



TUGS & TOWING NEWS

GRIPHON 8 LAUNCHED



The tugboat “**Grifon-8**” of project 90600, building No 944 has solemnly launched. The tugboat has been constructed for the needs of Tug Company “Grifon” Ltd., that has reliable partnership relations with shipyard Pella. It is the third tugboat that shipyard Pella constructs for “Grifon” Ltd. The solemn ceremony was participated by the

management of the “Grifon” Ltd., the management of the Open JSC «Pella» and honorary guests. The vessel was sanctified by Churchman Andrey of the Alexander Nevsky Church. The tugboat is planned to be delivered to the Customer in September, 2014. The tugboat is intended for towing and berthing operations in harbor, roadsteads and coastal areas which comply with R3 navigation area, refloating of ships and vessels, firefighting operations at floating and shore objects, oil and petroleum content products, cargo transportation, ice breaking and erosion operations. *Technical information:* Length max: 25,4 m; Width max: 8,8 m; Draft: 3,5 m; Speed about: 12 knots; Bollard pull: 25 t. Classification KM Arc4 R3 Aut3 Tug by Russian Register of shipping. Propulsive system: Z-drives US 205 P 20 SP, Rolls-Royce, propellers without nozzles. Powerplant: 2x1193 kW at 1600 r/min, Cummins KTA 50M2. *Deck equipment:* • bow electro-hydraulic anchor-towing-mooring winch Fluidmeccanica providing 10 t of bollard pull; • towing hook Fluidmeccanica providing 470 kW t of bollard pull; • cargo crane. (Source: Pella)

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AMSTELSTROOM WITH TWO BARGES FROM GERMANY TO TRINIDAD



The 2004 Damen built and in 2012 upgraded Dutch registered with call sign PIAS shoalbuster 2609S **Amstelstroom** (Imo 9295775) from Van Wijngaarden Marine Services departed on the 27th March from Hardinxveld; Netherlands to Cuxhaven; Germany to collect two barges for a towing trip to Port of Spain; Trinidad & Tabago. The splithopperbarges **HH52** and **HH53** from Heinrich Hirdis GmbH, the German branch of Boskalis, were prepared for seagoing towage as a tandem tow. On Sunday 30th March, after a half day delay, due to foggy weather conditions, the transport received permission to depart from Cuxhaven. The passage through the Gulf of Biscay was taken safely despite rough weather. On Monday 14th April the convoy arrived in Las Palmas for a bunker stop, fresh water replenishment and provision stores. The other day Tuesday 15th April the convoy departed for the last 2,900 miles to Port of Spain. Contractor for this, for Van Wijngaarden Marine Service special towage job, is Royal Boskalis. The barges have a length of 55.08 mtrs and a beam of 9.54 mtrs. TT&O wishes vessel and crew a safe voyage *(Source & Photo: VWMS)*

CARMET 25TH ANNIVERSARY

On 6 March 2014 the Carmet Tug Company Ltd celebrated the 25th anniversary of its management of the shiphandling services on the Manchester Ship Canal. To mark the occasion, the ship canal tugs were dressed overall and the owners of the Carmet Tug Company, the Metcalfe family, hosted a lunch for representatives of The Manchester Ship Canal Company, customers, local



agents, past and present members of the staff and crews. Carmet has been the sole towage contractor for the Manchester Ship Canal since 1989, when The Manchester Ship Canal Company Ltd handed

over the management and operation of its four purpose built twin-screw tugs to the well-established family firm. The four tug fleet, **MSC Viking**, **MSC Victory**, **MSC Volant** and **MSC Viceroy**, are based at Eastham and regularly assist ships to and from the locks at Eastham to Ellesmere Port, Stanlow and Runcorn. The tugs are operated on a rota system that ensures that two tugs are available at short notice 24/7, with at least one other tug on standby. All four tugs were built by J.W.Cook & Co Ltd at Wivenhoe, Essex (no longer in existence) between 1974 and 1976. Virtually identical twin-screw vessels of 28.63m in length, they are each powered by 8 cylinder Allen diesels generating a total of 1,280 bhp for a bollard pull of 16 tonnes. Their design follows closely what was established in earlier ship canal tugs that have proved highly successful, towing over the bow or stern as appropriate. As the photograph depicts, the little fleet are meticulously maintained by Carmet and are a credit to the Carmet crews. The Carmet Tug Company Ltd is a small and successful family run company founded in 1971 and well known as operators of workboats, tugs, launches and a variety of other craft supporting civil engineering projects on the Manchester Ship Canal, Liverpool Docks, River Mersey and elsewhere in the locality. Carmet is a proud family firm managed from its offices adjacent to the locks at Eastham by three generations of the family. Captain Ian Metcalf is chairman, Captain Brett Metcalf is managing director and Joshua Metcalf is operations manager. In addition to the four Manchester Ship Canal tugs, the company operates a fleet of eight other vessels. These include the two multi-purpose workvessels **Vital** and **Vixen**, the tugs **Vigour** and **Audrey**, crew transfer and safety launch **Venom**, a hopper barge, a small safety workboat and a floating work platform. The most recent addition to the fleet is the 17m multi-purpose work vessel **Vital**, built locally at the yard of McTay Marine Services. **Vital** is powered by twin Doosan engines with a total of 640 bhp and is fitted with an Atlas 62 t/m crane. Carmet now also offers the services of a team of dedicated shipwrights led by a time served, highly experienced shipwright well versed in quay repairs, fender renewal and replacement, timber decking and dolphin repairs. Any size of timber, treated or untreated, can be sourced at very competitive prices. The fabrication of any metal work, including hand rails and ladders, can also be arranged. *(Source: maritime Journal; Photo: Mercator Media)*

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IAN ELLIS TOOK OVER THE HELM AT MACDUFF SHIP DESIGN

In March 2014, after 21 years at the helm of Macduff Ship Design, Donald Cameron, the co-founder and managing director, has announced his retirement from the company. His successor is Ian Ellis, who has been with the company since 1995 and has been at the heart of the company and its success. Ian will be carrying on the well-established principals of the company, offering the same level of professional service that clients have come to expect of Macduff. Ian will be ably assisted by senior naval architect Sandy Reid, a staff member since 1996. Under his leadership Macduff Ship Design introduced a whole series of designs for tugs and other craft and developed highly successful relationships with clients and shipyards. *(Source: Maritime Journal)*

LOOKING FOR MORE DETAILS



On the website “visible shipwrecks” was found a picture of the tug with the name “**Zambeze**”. Is there some one of the readers who can tell more of this tug. Under the picture is the following text “**Zambezi**, Tug abandoned in the port of Maputo, Mozambique (1992)” It looks very doubtful if this is correct. Notice the name is different already. Your help is very much appreciated and can

be forward to jvds@towingline.com

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.

Send your press releases, news, articles and/or pictures to

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SHERPA LEAVES CURACAO

In the morning of Thursday 17th April the **Fairmount Sherpa** (Imo 9315563) departed from the Caribbean Island of Curacao repair yard the Curacao Droogdok Maatschappij after repairs were carried out. The tug is on her way via the Panama Canal to South Korea, probably Okpo to join her sister the **Fairmount Glacier** who departed earlier this month from Rotterdam. Both tugs will probably tow pontoons with modules to Australia. *(Photo: Kees Bustraan)*



BESIKTAS SHIPYARD BAGS FIVE

Besiktas Workboats, a new division of Besiktas Shipyard, has won orders to build three **TB1505 design** tugs for Turkish operator STFA and two for a Libyan company. With an overall length of



15m, beam of 5.8m and draft of 1.8m, the three STFA twin screw tugboats will have a pair of VOLVO D13 main engines coupled by 1150 mm diameter fixed pitch propellers via ZF W350 gearboxes. The remaining two Libyan-tugs will have similar specifications and will be supported with VOLVO D12 main engines. One of the 13 ton bollard pull 15m tugs will be delivered from stock of Besiktas Workboats Divisions within two months and will join the STFA fleet in Morocco. The other two vessels, slated for delivery in

July, will join STFA fleet in Kuwait. *(Source: Besiktas)*

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SMIT BARRACUDA A NEW COAT

Last week was seen the 2006 built Cyprus registered with call sign 5BAB4 tug **Smit Barracuda** (Imo 9345506) on the New Waterway leaving Rotterdam in her new Boskalis livery. The tug is built by IHC Beaver dredgers B.V. – Sliedrecht under number 11017. She is owned by Boskalis Offshore Marine Services B.V. – Rotterdam. The tug has a length of 25.80 mtrs a beam of 10 mtrs and a depth of 3.45 mtrs, her grt is 230 tons and nrt 69 tons. Her two Caterpillar main engines develops a total output of 1,492 kW (2,028 hp) and a speed of 10 knots. She is classed Bureau Veritas nr. 08322X with notations I  Hull  Mach Tug Unrestricted navigation AUT-UMS , ICE CLASS ID. *(Photo: Reinier van de Wetering)*



M.S.T PURCHASE IBEX



Marine Support Thames are said to have purchased the 1993 Damen Stantug 1405 with yard number 5211 built Solent vessel **ibex** and will be renamed **Progress**. The tug has a length o.a. of 14.40 mtrs a beam of 4.73 mtrs and a depth of 2.05 mtrs with a max draft of 1.50 mtrs. The two Volvo Penta type TMD 122 AHD develops a total output of 600 hp with a speed of 9.2 knots and a bollard pull of 7.6 tons. *(Source: LiquidHighway; Photo: J.Deverall)*. Further has been reported that Marine Support Thames Ltd have

also acquired the MTS Valid and renamed Protector. The old Astrix was said to be going to Norway for redeployment by Østensjø, but nothing definite yet seen. *(reported by David Asprey)*

TUG SPECTACLE ON THE NEW WATERWAY

On the morning of Saturday 19th April was seen on the New Waterway a beautiful spectacle for the tug enthusiasts. The outgoing tug **Fairplay-31** with in tow the tug **Fairplay-34** and as steering tug the **Fairplay-1** passing the former tugboat port of Maassluis. While the incoming tug **Spartan** towing the barge **Sand Carrier 101** with the two steering tugs **Gepke III** and **Anna Marie** astern connected on the barge underway to Rotterdam.



According AIS the **Fairplay-34** is bound for Gijon to made preparations for a future project. *(Photo: Reinier van de Wetering)*

YESTERYEAR TUGBOAT L.C. SABIN

The **L.C. Sabin**, a Great Lakes harbour tug, festooned with American flags for a special celebration. The **Sabin** was a typical Great Lakes tug in every way, from her low bulwark to her low, squared wheelhouse. One feature not typical, however, was her trident steam whistle – three whistles in one – which gave a nice, distinctive tone. She was built in 1908 in Chicago and was owned by the Great Lakes Towing Company, one of the largest tugboat companies on the lakes. She was 74 feet long and powered by an 800 horsepower steam engine. Chicago was good to the tugboat business. In 1914, the city passed an ordinance that required “All vessels, crafts or floats not propelled by steam, navigating the harbour for which any bridge may be opened, shall while approaching and passing such bridge, be towed by a steam tug.” In addition, large vessels, steam powered or not, had to use



tugs, and fines, for disobeying the ordinance were tough for those days -- \$25 to \$100 per offense. Navigation in the Chicago River is difficult, since it has heavy traffic and is quite narrow. Because of this, Chicago tug in the late 1890's had oversized rudders to give them

better control. A tug 80 feet long typically had a rudder eight feet wide and 10 feet deep, with one quarter of the rudder area forward of the rudderpost to act as a counterbalance. The large rudders gave the tugs great power on a lateral pull and even allowed them to drag heavily loaded streamers whose keels were scraping along the bottom. Because of the large rudders, most Chicago tugs used steam steering, which could move the rudder from hard over on one side to hard over on the other in nine seconds. *(Source: On the Hawser by Steven Lang & Peter H. Spectre)*

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SVITZER OCCUPIES ORANJEWERF SHIP REPAIR - AMSTERDAM



On Saturday 19th April was seen three Svitzer tug at the Oranjewerf Ship Repair in Amsterdam. In the drydock we see the **Svitzer Hutton**. Beside the drydock in front the **Svitzer Nari** and behind the Nari we see the **Svitzer Ramsey**. *(Photo: Jos Haver)*

SVEZIA IN HER NEW LIVERY

Svezia is still **Svezia** in Svitzer colours. Is she still waiting to receive her **Svitzer Svezia** name or is she holding her name **Svezia**. (Photo: Willem Koper)



ONLY TWO TUG ARE WORKING



Government has played down concerns over the number of tugboats that are fully operational. Just two of the island's fleet of three tugs, the **Powerful** and the **Edward E Stowe**, are being used at the moment. As a result, the arrival of the tanker **Astrid Lady** to the Oil Docks in St George's had to be delayed by several hours last week. Large tankers require two tugs to

be on hand when they come into the Oil Docks in the East End. However, last week one of the tugs had to be in Dockyard as the Riviera cruise ship came alongside. As soon as the tug had finished its duties in the West End, it moved up to St George's to oversee the tanker docking. The lack of an operational third tug has prompted concerns that the extra cost incurred by delays will be picked up by the taxpayer in Bermuda. A Government spokesperson said: "A ship's arrival or departure is adjusted according to the availability of tugs and sometimes even a berth, which is typical of any port in the world. "In Bermuda, passenger ships are given priority, while a tanker or other cargo vessel is asked to adjust speed via the ship's agent or Bermuda Radio so as to take pilot and proceed into port no earlier than a tug will be available (with sufficient notice the ship then is able to save fuel by reducing speed). "Also, weather may be a factor whereby high winds necessitate use of two tugs for the berthing and unberthing of two different ships and again the arrival/departure times of each ship must be staggered to suit availability of tugs." The Bermuda Sun understands that there could be a similar situation next week when the arrival of a car carrier, which also requires two tugs to be on hand, will clash with the arrival of cruise ships into Dockyard. The spokesperson added: "Concerning the April 22 arrival of multiple ships, arrival planning for tankers and car ships (that typically originate in the Caribbean) can also vary dramatically given the nature of their routing between multiple cargo discharge ports — combined with delays due to weather on their final inbound leg to Bermuda. "Cruise ships tend to be very much more precise in their voyage itineraries

for obvious reasons. "What appears to be a scheduling conflict presently may resolve itself due to many other factors given that it is not unusual for tankers and car ship arrival ETAs to vary not only by hours but possibly many days. "On occasion, the ship's requested arrival/departure time cannot be precisely accommodated given pilot/ tug availability. "From a ship movement planning standpoint, the far bigger consideration in port operation terms is the limitation of only being able to transit our channels in daylight (as opposed to the issue of tug availability solely), which is one of the reasons that night pilotage is a component part of the current channel dredging study." (*Source : BDA Sun*)

DUTCH NATIONAL TOWAGE MUSEUM TEMPORARILY CLOSED

Due to preparations for the new exhibition Maassluis Sleepboothaven the museum is closed from Monday 5 may 2014 till Friday 16 may 2014. The new exhibition officially opened on Friday 16 may 2014 until October 10, 2014. (*Press Release NSM*)

ACCIDENTS – SALVAGE NEWS

BALTIC ACE REMOVAL TO COST TAXPAYERS 67,5 MILLION EURO



The removal of the "**Baltic Ace**" which was abandoned by its owners was estimated to cost the taxpayer 67,5 million Euro. Rijkswaterstaat has contracted Boskalis and Mammoet with the wreck removal. Rijkswaterstaat confirmed the sum. The "**Baltic Ace**" is resting on the bottom at a depth of 35 meters approximately 65 kilometers from Goeree-

Overflakkee in the middle of one of the busiest shipping lanes in the world. After the removal of the fuel aboard the wreck it will be cut and salvaged in parts until the end of 2015. The 1400 cars and 540,000 liters of fuel oil on board are posing a threat to the environment. (*Source: Vesseltracker*)

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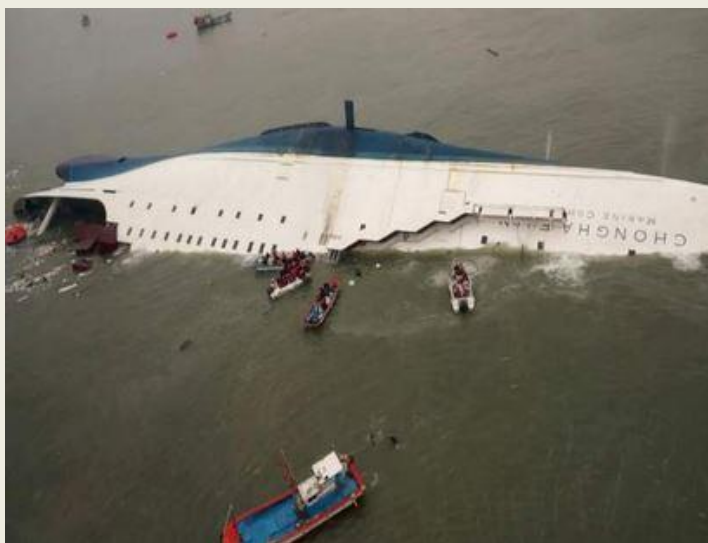
FERRY CAPTAIN SAYS EVACUATION WAS DELAYED FOR LACK OF RESCUE SHIPS

The arrested captain of the South Korean ferry that capsized with 476 people on board said on Saturday he had delayed evacuating the ship because of the sea conditions and the absence of rescue ships. Lee Joon-seok and two of his crew were taken into police custody in the early hours of the morning, charged with negligence and failing to



secure the safety of passengers in violation of maritime law. During his police arraignment, during which he stood, head bowed, in a hooded raincoat, Lee was asked by TV reporters why passengers had been ordered to remain in their seats and cabins for more than 40 minutes after the ferry first sent a distress signal just before 9am local time on Wednesday. "At the time a rescue ship had not arrived. There were also no fishing boats around there for rescues or other ships to help," Lee said. "The currents were very strong and water was cold at that time in the area. "I thought that passengers would be swept far away and fall into trouble if they evacuated thoughtlessly without wearing lifejackets. "It would have been the same even if they did wear lifejackets," he said. *(Source: Vesseltracker)*

DIVERS PULL BODIES FROM SUNKEN FERRY; TOLL TOPS 52



The confirmed death toll from South Korea's ferry disaster rose past 50 on Sunday, Apr. 20 as divers finally found a way inside the sunken vessel, quickly discovering more than a dozen bodies in what almost certainly is just the beginning of a massive and grim recovery effort. About 250 people are still missing from the ship, the vast majority of them high school students who had been on a holiday trip. Beginning late Saturday, when divers broke a window, and continuing into Sunday, multiple teams of divers have

found various routes into the ferry, discovering bodies in different spots, coast guard official Koh Myung-seok said at a briefing. Thirteen bodies have been found in the ship, while six other bodies were found floating outside Sunday, bringing the official death toll to 52, the coast guard said. *(Source: Vesseltracker; Photo: Myrecordjournal). Sewol Operator Involved in Many Accidents* The

operator of the South Korean passenger ferry Sewol has been involved in several accidents in recent years, it has emerged. Amid the latest incident in which 50 people have been confirmed dead and more than 250 others are still missing, the ship's operator, Chonghaejin Marine, is under the spotlight. The Yonhap news agency, citing earlier records, reported the vessel operator has been involved in maritime accidents at least once in every two or three years. The incidents include engine glitches or collisions with other vessels. Prior to the present incident, one of the passenger vessels, with 141 people aboard, operated by the company rammed a fishing boat in the Yellow Sea. However, no casualties were reported following the mishap, which took place three weeks before the Sewol disaster. In February 2013, a 6,322-tonne passenger ship belonging to Chonghaejin was delayed by several hours due to a generator glitch sparking severe protests from passengers. Meanwhile, the relatives of the passengers of the sunken Sewol have expressed their outrage at the authorities over the rescue operation. Up to 100 distraught family members of the victims clashed with the police when they attempted to march to Seoul from Jindo island. *(Source: Vesseltracker)*

OFFSHORE NEWS

VOS OLYMPIAN CELEBRATES FIVE YEARS' LTI FREE

We are pleased to announce that **VOS Olympian** has completed five years free of lost-time injuries. During a short ceremony held on board the vessel earlier this week, VOS Pte. Ltd. Managing Director, Ko Nieuwenhuijse, presented a safety recognition award to Captain Mikhail Ashikyan, Chief Engineer Narongsak M. and all crew members. Congratulations are due to all crew, including previous crews, for the great job they have done in keeping the vessel and all on board safe. *(Source: Vroon)*



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VOS B.V. DEVELOPS “WALK-TO-WORK” VESSEL CONCEPT



Vroon Offshore Services (VOS) B.V. Den Helder has completed a first, new “walk-to-work” vessel concept design. The new design of vessel is aimed at providing a solution for the expected increase in client demand for offshore people-transfer solutions (“walk-to-work”) in the oil & gas and renewable-energy markets. The Vroon Offshore Services’ “walk-to-work” vessel

will offer comfortable, hotel-type accommodation and work space for up to 60 special personnel, a dedicated mezzanine deck incorporating a walk-to-work system, DP-2 functionality and ample deck space. In addition, the vessel can optionally be equipped with under-deck (20-ft container) storage areas, crane functionality, including a motion-controlled crane, and with work boats supported by heave-compensated davits. Over recent years Vroon has offered several “walk-to-work” solutions and the experience gained has been invaluable in the development of this new vessel concept. The company is currently in discussion with prospective clients to jointly review the vessel design and make adaptations for specific needs. This new generation of “walk-to-work” vessels is based on a **KCM design**, under construction for Vroon Offshore Services. Depending on client requirements, Vroon’s “walk-to-work” vessels will be operational from 2016 onwards. *Vessel particulars (not guaranteed)* Length overall (approx.): 80 m; Breadth moulded: 18.4 m; Depth to main deck: 7.8 m; Max. draught / Design draught: 6.0 m; Deadweight at max. draught: 3,600 tonnes; Special Class Notation (ABS) DPS-2, FiFi 1, UWILD, Enviro; Deck load: 1,500 tonnes; Cargo deck area: 450 sqm; Max. speed: 13.0 knots; Additional information: MLC2006 and SPS2008 compliant, Green Passport (*Source: Vroon*)

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COAST GUARD SEEKS COMMENT ON NEW OSV SAFETY TRAINING REQUIREMENTS

On Monday the Coast Guard announced the publication of an advance notice of proposed rulemaking regarding training of personnel and manning on mobile offshore units (MOUs) and offshore supply vessels (OSVs) engaged in U.S. outer continental shelf activities. The Coast Guard seeks comment on plans to expand its maritime safety training requirements to cover all persons

other than crew working on OSVs and MOUs in the U.S. outer continental shelf, regardless of flag. The goal of the expanded training is to enhance personnel preparedness for responding to emergencies such as fire, personal injury and abandon ship situations in hazardous environments. Comments is requested on the following topics: - The sufficiency of existing maritime safety training and the value of additional maritime safety training for maritime crew and persons other than crew on OSVs and MOUs. - An MOU's safety organizational structure (defining levels of authority and lines of communication); the professional education and service requirements for industrial officers on MOUs. - The sufficiency of manning regulations on MOUs and OSVs. - Any available economic data on current labor market trends and conditions as well as the current costs, benefits, and effectiveness of mandated maritime safety training courses and programs for maritime crew and persons other than crew. *(Source: WorkBoat)*

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ULSTEIN LAUNCHES 'ISLAND PERFORMER'






Ulstein Group has announced that the "Island Performer" SCV has been launched yesterday afternoon at their Ulstein Verft yard. The Company has informed through the social media that the outfitting and testing of the vessel is now scheduled and will be carried out before the delivery to its owner, Island Offshore. The "Island Performer" is a subsea construction vessel of Ulstein SX121 design and will be delivered in late June 2014. With

a length overall of 130m, and width of 25m, the vessel can accommodate 130 people. *(Source: Offshore Energy Today)*

BOURBON EVOLUTION 803

The 2013 built French-flagged with call sign FIEW offshore supply vessel **Bourbon Evolution 803** (Imo 9639804) seen returning to Cape Town recently following sea trials. The Vessel is owned by Venus Offshore Pte. Ltd. – Singapore and managed by Bourbon Offshore Surf SAS - Marseilles; France. She has a length o.a. of 100.20 mtrs a beam of 21.00 mtrs a draught of 6.35 mtrs a grt of 6,146

tons and a nrt of 1,843 tons. The supply vessel is built by Zhejiang Shipbuilding – Zhejiang; China under number ZJ2003. Her speed is 12 knots. She is classed Bureau Veritas nr 14336K with notation I  Hull  Mach, Supply vessel-Firefighting ship 1 -water spraying-Oil recovery ship-Special service Standby rescue vessel, 150 survivors in tropical area -oil product -chemical product, Unrestricted navigation COMF-NOISE 2 , COMF-VIB 1 ,  AUT-UMS , CLEANSHIP



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(Photo: Aad Noorland)

SELAH SHIPBUILDING COMPLETES IEVOLI SAPPHIRE PSV



SELAH Shipbuilding Industry INC. has completed delivery of the H66 project within the name of **IEVOLI SAPPHIRE** which was launched on the 5th of August 2013 in our port of Tuzla, Turkey. Measuring 79,45 m in length overall with a beam of 16,80 m; Platform Supply Vessel has been built and equipped in compliance with Fire Fighting (Fi-Fi) 1 and DP2 class notations. The 4000 DWT Platform Supply Vessel is classed and built according to ABS notation and Italian Flag authority. The vessel is powered by

a pair of medium speed MAK 8M25C main engines, each developing 2500 kW at 750 RPM. These drive 3000 mm diameter fixed-pitch propellers on conventional shaft lines. Each main engines also power two firefighting pumps with a fire monitor capacity of 1650 system of Fi-Fi 1 notation. Auxiliary power is provided by three generator sets each rated 585 kW, 25 kVA with 440 V, 60 Hz at 1800 RPM. The vessel is equipped with 2 pieces 800 kW forward thrusters and 2 pieces 600 kW bow thrusters by Berg Propulsion which is named currently Caterpillar Propulsion. The vessel can carry 1.383 water ballast, 909 potable water, 937 fuel oil, 531 multipurpose cargo (liquid mud, brine, fuel oil, recovered oil), 1.062 liquid mud, 230 dry bulk and 202 methanol. Accommodation is furnished for 30+2 people as well as the galley and mess room facilities. Building number H67; platform supply vessel which has Fi-Fi 1 and DP2 notation is currently under construction. This project will serve for multipurpose with moonpool, offshore deck crane and helideck, further be a high technology vessel with azimuth. Selah signed a new contract to build 82.4 m long DP2 fi-fi 1 PSV with project number H69. *(Source: Selah Shipbuilding)*

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VOS HADES ENTERING VALLETTA

The 2009 built Italian flag with call sign IBZY offshore tug supply ship VOS Hades (Imo 9552264) entering Grand Harbour, Malta for minor repairs on Sunday 6th April, 2014 coming from Egypt before heading to Spain. The Offshore Tug Supply Vessel is owned and managed by Vroon Offshore Italia SrL – Genoa; Italy. She has a grt of 1,678 tons and a dwt of 1,386 tons and is classed by Registro Italiano Navale
(Photo: Mr. Juanito Zammit - www.maltashipphotos.com)



MW 622-1 LAUNCHED AT MAWEI SHIPYARD



MAC is pleased to announce the successful launch at 15th April 2014, of the first in a series of 60m **DPS-2 PSV**, at our partner Ship Yard, Fujian Mawei, located in S.E.China. The MAC - MAWEI

designed 60m PSV follows on from a series of 9 x 58m PSV's build by MAC over the last 8 years, 6 of which were sold to Stanford Marine in Dubai, where they have been gainfully employed ever since. The new 60m version takes into account all the latest rules and regulation to satisfy Class and flag State's requirements. The vessel is built to ABS later rules and will be classed as A BS A1, (E) Offshore Support VESSEL, FFV-1, SPS, AMS, DPS-2, With 50 man accommodation and an under deck stiffened and prepared to receive a marine crane the 60m design is a very versatile contender, having all the usual under deck fuel - water and bulk capabilities. MAC is seeing interest in these vessels from the ME - SEA and South America regions. A Youtube link of the launch is available [click at here](#) More information is available on our web site www.macoffshore.net □

WINDFARM NEWS

BUTENDIEK JACKET TOW OUT



The Jacket for the substation Butendiek Offshore Wind Farm on was seen on the 18th April on it's way to be installed by Scaldis Salvage & Marine Contractors NV heavy lift vessel Rambiz. *(Picture taken by author: Alan Cuypers)*

RES OFFSHORE CONDUCTS MAINTENANCE OF DOGGER BANK MASTS

RES Offshore has secured the first charter of James Fisher Marine Services' latest vessel **SMV1**, soon to be named **Dart Fisher**, as it sails to the Dogger Bank site, writes the Grimsby Telegraph. Last year in August, RES secured an Operations and Maintenance (O&M) services contract with Forewind for two met masts in the Dogger Bank Round 3 zone. The company will be delivering scheduled and unscheduled maintenance for the structures and instrumentation



systems including all work on the masts together with project management and procurement of vessels and subcontractors. Dogger Bank Zone is located 125 to 290 kilometres off the east coast of Yorkshire with an estimated capacity of 7.2GW. The 26-metre catamaran which can carry 12

engineers with three 20ft containers sailed on Wednesday from Grimsby port on a six-hour voyage to the ForeWind project site. Chris Holden, offshore operations manager at RES said: “Depending on the weather at site and the scope of the work when we get there, we could be out for two weeks.” Andy Nattrass, marine operations project manager for James Fisher, commented: “This is a multi-role vessel not limited to one task. We see it as a Swiss Army Knife, we can put different equipment that we own or the client owns, to perform many different roles.” *(Source: Offshore Wind)*

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OLEG STRASHNOV BOUND FOR DANTYSK OWF



The heavy lift vessel “**Oleg Strashnov**” is steaming its way toward Vattenfall’s DanTysk offshore wind farm in the North Sea. The vessel is delivering the jacket structure for the Tennen Sylwin Alpha platform, the converter station of the project’s grid access, according to Vattenfall’s Holger Grubel. The “**Oleg Strashnov**” will be assisted by a number of tug boats and anchor handling tugs to keep position during the installation process. The

platform is expected to transform and transmit up to 864 MW of energy produced by the DanTysk and Butendiek wind farms to the German mainland. This has been a pretty busy period for Seaway Heavy Lifting’s crane vessel. Namely, the “**Oleg Strashnov**” has recently completed the installation of the 3,300 mT transformer topside of the WindMW Meerwind project. With the installation of the topside the wind farm is completed. Seaway Heavy Lifting performed the transport & installation of transition pieces, the transformer topside as well as the jacket for WindMW. *(Source: World Maritime News)*

YARD NEWS

FIRST STEEL CUT FOR NEW AHTS IN CHINA

Vroon, a Dutch shipping company, has announced through social media that the steel-cutting

ceremony of NB Hull No. DN65M-V-1 took place at Fujian Southeast Shipyard yesterday morning 17th April 2015. The vessel, a 65 metres anchor-handling tug supply (AHTS) vessel, is scheduled for delivery to Vroon Offshore Services in 2015. The AHTS will have a length overall of 65m, its deadweight will be 1700 tonnes, and will be capable of accommodating 39 people. Vroon Offshore operates worldwide and has a fleet of around 160 vessels transporting dry cargo, containers and clean and dirty oil products, as well as a large fleet of offshore-support vessels. *(Source: Offshore Energy Today)*



YAROSLAVSKY SHIPYARD CONTRACTED FOR THE CONSTRUCTION OF TWO TUGS

The OJSC «Yaroslavy Shipyard» and the Ministry of defence of the Russian Federation have concluded the government contract for construction of **two tug boats**. On March, 24, 2009 the OJSC «Yaroslavy Shipyard» (the management company — CJSC «VP FINSUDPROM») and the Ministry of defence of the Russian Federation signed the government contract for construction and supply of two sea tugs for the Navy of Russia for the purposes of execution of the state defence order. The specified contract provides that the Yaroslavl shipbuilders should deliver to the customer the first tug in 2016 and the second tug in 2017. In connection with signing of the state contract, the General Director of the OJSC «Yaroslavy Shipyard» Svetlana Chekalova emphasized: «We consider this contract with the Ministry of Defence as a very important and crucial task. For us it is a recognition of the fact that the Yaroslavy Shipyard is the leading Russian company specializing in construction of tug boats of unrestricted navigation. We will apply our best efforts to perform the contract in a quality and timely manner». The OJSC «Yaroslavy Shipyard» is traditionally one of the main suppliers of seagoing tugs for national security structures of Russia. The plant has built 76 sea tugs, mainly under the projects 745 and 1454 and their modifications. In December 2013 the Yaroslavy Shipyard delivered to the Russian Navy the seagoing tug of the project 745mbs «Victor Konetzky which now serves in UPASR(Northern fleet department) of the Baltic fleet. Basic operational and technical characteristics of the sea tug: The vessel is designed and built for the class of the Russian Maritime Register of Shipping KMμArc4 [1] AUT1 FF3WS EPP Tug. Applicability of the sea tug: • sea towing of vessels, floating facilities and structures in the ice and open water; • piloting of vessels in the water area of ports and berthing; • escort operations in the sea; • firefighting on floating and onshore facilities, extinguishing of burning on the water fuels; • ships and vessels heaving off.

(Source: Yaroslavy Shipyard)

CONVERSION WORKS ON 'POLARCUS NAILA' UNDERWAY IN AMSTERDAM

The work on **Polarcus Naila**, a 12 streamer 3D/4D seismic vessel, at the Shipdock Amsterdam, a part of Damen Shipyard Group, is well underway. The vessel arrived in February at the Shipdock Amsterdam for its six-week conversion into a Special Purpose Ship. The conversion and repairs of



the ship are supposed to last about 35 days, according to Flip van der Waal, General Manager Shipdock Amsterdam. The work scope consists of Ballast Water Treatment installation, installation of a new workboat and davits, relocation of the MOB and a 5-year special survey. **Polarcus Naila**, a vessel which combines the latest developments in maritime systems with the most advanced seismic

technology commercially available, is built to the ULSTEIN SX124 design and incorporates the innovative ULSTEIN X-BOW® hull. The vessel is among the most environmentally sound seismic vessels in the market with diesel-electric propulsion, high specification catalytic convertors, double hull, and advanced bilge water cleaning system. It complies with the stringent DNV CLEAN DESIGN notation. *(Source: Subsea World News)*

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OSD-IMT PRESENTS NEW DESIGN, THE IMT972 SOV

Based on the outcome of four years of extensive discussions with wind farm developers, operators and maintenance companies, OSD-IMT has developed innovative new design of offshore wind farm service operation vessel, the IMT972 SOV. The design fulfills the operational demands of the wind farm maintenance industry and can also provide logistics support services to transformer platforms. The 1,350 dwt IMT972 SOV, is powered by two Steerprop SP25 or equal 1900 kWe fixed pitch azimuth propulsion units. There is also an option for fitting two 2.5 MW Voith Turbo main thrusters. Frequency-controlled electric motor-driven CPP thruster units are fitted forward, comprising two tunnel-type bow thrusters and one retractable bow thruster for station-keeping and high-dynamic performance under maneuvering or DP conditions. The IMT972 has a LOA of 72.20m and conforms to the Clean Design classification requirements of DNV for wind farm service operation vessels. It can provide accommodation for up to 60 persons, including 22 crew, and is able to operate for 30 to 45 days on station, and longer if replenished at sea. The main features of the

IMT972 include a heave-compensated turbine platform, aluminium access gangway arranged with a telescopic frame which facilitates the transfer of equipment to the platform. A back-up evacuation process is arranged by utilizing the workboat to transfer technicians from the turbine access ladder in an emergency. The vessel has a small pallet lift and conveyor lift system for the loading



and transfer of stores and spares, with access to/from a heated under-deck workshop and stores area. A mono-hull workboat is fitted with a heave-compensated single point lift davit for general wind turbine work duties as well as for emergency evacuation of technicians. There are two boat-landing areas, one starboard and one at the stern of the vessel. There is a large deck area arranged for additional equipment or the retro-fitting of an ROV system for turbine tower or seabed inspection. The IMT972 has an electro-hydraulic 1.0 tonne SWL motion-compensated folding jib crane fitted on a pedestal on the main deck aft of the access gangway tower. It accesses the wind tower platform when the gangway is stowed and can also work over the stern, deck area or ship's side. The air-conditioned crew facilities include a mess room and recreation room. All accommodation will be fitted with an electronic identity access system, similar to the system used on passenger ships, to help locate personnel at any time. In addition to its role as a wind farm maintenance SOV, the IMT972 can be used as standby rescue vessel, command/control vessel, survey vessel and ROV support vessel. *(Source: World Maritime News)*

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1. Several updates on the News page posted last week:
 - [Damen launches Kuwait Oil Company's new ASD Tug 3212](#)
 - [Damen pontoon deliveries ensure global stock availability](#)
 - [Elbe on her 1st commercial voyage](#)
 - [World Sapphire ceremony marks completion of six-vessel order for World Wide Supply](#)

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