escape hatches in accordance with NORMAM requirements. • Flush-mounted, parts access/removal deck hatches. • Large ventilation fan for providing fresh air to machinery space in hot local climate. *Below Main Deck:* • Accommodation: Two quadruple (2 x 4) crew cabins, with shared lavatory facilities. • Laundry, bosun store, and additional fridge for cold stores. (*Press Release Robert Allan*)

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OIL PAINTING SMIT HUNTER

Oilpainting The Smit Hunter from Hans Breeman. (Original name Happy Hunter). The **Happy Hunter** was launched for Mammoet Transport BV in 1978 by Arnhemse Scheepsbouw My and completed by Van der Giessen-De Noord at Alblasterdam. Her power came from 2x 6cyl K.Deutz diesels, with max speed 11kn on two screws. In 1982 she worked in charter for Smit Internationale and renamed



Smit Hunter, In 1984 she was taken over by Smit. In 2003 she was broken up in Ridderkerk. (www.hansbreeman.nl)

FIRST 6000HP TUGBOAT FOR SRILANKAN LAUNCHED



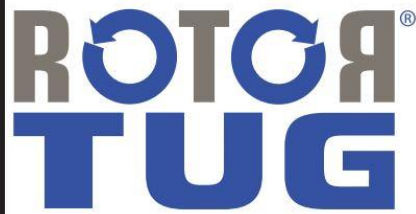
On 2nd April 2014, the first 6000HP tugboat built for Srilankan Owner was successfully launched in Zhenjiang Shipyard. Designed by the shipyard, the tug applies a new shape-design and built under the requirements from Lloyd's Register. The technological performance and the configuration of this

tug represent an advanced level of the tugs with big power. Mr. Zhang Lixin, representative of the Owner and deputy secretary of China Communication Electrical Engineering Bureau, Mr. Zhengjie, deputy director of GDC Watery Construction Company, Mr. Hou Xiaoming, deputy director of SDC Watery Construction Company, Mr. Lin Li, general manager of Lloyd's Register China Office and other domestic and overseas guests attended the launching ceremony. (*Source: Zhenjiang*)

TRANSPORTS BY VAN WIJNGAARDEN MARINE SERVICES



In the first quarter of 2014 Van Wijngaarden Marine Services inland tugs, the 1969 built Vliestroom and the 1969 built Merwestroom had carried out 59 jobs for several shipyards around Hardinxveld-Giessendam; Netherlands. On the pictures is seen some of this transports. The first transport is an aft section from an inland cargo vessel from Hendrik Ido Ambacht to the Holland Shipyard in Hardinxveld. The photo is made by Hans Lingbeek. The second transport is the Damen Multicat 2712 from de Damen Gorinchem yard to the Damen Shipyard Hardinxveld.. This photo is made by Henk van Milligen. The last one in this serie is the transport of the Boskalis barge Terraferre 301 as leading tug with astern as steering the Boskalis tug Terramare 1 during bridge passages from Sliedrecht to Dordrecht. This photo is from Van Wijngaarden Marine Services. (*Source: Van Wijngaarden Marine Services*)

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 The logo for Rotor Tug features the word "ROTOR" in a blue, sans-serif font with a registered trademark symbol, positioned above the word "TUG" in a larger, bold, blue, sans-serif font.

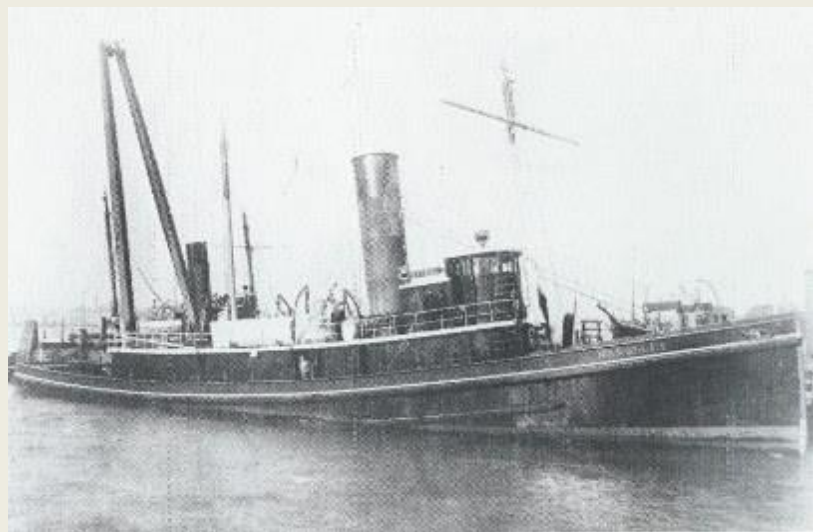
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YESTERYEAR TUGBOAT HERCULES & GOLIAH

The legendary tugboat **Hercules** at the outfitting dock of John H. Dialogue and Sons shipyard in 1908, just after she was launched. The **Hercules** and her sister **Goliah**--just visible in the photo behind the shear legs -- were built in Camden, New Jersey, for service on the West Coast. They were unusual for the time because they burned fuel oil, rather than coal, to power their 500 horsepower, triple expansion steam engines. Coal,



which was cheap and abundant at that time, was burned by the vast majority of steam tugs. The voyage of the sister tugs from New Jersey to San Francisco, through the Straits of Magellan, was unique. The **Hercules** towed the **Goliah** all the way. The **Goliah** was outfitted as a supply ship for the passage and carried the extra fuel oil required by the **Hercules** for such a long distance. The owners chose to carry their own fuel, rather than rely on South American ports along the way for bunkers. Both tugboats were rigged with yards crossed on their masts for setting squaresails to take advantage of fair winds. When they reached the West Coast, the yards were removed. The **Hercules** and the



Goliah were identical, except that the beam of the **Goliah** was slightly greater due to last minute design changes when they were under construction. When the decision came to increase the beam, the **Hercules** was already plated, so it was too late for an alteration. The **Goliah** was only in frame, however, so she was widened by heating the frames and bending them outward. Both tugs

were 150 feet overall. The **Hercules** became a West Coast stalwart engaged in all types of assignments over the years, from towing ships and barges to towing railroad car floats in San Francisco Bay. She is still afloat in San Francisco, undergoing restoration as an exhibit at the San Francisco Maritime State Historic Park. The **Goliah**, the **Hercules**'s sister, decked out for a special occasion. At the time of this photograph, she was owned by the Puget Sound Tug Boat Company, which purchased her from her original San Francisco owners in 1909. During World War I, she was sold to the U.S. Navy and served in Europe as a salvage and rescue tug. After the war, she was returned to private ownership on the East Coast, where she spent her final years towing oil and coal barges and dredging equipment for the Wood Towing Company of Norfolk, Virginia. She was scrapped in 1952. Captain William J. Grey, construction supervisor for the **Hercules** and **Goliah**, said afterwards that the **Hercules** was hard on men, but she was always pulling. He often said that the duties of the two tugs when they worked the Pacific Coast should have been reversed—the **Goliah** was more suited to shiphandling and short hauls out of San Francisco, and the **Hercules** was ideal for the longer hauls and log raft work in Puget Sound. (*Source: On the Hawser by Steven Lang & Peter H. Spectre*)

SVEZIA SOLD – 1ST APRIL JOKE?

Rumors going that on the last day of March 2014 the 1988 built Dutch registered with call sign PHAK Iskes – IJmuiden; Netherlands tug **Svezia** (Imo 8521141) has been sold to Svitzer and will be renamed **Svitzer Svezia**. The tug was built by Cantieri Navale Ferrari SpA – La Spezia; Italy under number 56 and delivered to Societa Rimorchiatori Riuniti SpA – Genova; Italy, as **Svezia**. In 1995 under management by Kotug



International – Rotterdam. In 1999 sold to Kotug Vier BV and stationed at Bremerhaven. In 2004 under management by Kotug Europe – Rotterdam. In 2011 sold to Iskes Towage & Salvage BV – IJmuiden with the intension to rename her **Stormvogels** but name never changed. She has a length of 26, 85 mtrs a beam of 9.10 mtrs and a draft of 3,70 mtrs. The two K.H.Deutz type SBV6M628 main engines have a total output of 2,370 kW (3,200 hp) a speed of 10,75 knots and a bollard pull of 45 tons.

ACCIDENTS – SALVAGE NEWS

CREW WAS ASLEEP DURING 2013 SHIP GROUNDING

The owner of a cargo ship that ran aground on the Farne Islands has been fined £60,000 for safety breaches. The six-man crew of the 262-foot MV **Danio** were apparently asleep when it hit rocks at the islands, over a year ago. The Newcastle Crown Court heard how the vessel sailed for 90 minutes with all crew asleep. They only woke up when the **Danio** smashed into rocks beneath the Longstone Lighthouse, but still waited an hour before alerting the coast guard. According to BBC News,



prosecutors from the Maritime and Coastguard Agency (MCA) said the **Danio** had a "very basic" bridge navigational watch alarm system, which should rung to alert the crew they were approaching the lighthouse. However, it had been switched off and with the crew asleep, the vessel was left sailing for miles on autopilot using an unapproved navigation system. German firm Cux Ship Management previously admitted two safety breaches under Merchant Shipping Regulations. The company was also ordered to pay additional court costs of

more than £12,000. As a result of this incident, the operator has instructed that the bridge alarm must not be turned off in future, and that measures are now in place to make sure all crews employed are correctly qualified. *(Source: Marex)*

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SCHOKLAND ENCOUNTERED ENGINE PROBLEMS



The 2010 built Dutch registered with call sign PBWZ general cargo vessel **Schokland** (Imo 9431599) departed a couple of days ago from Cape Town and encountered engine problems West of Dassen Island. The Smit salvage tug "**Smit Amandla**" made a tow connection and towed the vessel into the Table Bay, where she was handed over to the Harbour tugs. The Schokland is owned by Buter H. – Farmsum; Netherlands and managed by Amasus Shipping BV – Farmsum; Netherlands. She is classed Bureau Veritas. *(Source & Photo; Aad Noorland)*

OFFSHORE NEWS

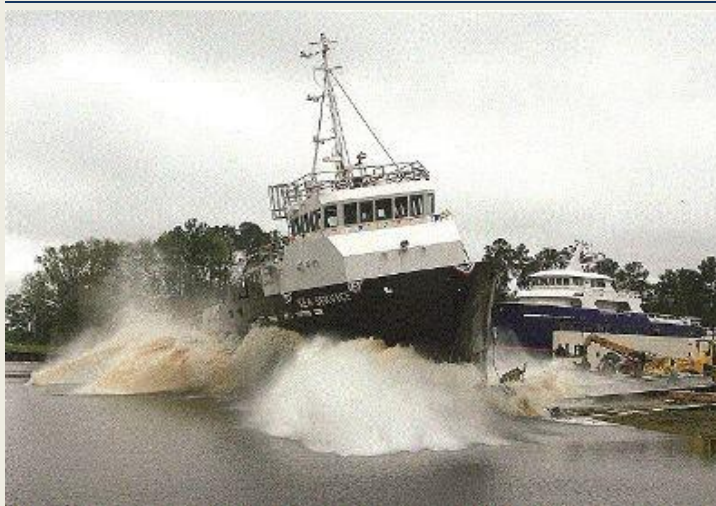
COASTAL SELLS VESSELS FOR \$54 MLN

Coastal Group today announced that its wholly-owned subsidiaries, Coastal Offshore, Thaumass Marine and Pleasant Engineering have collectively secured contracts for the sales of three offshore support vessels (OSVs) and two low-end vessels for an aggregate value of approx \$54 million. Apart from the two OSVs which



were sold to a repeat customer, the third OSV and two low-end vessels were sold to a new customers. With these latest orders, the total value of the Group's vessel sales stood at approx \$366 million. Mr Ng Chin Heng, the Executive Chairman of Coastal, commented: "Current crude oil price remains stable underpinned by the recovery momentum in the United States and the anticipated shift out of recession in the Eurozone. We are quite optimistic with the current OSV market as stable oil price will continue to spur oil majors to increase capex spending on exploration and production activities, especially for drilling activities. We believe there are more OSV needed to support the 2015-delivery rigs." Mr Ng further added: "With the current strong vessel sales order book and the recent win of jack-up gas compression service unit charter contract, FY2014 shall be a busy year to Coastal Group. In addition, currently we are in the progress of clinching a contract for our maiden jack-up rig which is scheduled for delivery in quarter three this year. We are quite optimistic on clinching our first jack-up rig contract this year." All of these vessels are expected to be delivered in 2014 and 2015. *(Source: Coastal)*

ST JOHNS SHIP BUILDING LAUNCHES OSV



St. Johns Ship Building Inc. launched a new 157-foot, 590-long-ton cargo hauling offshore service vessel in a traditional champagne-soaked launch on the morning of Friday, March 7. The **Sea Service** carries the latest in high-tech computer and satellite reception gear. It can approach an oil rig and remain stationary in all but the roughest of seas as supplies are loaded to the rig, reported The Palatka Daily News. The vessel's size also allows

smaller operators to be competitive with the bigger operations at different rigs. The vessel will be delivered to Trinidadian company, A.R. Singh Contractors Limited, following river and open sea trials. She is the sister vessel to the **Sea Strength**, and the second vessel of this type purchased by the owner from St. Johns. Upgrades for the **Sea Service** versus the **Sea Strength** include the upgrading of the Bow Thruster to a Schottel thruster, and the addition of a stern thruster. The company's president, Steve Ganoe, was noted saying that the shipyard remains a worthwhile competitor in the global market. The workers also openly take pride in building in America with American parts and equipment. St Johns brought jobs and commerce to Putnam County and other northeast Florida areas. About 90 people were used in production for the yearlong build. *(Source: Marex)*

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OLYMPIC BOA NAMING CEREMONY HELD AT KLEVEN VERFT

Subsea construction vessel, **Olympic Boa**, was named at Kleven Verft on Saturday 29th 2014. Vessel godmother was Iren Bjerkan, married to Helge Røraas, President and Chief Executive Officer at BOA marine services, who has chartered the vessel for the next three years plus options. The charter will begin during the second quarter of 2014 upon arrival in the Gulf of Mexico (GOM). **Olympic Boa** is designed to meet the demanding offshore oil & gas



market, with diesel electric frequency controlled propulsion, highly efficient azimuth thrusters with DP-2 dynamic positioning system for station keeping. She is designed for low fuel consumption and excellent sea- and station-keeping capabilities, in addition to low noise and vibration levels in hull and superstructure that ensures the highest comfort and safety levels for the personnel onboard. The vessel is equipped with a 250-ton active heave compensated crane with 3,000mtr working depth capability, accommodations for up to 110 personnel, a heli-deck rated for Sikorsky S-92/S-61 and a moon pool of 7.2m x 7.2m. Olympic Boa will also feature two Oceaneering Millennium Plus heavy work class ROVs, plus tooling suite. *(Source: Olympic)*

HARKAND CHARTERS HOS MYSTIQUE CONSTRUCTION VESSEL



Harkand has entered into a charter agreement with Hornbeck Offshore for the offshore construction vessel **HOS Mystique** for a firm period of two years plus options. The 250ft (76.2m) DP2 vessel has a 70 MT AHC crane and will be outfitted with a Harkand Triton XLS ROV to support IRM and survey work in water depths up to 3,000m in the Gulf of Mexico. AJ Jain, North America managing director for Harkand said: "This strategic addition to our growing fleet gives

us the additional flexibility required to address our clients' IRM, survey and light construction needs. The **HOS Mystique** will join the Harkand fleet in April followed closely by the **Siem Spearfish** with a 250MT crane in May. Addition of a fourth asset to our fleet shows our commitment to the Gulf of Mexico." *(Source: Harkand)*

OCEAN SHIELD TO SEARCH FOR MISSING BOEING

The "**Ocean Shield**" was dispatched from Sydney to Fremantle in order to search for the blackbox of the missing *Malaysian LH 3700 flight* on Mar 23, 2014. The ship was due to depart to the presumed crash site 1700 kilometers west of Perth on Mar 31, 2014, with a detector on board which is able to receive signals of the black box from a depth of even 6000 meters.

(Source: Vesseltracker)



PACIFIC RADIANCE BAGS CONTRACT FOR ITS LATEST MWV

Affirming its already strong standing in Asia's offshore oil & gas support services sector, Pacific Radiance Ltd. has bagged a contract worth up to \$100 million for its latest maintenance work vessel (MWV). Under the terms of the contract, the MWV, which joined the Group's diverse fleet in the first quarter of FY2014, will be chartered to an international oil major for up to seven years, including extensions. The Group expects the MWV, which will be deployed to provide maintenance services for a project in South East Asia, to contribute to its earnings from 2QFY14. The MWV has accommodation for 208 men and is equipped with a 64 tonne crane. Mr Pang Yoke Min, the Executive Chairman of Pacific Radiance, said: "This latest win reinforces Pacific Radiance's firm standing in the sector and underlines our strategy to add larger and more sophisticated vessels while

keeping our fleet diverse and relevant to market trends. Furthermore, our strategic newbuild programme places the Group in a prime position to widen our footprint in Asia as well as make inroads into our target markets in Africa, Australia, South and Central America where E&P spending is expected to rise.” Under the Group’s strategic newbuild programme, Pacific Radiance expects 13 more vessels ranging from Platform Supply Vessels and Anchor Handling Tug & Supply Vessels, to a ROV support vessel, to be delivered in FY2014. These diverse newbuilds which are more technologically advanced, will enhance the Group’s medium to deepwater capabilities to capture opportunities in the market as its clients move into deeper waters. Last month, Pacific Radiance announced a 76% jump in Group net attributable profit to \$56.8 million in FY2013, on the back of revenue growth of 29%. This is the result of higher utilisation and firm charter rates of its fleet of offshore support vessels. The Board has also proposed a final tax-exempt ordinary dividend of 2 Singapore cents per share for FY2013 which is expected to be paid on 23 May 2014 when approved by shareholders at the upcoming Annual General Meeting. *(Source: Pacific Radiance)*

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NEW BUILDING ARRIVED IN STELLENDAM; NETHERLANDS



Last week the Damen new building casco **7-Oceans** arrived in Stellendam; Netherlands. The casco, for Rederij Groen, was towed by the Polish tug Cyklop. *(Photo: Ruud Zegwaard)*

16000BHP HYBRID ANCHOR TOWING SUPPLY OIL RECOVERY VESSEL

On the morning of 1st April 2014, the 16000bhp hybrid anchor towing supply oil recovery vessel was successfully launched in Zhenjiang Shipyard. With 85m in length(B.P), 20m in breadth(MLD), 8.5m in depth(MLD) and 5.6m of its average draft, the vessel applies hybrid power technology and DPS-2, FIFI-2, IMDG/ABS non-restricted waters. It also meets the requirements of ABS class notation for ocean engineering vessels, such as A1 OFFSHORE SUPPORT VESSEL(AH, TOW,

SUPPLY, FFV 2, OSR-C, SPS), +AMS, +ACCU, +DPS-2, +ENVIRO, GP, UWILD, BWT. Construction supervising representatives, general manager He Yulong from China Communication Import and Export Corporation, CFO Feng Wenguang from Hong Kong Hoitung Corporation attended the ceremony. *(Source: Zhenjiang)*



WINDFARM NEWS

NORTH SEA SHIPBROKERS TAKES PART IN DANTYSK OFFSHORE WIND PROJECT



North Sea Shipbrokers has been nominated as agents for the **GMS Endeavour 6102** jack-up barge for the port of Esbjerg, the largest offshore port on the Denmark's west coast. From 18th to 23rd of March, the **GMS Endeavour 6102** had undergone required maintenance and has been prepared to carry out DanTysk offshore wind farm construction works in the North Sea. All of the 80 foundations for the DanTysk wind turbines, as well as the offshore substation, have already

been constructed, and the installation of the turbines is scheduled to start soon. The commissioning of the wind farm is planned for autumn 2014. North Sea Shipbrokers is a shipping and offshore brokerage company with a worldwide presence in the marketplace for 37 years, offering all range of committed services to ship owners and operators as well as to charterers including: agency, offshore chartering and S&P. Last year, the company acquired all activities from North Sea Ship Agency. *(Source: Press Release)*

BMT NIGEL GEE PROVIDES DESIGNS FOR NJORD'S WFSVs

BMT Nigel Gee Ltd, a subsidiary of BMT Group, the leading international maritime design and engineering consultancy won a design for the **construction of up to eight advanced 26m Windfarm Support Vessels (WSV)**, to be built by the Australian shipbuilder, Strategic Marine. The vessels are to be built for Njord Offshore Ltd who has already taken delivery of eight BMT designed 21m WSVs, also built by Strategic Marine. Developed from BMT's well-established range of WSVs with Njord Offshore, the vessels will be 26m in length with a beam of 9.1m, powered by four Scania DI16 070

diesel engines, driving Servogear controllable pitch propellers (CPP) through a combining gearbox. Capable of speeds in excess of 27.5 knots with ten tonnes of deadweight, the vessels will have a resiliently mounted superstructure together with the BMT patented Active Fender System. Furthermore, they will be built to the DNV Wind Farm Service 1 R1 notation suitable for operation up to 150 nautical miles from shore. The first two vessels will be delivered early in 2015. *(Press Release)*



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NEW CTRUK OWSV DESIGN TAILORED TO WORK FURTHER OFFSHORE



22m multi-role composite cat will have 24,000 litre fuel capacity. Whilst debate continues about the most efficient way to serve offshore wind installations further out to sea, CTruk has been quietly forging ahead with a new OWSV designed to safely deal with rougher seas, longer transits and tougher assignments whilst not neglecting the comfort of passengers and crew. Based on a proven workboat design concept,

the CTruk EVOC22 is a 22m composite twin-hull with 7.5m beam and 1.25m draft. This innovative workboat will have a 20 tonne flexible payload capability and the ability to carry 24,000 litres of fuel, an invaluable function in servicing round 3 zones. CTruk's patented moveable wheelhouse and

flexible deck pod system will allow the vessel to fulfil multiple roles; potentially transferring 12 technicians in ultimate comfort one day and removing its passenger pod to make use of 72m² of deck space for equipment transfer the next, carrying cranes, transfer systems and amphibious rescue vehicles such as the CTruk **Avenger**. CTruk's hard-won experience and dedication to incorporating client feedback is serving the company's in-house design team well. New features on this vessel include a protected controllable pitch propeller (CPP) system which will give optimal bollard pull and service speeds, significantly increasing the already renowned fuel efficiency of CTruk's lighter weight composite catamarans and yet still allowing the boat to take the ground and dry out at low water. Various engine options are available and the inclusion of bow thrusters will give greater manoeuvrability. Designed and built to Bureau Veritas (BV) classification rules, the vessel will join offshore wind solutions provider CWind's charter fleet, where the increased capacity of this larger OWSV is eagerly awaited. CWind's Business Development Director Bruce Clements commented: "The CTruk EVOC22 builds on the versatile design features of the successful CTruk 20T MPC, which has now worked on 13 offshore wind farms and had an outstanding level of availability on contract in the past year. This 22m workboat will take CWind's fleet forward into the next phase of offshore wind park construction. Our clients will benefit from the craft's high and flexible payload capacity as well as smooth and comfortable personnel transfers, a factor which takes on greater significance as distance to work increases." The first CTruk EVOC22 (EVOC stands for Efficient Versatile Offshore Catamaran) is currently in production at CTruk's Essex yard and due for delivery in September 2014. Presented to the market with CWind's proven service package and fleet management experience, she promises to be a game changer for offshore wind construction, operations and maintenance further out to sea. *(Press Release CTruk)*

YARD NEWS

HAVYARD READY TO GO PUBLIC

Havyard, a Norwegian provider of offshore ship design, shipbuilding technology, ship equipment and systems and services to the international oil and gas industry, today filed for listing on the Oslo stock exchange. According to information from the stock exchange, Oslo Børs has received a request for admission to trading from Havyard Group ASA on Oslo Børs, alternatively Oslo Axess.



Havyard yesterday revealed it planned to collect 100 M NOK in a private placement before the public listing in order to support further growth. The coming weekend, CEO Geir Johan Bakke and a team of employees and advisors will start a sales tour to USA and Britain for meetings with investor groups. Also, the company yesterday elected Bård Mikkelsen, former CEO of Statkraft, as new Chairman of the Board. *(Source: Offshore Energy Today)*

NDSQ SIGNS TWO MoUs WORTH A TOTAL OF QAR 3.1BN WITH QATAR ARMED FORCES

Nakilat Damen Shipyards Qatar (NDSQ) and Qatar Armed Forces have signed two MoUs for the



construction of seven vessels at Qatar's premier shipyard. Qatari shipbuilder Nakilat Damen Shipyards Qatar (NDSQ) has signed two Memoranda of Understanding (MoU) worth QAR 3.1 billion to build seven vessels for Qatar Armed Forces. The MoUs were signed on Thursday 27th March during the DIMDEX event at Qatar National Convention Center (QNCC). Once all the necessary agreements are finalized, the

vessels mentioned in the MoUs will be constructed in the State of Qatar by NDSQ at its shipbuilding facility at Erhama Bin Jaber Al Jalahma Shipyard in Ras Laffan. The MoUs signed by NDSQ and Qatar Armed Forces concern **six 50m-long axe-bow high-speed patrol vessels** and **one 52m-long diving support vessel** for the Qatar Armed Forces. All vessels are highly sophisticated state-of-the-art naval ships built based on proven designs providing unparalleled seaworthiness. The diving support vessel includes decompression capabilities. A large Integrated Logistic Support package is also mentioned in the MoUs. Eng. Abdullah Fadhalah Al Sulaiti, Managing Director of Nakilat and Chairman of NDSQ, said: "We are delighted with these MoUs, both for our company and for our country. To be given the opportunity to build these vessels in Qatar for Qatar will be an incredible achievement and a strong contribution to the continued growth of our nation's marine industry. These MoUs are confirmation of the State of Qatar's world-class shipyard capabilities. "We are thankful to HE Major General Hamad bin Ali al-Attiyah, Minister of State for Defence and we also thank Qatar Armed Forces for placing their trust in our company and in Qatar's marine industry. We look forward to working closely with Qatar Armed Forces and to finalizing the details of this agreement". (*Press Release NDSQ*)

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ULSTEIN ENTERS NEW MARKET WITH OCEAN GOING TUGS

Ulstein has sold design and equipment packages for four ocean going tugs to Niigata Shipbuilding & Repair in Japan. The vessels will be built for the Dutch company ALP Maritime Services. The vessels are primarily designed for towing of large structures over long distances. This is a new market for ULSTEIN and the contract represents so far the highest value in one single contract for Ulstein Design & Solutions. The vessels of the **SX157 design** are developed especially for this project in close collaboration with ALP. They are expected to deliver in the range of 300 ton bollard pull, and will

be 88.9 metres long and 21 metres wide. “This is a very important contract, involving activities in a new market for us and with a new customer involved. The contract is a result of close cooperation with the shipyard, the ship owner and our partners in the Norwegian maritime cluster, a cooperation we will work to develop further in the years to come,” says deputy CEO Tore Ulstein in Ulstein Group. “An oceangoing tug typically tow oil rigs, or



FPSOs, from the building yards to the installation site at the oil field. In addition, these vessels are outfitted with DP2 and anchor handling capacity in order to assist during the installation/hook-up phase for the towed objects. The **SX157** have fuel capacity to tow over long distances, with the ability of towing at full power for 45 days. This is a niche market where we see that our solutions can be a positive contribution,” says managing director Sigurd Viseth in Ulstein Design & Solutions. *Safer. Smarter. Greener* “Within each project we work strategically in order to come up with safer, smarter and greener solutions. ALP refers to these four ships as the ‘**ALP Future Class**’. When developing the design we had to ensure that each vessel has the sufficient bollard pull and operational reliability to handle even the heaviest tows by only two vessels. Environment and fuel efficiency have also been important criteria. The vessels are classed with DNV’s Clean Design and Ice Class 1B notations, which allow operation also in restricted zones. Additionally, they are equipped as anchor handling vessels including stern roller, a three-drummed winch with 400-ton hoisting capacity, and with chain lockers for rig chain. The ships have a comfortable and spacious accommodation for 35 persons reflecting long periods at sea.” Viseth explains that ULSTEIN, in addition to providing the design, is also responsible for the deliveries of main components, such as engines, thrusters and propellers, winch, power distribution and thruster drives, control system and communication system. ALP Maritime Services is a new ship owner for ULSTEIN. The company is a subsidiary of Teekay Offshore Partners L.P. The vessels will be built at Niigata Shipbuilding & Repair, a yard in the MES group (Mitsui Engineering & Shipbuilding Co.). The vessels are intended for worldwide operations, and are planned for delivery by Q4 2015 and Q1 2016. *(Source: Ulstein Group)*

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CHRISTENING CEREMONY HELD FOR OCEANOGRAPHIC RESEARCH VESSEL R/V NEIL ARMSTRONG



Naval Architecture and Marine Engineering company Guido Perla & Associates, Inc. (GPA) announced that the christening ceremony for the Oceanographic Research Vessel AGOR 27, named in honor of the famed [Neil Armstrong](#), was held at Dakota Creek Industries (DCI) in Anacortes, WA, on March 29th, 2014. Kali Armstrong, granddaughter of the late astronaut and the Maid of Honor, sang the National Anthem and Carol Knight Armstrong, Neil Armstrong's

wife, served as the ship's sponsor, performing the honor of breaking the traditional bottle of champagne across the ship's bow. Coordinated with the breaking of the bottle, a formation of WWII AT6 navy trainers flew over the site, providing a glorious radial engine background sound to the ritual. "Now the R/V [Neil Armstrong](#) will provide a continuum of exploration for the next 50 years," said Mrs. Armstrong during the ceremony. The beginning of the vessel's life was officially marked with hundreds of guests on-site, including representatives of the Naval Sea Systems Command (NAVSEA), Woods Hole Oceanographic Institution (WHOI), University-National Oceanographic Laboratory System (UNOLS), Office of Naval Research (ONR), DCI, GPA and various major equipment suppliers. Notable guests on the VIP list included VADM Devany (NOAA Deputy Under Secretary for Operations), RADM Lewis (PEO Ships), RADM White (Oceanographer of the Navy), Ms. Allison Stiller (Deputy Assistant Secretary of the Navy for Ship Programs), Honorable Charles Boldin (Ret Major General and current Administrator of NASA), Mr. Mike Kosar (Deputy Program Manager, NAVSEA PMS 325), CAPT Crowe (Supervisor of Shipbuilding, Bath), RADM Klunder (Chief of Naval Research) and Dr. Susan Avery (President, WHOI). It was a momentous day for all involved as it honored the memory of an extraordinary individual whose life achievements reminded all attendees to embrace challenges and to never stop embarking on journeys of discovery, perfectly epitomizing the future missions of the R/V [Neil Armstrong](#). "I can't think of a better name to go on the side of a ship designed for exploration and discovery," said RADM Klunder. "R/V [Neil Armstrong](#) will play a pivotal role in teaching the Navy about the ocean so we can more effectively plan our operations around the world." "In September 2012, the Secretary of the Navy announced that AGOR 27 was to be named after Neil Armstrong. To have this project be associated with such a distinguished and important individual was an incredible moment for the DCI/GPA team and all the associated companies who are involved. To us, Neil Armstrong represents one of the greatest examples of American tradition and character. Although many of his most famous accomplishments were before my lifetime, many here are affected personally by his achievements. But even for me, born a few years after his moon landing, it was impossible not to be aware of the importance of Neil Armstrong and what he has done for this country. DCI and GPA are providing a ship that will carry on the tradition and legacy of Neil Armstrong. We are honored beyond measure to be a part of this. We are confident this ship and the crews that operate this ship will meet the expectation and we look forward to hearing of its exploits in years to come," said Chris Chuhuran, GPA's Vice President and Project Manager of the Ocean Class AGOR Program. The 238 ft, state of the art oceanographic research vessel provides unprecedented opportunities for larger, interdisciplinary science teams of

up to 25 members, utilizing highly developed research equipment and will replace aging Intermediate Class ships. Both the R/V Neil Armstrong and sister vessel AGOR 28 R/V Sally Ride, also well under way at DCI, have the capability of carrying sufficient supplies and support systems to stay at sea for up to 40 days, covering up to 10,000 nautical miles and withstanding high sea and wind conditions. Some advanced features include acoustic navigation and tracking systems that operate at various depths, a specially designed hull diverting bubbles from the sonar area, a state of the art suite of over the side handling systems with enhance remote operation capability and dual controllable propellers with variable speed motors for increased efficiency. "Ship's are not a mere mode of transportation for many people in the industry. People dedicate their lives to ships, from the design through construction but especially the seafarers who spend a significant amount of time on these vessels. With those crew members and scientists in mind, we are confident that we have created an exceptional ship. The R/V Neil Armstrong carries with it the expertise, commitment and high regard for quality of dedicated men and women involved in the development, design and construction of this vessel. Just in August 2012, the keel was laid and since then, these same people have worked tirelessly to construct it. The GPA team is honored to play such a significant role in this project, Never in my wildest dreams I ever thought in 1969 as a young college student in my native country of Colombia, that 45 years later, a design that I have developed, will carry the name of that person that impressed me so much when I watched him on TV setting a foot on the moon, I am very honored of this happening" says Guido Perla, Chairman of GPA. The R/V [Neil Armstrong](#) continues to undergo outfitting and testing at DCI. Upon delivery in late 2014, the vessel will be operated by WHOI, supporting scientists with ongoing research worldwide, including in the Atlantic, Western Pacific and Indian Ocean regions in a wide variety of missions. AGOR 28 R/V Sally Ride, to be managed by Scripps Institute of Oceanography under charter party agreements with ONR, will soon follow after with an expected delivery in early 2015. (*Press Release Guiso Perla*)

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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](#)
 - [Boskalis strengthens its heavy marine transport position through Fairmount](#)

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