

ugs owing & Offshore Newsletter

15th Volume, No. 31 *1963 – “50 years tugboatman” - 2013* Dated 18 May 2014

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

TUGS & TOWING NEWS

NEW TUGS OPTIMISE PERFORMANCE



Arrium and towage provider Svitzer have introduced newer, more powerful tugs to help optimise the overall performance of the Whyalla Port operations. General Manager Whyalla Port, Jon Hobbs, said these tugs – ‘**Svitzer Larrakia**’ and ‘**Svitzer Ginga**’ – would bring enhanced safety and capability to the port. “These new tugs, together with the

existing tugs – ‘**Tarpan**’ and ‘**Wistari**’ – now become a dedicated fleet for our operations, eliminating the delays we previously experienced from tugs being ‘out of port,’” he said. “They are also larger and more powerful, meaning a greater resilience to poor weather. Together with their improved speed and manoeuvrability, this means greater efficiencies for shipowners in the Whyalla Port.” Mr Hobbs said other improvements associated with the new tugs included improved shore facilities, and a trained and experienced crew; all underpinned by a stronger business partnership with Arrium. “This is yet another vital element in ensuring we can maximise the benefits from our newly-expanded Whyalla Port, which continues to perform to expectations,” Mr Hobbs said. “In particular, we are looking forward to our transshipping partners CSL also seeing improved results from this new tug fleet.” According to Svitzer’s South Australian General Manager, Robert Chignell, the new tugs will bring about significant improvements. “The increased power and flexibility of these tugs will mean we are now able to support the growing export requirements of the Whyalla Port,” he said. “Our mariners have the skills and we have the tugs to carry out the required harbour movements and transshipment operations in the safest possible manner.” Svitzer Australia operates more than 80 tugs across 35 Australian ports; specialising in harbour and terminal towage, and tug and barge operations. *(Source: Arrium)*

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INDEE ON THE SLIP

The 2004 built Port Hedland Australian tug with call sign VNW5602 **Indee** (Imo 9289635) was seen on the slip in Dampier, Australia on 30 April this year. The tug is undergoing her five year special survey. She is built by Cheaoy Lee Shipyard – Hong Kong; China under number 4821. The **Indee**, a Robert Allan Ltd designed Z-Tech 6000 tug was built for PSA Marine Pte. Ltd. – Singapore however delivered to BHP Billiton



Minerals Pty Ltd. – Perth and managed by Teekay Shipping Ltd. – Fremantle for service in Port Hedland. She has a length of 27.40 mtrs a beam of 11.50 mtrs and a depth of 5.00 mtrs. The two Caterpillar 3516B HD main engines develops a total output of 3,730 kW (5,072 bhp) which achieved a speed of 12,6 knots a 63 tons bollard pull ahead and 61 tons to astern. She is the sister of the Pardoo. Her grt is 327 tons and nrt 97 tons and classed Lloyd's Register of Shipping. Behind the **Indee** is seen a Damen built Shoalbuster *(Photo: John Regan)*

TUGBOAT WORKERS BACK AUSTRALIAN ORE PORT STRIKE PLAN



Tugboat workers at Australia's biggest iron ore port have approved a plan to go on strike, which would halt a quarter of the world's iron ore exports, if they are unable to resolve a dispute over leave and pay, their union said on Monday. Deckhands in the Maritime Union of Australia (MUA) voted to strike for one, two or seven days, but remain in talks with tugboat operator Teekay Shipping Australia to resolve the dispute, the union said. No date or timeframe has been set for a strike, which would halt iron ore shipments

by BHP Billiton and Fortescue Metals Group. Together they supply more than half of Australia's iron ore exports. "Industrial action is always a last resort and we still hope that we can come to an agreement without having to take the action which has been sanctioned by the Fair Work Commission," MUA Assistant Western Australia secretary Will Tracey said in a statement. If the workers decide to go on strike, they must do so within 30 days, and must give Teekay three days' notice ahead of any strike. Iron ore is Australia's biggest export earner, with the value of exports forecast to surge 35 percent to A\$76.8 billion (\$71.8 billion) in the year to June 2014 from a year earlier, according to the Bureau of Resources and Energy Economics. "Given the current wages and conditions, we think it would be irresponsible for the MUA to take industrial action that would put

a stop to one of Australia's most critical national exports," a BHP Billiton spokeswoman said. BHP, which holds the licence for the tugboats at Port Hedland, estimated a strike would cost suppliers who use the port around A\$100 million (\$93.5 million) a day. BHP said it remained hopeful that Teekay would be able to reach an agreement with the maritime unions. Teekay declined to comment on its negotiations with the tugboat crews, saying a further mediation hearing is set for May 20. *(Source: Maritime Global News)*

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MONTALVO TOWING BKM333

The 1976 built Portuguese flagged with call sign CSDK 50 TBP seagoing tug 'Montsalvo' (Imo 7503328) owned by REBONAVE, S.A., was seen leaving the port of Natal (Brazil), towing Boskalis' pipe/pull barge 'BKM333' (84,0 M x 23,5 M x 5,5 M). Twin screw tug 'Montsalvo', has a length o.a. of 38,50 mtrs a breadth 10,00 mtrs and a depth



of 4,68 mtrs. She is powered by two MITSUBISHI diesel engines, developing a total of 4.060 BHP. After sailing more than 4.100 nm, barge 'BKM333' is expected to be delivered in Rotterdam range at the end of week n° 021/2014, W.P. Due to her high fuel capacity (320 cuM), there will be no need for refueling the tugboat 'enroute'. The tug was built as **Mammoth Tiger** by Sing Koon Seng Ltd – Singapore under number SKS280T and delivered to Central Gulf S.S. Lines – New Orleans; USA. In the 1980's sold to Adrian Shipping (Bermuda) Ltd. and managed by Mammoth Bulk Carriers Ltd. USA. In 1993 sold to Girino Enterprise Pte Ltd - Singapore and renamed Miclyn Moon. In 1996 sold to Rebonave *(Press Release Rebonave. S.A.)*

TUG JAMES O'BRIEN Ex YTL 625

On the 9th May John Regan photographed the tug **James O'Brien** in Picton New Zealand. She is a 1945 war build for the US Navy and is still alive and well and is now reported to be a house boat. The was tug build by the Steel Ships Ltd - Mechanics Bay, Auckland; New Zealand as **YTL 625**. In 1947 allocated to the port of Westport (NZL) as tug & workboat and renamed **Kawatiri**. In the same year 1947 renamed **James O'Brien**. In 1988 transferred to Buller Port Service Ltd. – Westport; New Zealand. In 1994 sold for conversion to a fishing boat but spent much time laid-up. In July 1998



moored to a buoy in Shoal Bay at Auckland (NZL), sold by Donald Swaby for private use. In March 2000 moved to Westpark Marina in Auckland. In 2001 sold as a houseboat in Queen Charlotte Sound. In 2005 laid-up alongside a jetty at Picton. In 2006 To Herbert & Jorg Maureschat at Picton (NZL), under restoration. She has a length of 75' a beam of 18' and a mac draft of 8' The Atlas Diesel 6HS1558 develops an

output of 320 hp. *(Photo: John Regan)*

UNION BEAVER SOLD

It is reported that the 1991 built Belgium registered with call sign ORLA Salvage Rescue vessel **Union Beaver** (Imo 8918564) has been sold by Royal Boskalis Westminster to Workship Contractors and renamed in **Offshore Beaver**. The vessel has a length of 56 mtrs and a beam of 13 mtrs. Her grt is 856 tons and a displacement of 615 tons. *(Photo: Richard Wisse)*



SMIT SPIRIT ASSISTING TANKER



On the 9th May 2014 was seen the 1994 Z-drive built Canadian registered Smit Canada tug **Smit Spirit** (ON818600) assisting the tanker **Eser K** outbound in Vancouver harbour. The A.G. McIlwain Ltd - Vancouver designed tug was built by Pacific Shipyard Ltd - Maple Ridge, BC; Canada and delivered to Rivotow Marine Ltd - Vancouver as **Rivotow Spirit**. In 1997 sold to Tiger Tugz - Vancouver, and renamed **Tiger Spirit**. In 2004 taken

over by Smit Harbour Towage Vancouver – Vancouver. Later renamed **Smit Spirit**. She has a length of 52.5' a beam of 26.2' and a depth of 12.4'. The two Detroit 16V-149-TIB main engines develop a total output of 3,030 bhp a speed of 12.3 knots and a bollard pull of 40 tons. *(Photo: Robert Etchell)*

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HERMOD ARRIVED IN THE EUROPORT

On the 12th May the Crane island **Hermod** arrived at the Heerema location in the Rotterdam Caland Canal towed by the Heerema tug **Bylgia**. Assistance was given by the Smit Harbour Towage tugs **Smit Cheetah**, **Smit Panther**, **Smit Hudson** en **Union Grizzly**. The Hermod is berthed behind another Heerema crane Island the **Thialf**. *(Photo: Jan Oosterboer)*



TUGS FOR SALE



Arena Offshore Ltd. propose you the following 4 units of brand new Robert Allan Design, **Rampart 3300AV** class series 33m – 70 TBP – 5364 BHP – FiFi 1– ASD escort tugs for sale. The tugs are under construction and classed ABS A1, (E) Towing Vessel, Escort Vessel, Fire Fighting Vessel Class 1, AMS, Unrestricted Navigation. They have a length of 33 mtrs a beam of 12.20 mtrs and a draft of 5.40 mtrs.. The two Caterpillar

3516B main engines develop a total output of 5,364 bhp connected to two US255FP (rolls-royce) Azimuth Thrusters. They achieved a bollard pull of 70 Tons. The tugs have an accommodation for 10 persons. The expected delivery dates are July 2014; Sept. 2014; Dec. 2014 and Jan. 2015. At the

location in China. May provide more details against named interest only Arena Offshore Ltd. - arena@arenaturkey.com

KOTUG INTERNATIONAL B.V. WINNER KING WILLEM I AWARD 2014

We are proud to announce that during a festive ceremony KOTUG International B.V. was proclaimed the winner of the prestigious King Willem I Award 2014 in the category 'medium and small sized enterprise'. The award was presented by Her Royal Highness Queen Maxima of The Netherlands to Ard-Jan Kooren at the Dutch Bank. King Willem I Award The King Willem I Award is seen as the Oscar for business owners in the Netherlands. The award is



granted every two years by the King Willem I Foundation. The Foundation's mission is to provide new impetus to the national economy, thereby promoting the standing of Dutch trade and industry. The criteria used by the jury in their selection are daring, decisiveness, perseverance, sustainability and innovation. *Jury report for KOTUG International* KOTUG is imbued with the Rotterdam decisiveness and takes its leading position based on technical innovation that exists within the company. The board of the King Willem I Foundation expressed special appreciation to KOTUG for the way in which 'Dutch glory 2.0' is realized. KOTUG wants to thank all its employees and congratulate them on this award! (Photo l-t-r: Brendan de Graaf (Coöperatie TexelEnergie U.A.), Ard-Jan Kooren (Kotug International B.V.), Drs. Cees 't Hart (Koninklijke FrieslandCampina N.V.), Her Royal Highness Queen Máxima and Prof. dr. K.H.W. Knot (President van de Dutch Bank and Chairman of the King Willem I Foundation). Photo made by Maarten Huisman). (Press Release Kotug)

EXHIBITION "MAASSLUIS TOWN OF TOWAGE" OPENED.



The reason that the exhibition was opened on an unusual Thursday was that the festivities around the Maassluis 400 years jubilee were planned during the weekend. No extra time could be reserved for this opening ceremony in the impressive weekend program. Still some 150 persons visited the De Kuiperij (The Coopery) house close to the museum and listened to an introduction of the exhibition. Chairman Karel Kaffa welcomed the about 150 persons who were interested. Mr. Nico J. Ouwehand gave a kind of lecture about the history of Maassluis as a town of towage. The first Smit-paddle tugs were stationed at Maassluis in 1869, because from there both the North Sea and the Rotterdam port-area could be reached in a short time. Three years later the New Waterway was completed and it turned out that the choice of the sons of Mr. Fop Smit was successful. The main clients of the tugs in those days were fishermen. In a

row the tugs were towed to the sea. From 1892 onwards the real seagoing tugs were built at Kinderdijk and regularly visited Maassluis. These ships with engine powers up to abt. 1250 hp towed i.e. floating drydocks, dredging material, ships to be scrapped or with engine troubles and tin dredgers all over the world. During the thirties of last century the economic crisis became visible a.o. because sometimes the harbour of Maassluis looked like a forest of smokestacks belonging tugs. During the second World War it was not allowed to take photos at the harbour. So from May 1940 to the days of liberation in 1945 almost no pictures are known. During the war, however, the crews of the tugs that were outside under the allied flag acted like heroes, however some of them were badly traumatized. The fifties and the sixties were the flourishing-decades of the Dutch towage industry. The local authorities of Maassluis even made plans to extend the harbour in western direction, also because coasters and pilot vessels visited the port every day. Those plans were never realized. In the beginning of the eighties the last real oceangoing-tugs of Smit that visited their homeport were **Schelde** and **Thames**. The first mentioned ship was sold to the U.S. and never returned to Holland. Thames was converted into a superb yacht, that still sails all over the world. Yet there is still activity in the port of Maassluis. First of all there are the preserved tugs like **Elbe**, **Furie** and **Hudson**, the salvage vessel **Bruinvisch** and smaller tugs like **Maassluis**, **Krimpen** and **Adriaan**. Two more modest towage companies, Gareloch Support Services and Wesselius, are still doing well from their Maassluis-offices. Of great importance is the local yard De Haas, nicknamed “the hospital of ships in the Rotterdam area”. Harbour- as well as coastal tugs are regularly to be found at the yard for repairs or maintenance. Managing director Govert de Haas was invited to open the exhibition. He explained the role of his yard in the light of the history of the town and memorized that quite a number of harbour tugs, that are still sailing, were built at the De Haas yard. Finally, together with his spouse he rang the bell of tug Zwarte Zee (I) built in 1898. This tug was sold to Russia in 1905. However her bell was discovered in Hong Kong during the eighties and taken to Maassluis as hand-luggage by a Dutch sailor with strong feelings for ships history. Don't forget to drop in when you are in the Maassluis area. The National Towage Museum is open every day from 13.30 till 16.30 hrs. except on Mondays. *(Source: Nico Ouwehand; Photo: Job van Eijk-Tugdoc International)*

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TUGBOAT RB-407 LAUNCHED

The tugboat «**RB-407**» of project 16609 (building No 626) of the Acceptance Program of 2014 has been launched. The solemn ceremony was participated by Chief of naval crew training department of supply vessels of Navy Dandamaev Anzor Gasanovich, Deputy Chief of the Bureau - Chief of naval surface ship Control Department (ensuring the state defense order of ships and naval arms) of

the Ministry of Defense of the Russian Federation to ensure State Defense Order Pechkovskiy Pavel Grigoryevich, the Authority of the shipyard “Pella”. The vessel was sanctified by Churchman Andrey of the Church of Alexander Nevsky. This year the tugboat will be delivered to the Russian Navy and



put into operation within the Pacific Fleet of the Russian Federation. Assignment: The tugboat is intended for towing and berthing operations in harbor and coastal areas which comply with R2 navigation area (not more than 100 miles from place of shelter), performing of escort operations at the speed of 10 knots, refloating of ships and vessels, firefighting operations at floating and shore objects, oil and petroleum content products, cargo transportation, ice breaking and rescue and special purpose operations as well. *Technical data of the project 16609* Length, max: 28,5 m; Width, max: 9,5 m; Draft: 4,3 m; Speedab.: 12 knots; Bollard pull: 47 tones. Class notation: KM Arc4 R2 Aut1 FF3 WS Tug by Russian Maritime Register of shipping. Propulsion complex Z-drives US 205, Rolls-Royce, FPP into nozzle. Power: 2x1500 kW at 1600 rpm, Cat 3512B. Deck equipment: • 10 t bow anchor-towing-mooring winch, Fluidmeccanica, providing 1383 kN brakes keeping force; • towing hook SWL 47 t with quick release devise. The tugboat is also equipped with crane-manipulator HM 6/3 S, Fluidmeccanica, with the capacity of 910 kg at the boom of 6 m. In order to fulfill fire-fighting operations the tugboat is equipped with external firefighting system made by FFS (capacity is 800 m³/h, 2 water monitors, water curtains system). (*Source: Pella*)

FOSS HONORS NEWBUILD POLB FIREBOAT



The first of two new fireboats built by Foss Maritime for the Port of Long Beach (POLB) was dedicated in a blessing ceremony on Thursday, May 1 at Foss Maritime's Seattle Shipyard, the company said. The vessel, named **Fireboat 20**, is being readied for service and is slated for delivery to Long Beach, Calif., this summer. Gary Faber, Foss Senior Vice President, made opening remarks and praised the hardworking men and women who helped construct the vessel. Peter Forsythe, POLB Deputy Chief Harbor Engineer spoke with excitement about the forthcoming delivery, and Mike Magill, Vice President of Foss' Technical Services, introduced the Rev. David Marshall of St. Dunstan's Episcopal Church of Shoreline who blessed the vessel. Xavier Espino, Battalion Chief of the Long Beach Fire Department, and his wife, Colleen, broke the ceremonial bottle of champagne across the **Fireboat 20**'s hull.

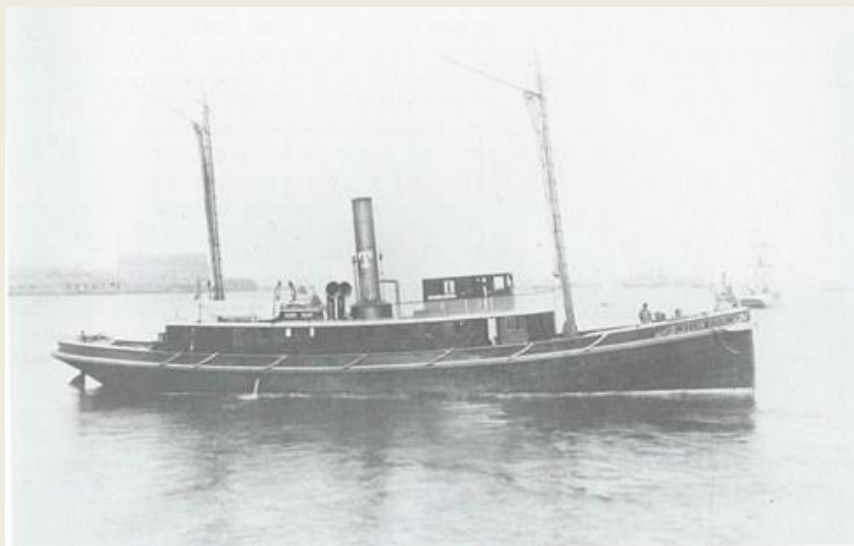
According to Foss, **Fireboat 20** has a Voith Schneider Cycloidal propulsion system that allows for exceptional maneuverability, a firefighting system with a pumping capacity of 41,000 gallons per minute, and seven caterpillar engines. It is designed to be a state-of-the-art command center, with a CBRN System that protects the firefighters from chemical, biological, radiological and nuclear threats. A second fireboat for the POLB is under construction and is scheduled for delivery in late 2014 or early 2015. (*Source: Foss.com*)

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YESTERYEAR TUGBOAT STORM KING

With a name to match her strength, the **Storm King** was an early American oceangoing tug. She was built in 1882 in Philadelphia for the Boston Tow Boat Company, an outgrowth of the old T Wharf Tow Boat Company. She operated out of Boston, towed barges along the East Coast, and performed rescue/salvage work. In this photograph, taken in 1883, the Storm



King appears ready for sea. She had standing gaffs, and her sails were brailled up to the masts. Like other tugboats of the period, she carried sails for steading and gaining a little extra speed with a fair wind, though the best she could do was broad reach. Her pilothouse, surrounded by a birdcage railing, was small to reduce tophammer. She was 109 feet long and rated at 500 horsepower. In the background is an anchorage filled with idle ships. Just behind the Storm King's bow another tug towing an outward-bound sailing vessel. (*Source: On the Hawser by Steven Lang & Peter H. Spectre*)

ACCIDENTS – SALVAGE NEWS

SALVAGE OF KIMBERLY SELVICK FROM LAKE MICHIGAN COMPLETE

U.S. Coast Guard (USCG) personnel and salvage and cleanup crews completed the salvage of the towing vessel **Kimberly Selvick** from near Burnham Park on the shores of Lake Michigan, Saturday,



and it has been towed to Calumet River Slip, the USCG said in a press announcement. The **Kimberly Selvick** became partially submerged Monday afternoon after it took on water trying to retrieve two barges that broke free during a tow. The salvage company removed petroleum products from the vessel

in a process known as lightering, Friday afternoon. Crews lightered the **Kimberly Selvick**'s forward fuel tank of 9,700 gallons of fuel. Salvage crews also pumped the aft fuel tank dry Saturday morning, removing 3,900 gallons of fuel for a total of 13,700 gallons of fuel removed from the submerged vessel. At about 12:30 p.m., the vessel was floating and was secured to the crane barge on scene. The barge was shifted out to deeper water and divers entered the water to complete the hull assessment. The assessment revealed that the keel was split in two locations in the engine room area. Salvage crews shingled the keel of the vessel and pumped the engine room free of water. They transited the barge and vessel through the Calumet River and moored at the Calumet River Slip, where it will remain until it can enter the drydock, Wednesday, for repairs. The vessel will be monitored at all times until it is removed from the water. *(Source: USCG News)*

MYSTERY TUG FOUND

After some research David Asprey came with the answer regarding the sunken tugboat in the Tugs Towing & Offshore Newsletter. The tug is the **Zangwe** (Imo 7406942). The tug was built in 1975 by Kaarbøs Mekaniske Verksted A/S – Harstad; Norway under number 80 and delivered to Bugser & Bjergningsselskapet A/S – Oslo; Norway as **Bukken**. In 1989 sold to Røda Bolaget A/B – Gøteborg; Sweden and



renamed Arne. In 1990 sold to Emil Lundgren Finans A/B – Malmø and managed by Røda Bolaget A/B – Gøteborg; Sweden. In 1991 sold to Røda Bolaget A/B – Gøteborg. In 1992 sold to Port & Railway State Enterprise North – Maputo; Mozambique and renamed **Zangwe**. On the 25th March 1994 sunk at Nacala during cyclone Nadia never been lifted/salvaged and declared total loss. She has a length of 26,70 mtrs a beam of 8.23 mtrs and a depth of 4,53 mtrs. The four stroke Polar-Nohab type F212V main engine develops a output of 2,640 kW (3,100 bhp) a speed of 12,5 knots and a bollard pull of 35 tons. *(Source: David Asprey)*

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GROUNDING TUG FREED OFF WOLFE ISLAND

A tugboat towing two empty barges was freed and being escorted downriver Saturday morning after running aground near the east end of Wolfe Island about 6:40 a.m. Thursday. St. Lawrence Seaway officials said no fuel leaks were reported but about three gallons of hydraulic fluid from tugboat **Ocean Echo II**'s rudder area leaked into the river. The tug is owned by the Quebec-based marine services company Ocean Group. The news that the tug was freed was posted Saturday on the blog The Ship Watcher, which also reported that the tug had sustained damage. Efforts Saturday to reach Seaway officials weren't successful. Andrew Bogora, a spokesman for the Canadian Seaway Management Corp., said Thursday that no one was injured and that the grounding off "Quebec Head" of the island was not a threat to the environment. The cause of the accident remains unclear.

(Source: Watertown Daily Times)

COSTA CONCORDIA REMOVAL DELAYED



The refloating of the **Costa Concordia** has been delayed from June until July 18-20, Costa Crociere representatives said Monday. International salvage consortium, Titan Micoperi, is attaching sponsons (floats) to the recently righted carcass of the huge cruise liner that hit a rock on Tuscany's Giglio Island in January 2012, sank and killed 32 people in Italy's worst postwar maritime disaster. The sponsons must be filled with air to make the Concordia buoyant before it can be

towed away for scrap in Italy, the Middle East or the Far East. The salvage effort recently ran into trouble when one of the sponsons buckled after the giant ship was pulled upright, resulting in minor damage to an adjacent sponson – likely causing the month-long setback. As of May 9th, the 'faulty' sponson was transported to Genoa for repairs. *(Source: Marex)*

DSME PROVIDES SALVAGE SUPPORT FOR SUNKEN FERRY

Korean shipbuilding giant Daewoo (DSME) has recently sent the 'Okpo 3600', a company-owned sea crane, to South Korea's Jindo coast to help salvage the sunken ferry 'Sewol'. On the day of the accident, the shipbuilder reportedly received a request to send the sea crane to assist with salvage

work from the National Maritime Policy Agency. DSME president and CEO, Jaeho Ko, subsequently ordered its departure, offering the company's full support, personnel and facilities to the recovery operations. DSME has also established a charitable fund to assist the families of missing people and victims of the ferry disaster. The sea crane has participated in such salvage and recovery work in the past, including assisting on a sunken Korean Navy warship wreck in 2010. *(Source: Baird)*



REEFER GALAPAFACE 1 AGROUND, ENGINE ROOM HOLED BUT NO LEAK, GALAPAGOS ARCHIPELAGO



Galapagos National Park said in press-release that the 1979 Ecuadorian flag managed cruising Galapagos SA - Ecuador reefer **Galapaface 1** (Imo 7805241) ran aground at Wreck Bay, near the entrance to the harbor at Baquerizo Moreno on San Cristobal island, the easternmost of the Galapagos inhabited islands, at 0315 LT May 9. It is understood that engine room was holed with ensuing water ingress, but bunker tanks weren't breached, there's no

threat of pollution. Vessel is already fenced off with booms, salvage is under way, salvors and crew are offloading cargo and pumping out fuel. Photo of grounded **Galapaface 1** by Galapagos National Park. *(Source: Maritime Bulletin)*

TUG SALVAGED BUT BEYOND REPAIR

The "**Chanko**" (Imo 5005457) which suffered an engine failure and drifted ashore on Edøya off Sommarøy in a nature reserve was found to be beyond repair and has to be broken up. Arctic Seaworks were engaged to drain the diesel and oil and remove the wreck from the area that was forbidden to enter since May 1. On May 10 Arctic Seaworks lifted the wreck onto a barge which was towed to Harstad by the tug "**Barents Ocean**" on May 11 where it will be dismantled now. *(Source: Vesseltracker; Photo: HT.no) (red:)* The tug was built in 1961 by A/B Broderna Larssons Varv – Kristinehamn; Sweden under number 398 and delivered to Halmstads Hamnstyrelsen – Halmstad; Sweden. In 198? Sold to Ystads Kommun Hamnstyrelsen – Halmstad. In 2001 sold to Sandar Tanktransport A/S ("Tromsø Taubatservice A/S") – Tromsø; Norway and renamed **Chanko**.

The tug has a length of 26.24 mtrs a beam of 7.73 mtrs and a depth of 3.71 mtrs. The Nohab Polar MN-16 diesel engine develops an output of 927 kW (1,260 bhp) a speed of 13 knots and a bollard pull of 16 tons. *(Source: Vesseltracker)*



OFFSHORE NEWS

EMAS LEWEK CONSTELLATION



The Lewek Constellation, the latest addition and flag ship of Emas. The new vessel will have an overall length of 178.27m, moulded breadth of 46m, moulded depth of 15.6m and maximum draft of 10.5m. Its net tonnage capacity will be 14,636t and gross tonnage capacity will be 48,786t. The vessel will have a deck area of 4,200m² minus the reels and possess deck strength of 10t per m². It will be equipped with a K-POS (Kongsberg Maritime) DP3 system integrated with position

reference and environmental sensor systems. **Lewek Constellation** will be capable of accommodating 239 people in one berth cabins. Other ancillary facilities will include office rooms, recreation rooms, meeting rooms, gymnasium, smoking room and personal elevator. Optional features aboard the pipelay and construction vessel. **Lewek Constellation** will feature three AQUA-SEP Series 3 water makers with a combined production capacity of 180t per day. A helideck measuring 27.5mx277.5m, suitable for Sikorsky S-92 and S-61N will also be featured in the vessel. **Lewek Constellation** remotely operated vehicle (ROV) system. **Lewek Constellation** will feature two 150HP Shilling HD work class remotely operated vehicle (ROV) systems capable of being launched from ROV hangars with dedicated moonpools. An RAPP Hydema launch and recovery system (LARS) will be featured inside the ROV hangars, which will be capable of operating at a water depth of 4,000m. Cranes and pipelay equipment aboard **Lewek Constellation**. **Lewek Constellation** will feature a Huisman offshore mast crane with a lifting capacity of 3,000t including one deck crane with a lifting capacity of 80t and seven knuckle boom cranes. *(Source & Photo: Gerard Majjntz)*

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PETROBRAS HIRES ACCOMMODATION VESSEL POSH XANADU

PACC Offshore Services Holdings Ltd. (POSH) has secured a charter contract from Petrobras worth approximately \$80.5 million for its semi-submersible accommodation vessel (SSAV), the **POSH Xanadu**. Petrobras will charter the **POSH Xanadu** for one year, beginning around December 2014, to support its oil and gas production activities in the Campos Basin and has an option to extend the charter by another year. In the event the charter period is extended, the total contract value will be in excess of \$144 million.





Mr Gerald Seow, Chief Executive Officer of POSH said, “This contract was awarded after a stringent assessment by Petrobras on the operating capabilities of the **POSH Xanadu**. It confirms the capability of our SSAV design to meet the operating requirements of deepwater oil field operations around the world and reaffirms the strong demand in the deepwater accommodation sector.” The **POSH Xanadu** is a high capacity and high specification 750-berth DP3 Floatel. It is designed to offer the highest levels of safety, comfort, and welfare facility to the offshore oil field workers, enabling them to walk to work, rest, and enjoy first-class catering and recreational facilities on board and a safe habitat in case of emergencies. Other facilities on board include large conference rooms, client offices with modern workstations, workshops, warehousing facilities, and two large offshore cranes of up to 300 tons safe working load. **POSH Xanadu** is additionally certified by Det Norske Veritas, a Norwegian classification society, with “CLEAN, Comfort Class” notation, denoting that she complies with strict noise and vibration control requirements for crew comfort, and meets high environmental emission standards. When delivered by end 2014, together with its sister vessel, the **POSH Arcadia**, POSH will operate the youngest high-berth accommodation vessel fleet.

DOVA MADE A BUNKER CALL IN CAPE TOWN

Last week was seen at South Africans Cape Town the 2014 built Singaporean registered with call



sign 9V2271 Offshore Tug Supply Vessel Subject **Dova** (Imo 9714317) to uplift bunkers. The tug is owned by International Bulk Trade Pte. Ltd. – Singapore and managed by SMC Marine Management Pte. Ltd. – Singapore. She has a length o.a. of 31.65 mtrs a beam of 9.14 mtrs and a depth of 4.20 mtrs. The grt is 295 tons and dwt 270 tons. The Dova is built by Hung Seng Shipbuilding Sdn. Bhd. – Sibuluan; Sarawak; Malaysia under

number HS58. The main propulsion is provided by two 4 stroke 16 cyl Cummins which develops a total output of 2,386 kW (3,242 hp). She achieved a speed of 11 knots. The tug is classed Bureau Veritas I  Hull  Mach Tug Unrestricted Navigation nr. 27182X. *(Photo: Aad Noorland)*

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tugs & Offshore






TECHNIP SECURES ITS 2ND ALVHEIM JOB FROM MARATHON

Technip has been awarded a contract by Marathon Oil Norge for the extension of subsea infrastructure on the Alvheim field, located on the Norwegian Continental Shelf. The scope of work includes installation engineering, procurement, fabrication, installation and tie-in of spools and protection covers as well as installation of one manifold. The subsea operations will mainly be performed with divers at a water-depth of approximately 120 meters in



this area. Technip's operating center in Stavanger, Norway, will administrate and execute the project, which is scheduled to be completed in the first half of 2016. The offshore campaigns will take place in 2014, 2015 and 2016, and will utilize Technip's state-of-the-art diving support vessel **Skandi Arctic**, capable of working efficiently through winter in both construction and diving mode, suitable for this extension project. Odd Strømsnes, Managing Director at Technip in Norway, explains: "This award confirms our leading position as contractor for diving operations in the North Sea. This project will be the second one awarded to Technip for the extension of the existing infrastructure on the Alvheim field, the first one having been executed in 2012 and 2013. We are looking forward to continuing and consolidating our collaboration with Marathon through this project." (*Press Release*)

OFFSHORE MOVIE



Gerard Conneely Irish has posted a very interesting movie on facebook group Worldwide Tugs and Towboats. "They actually pay us for this!! Holding TLP Blind Faith on location with a three star formation. **Harvey Warhorse** on bow on the tow bridle, **Harvey Thunder** & **Harvey Titan** on the stern legs on single lines, Waiting on weather for the TLP to be able to ballast down to towing draft & for harbor tugs to come back out to

remove her sponsons". To see the movie click on the link [Holding on location with a 3 point spread](#) (*Source: Gerard Conneely Irish*)

DOF SUBSEA SECURES WORK FOR \$80M

DOF Subsea AS, a subsidiary of DOF ASA, has been awarded several contracts, with a total value of approximately NOK 475 million (\$80 million). In the Asia Pacific region, DOF Subsea has been awarded several contracts including IMR services and subsea installation work. The contract awards will secure utilization for the vessels **Skandi Singapore**, **Skandi Hercules** and **Skandi Hawk**. In the Atlantic region, DOF



Subsea has been awarded several contracts. Maersk Oil UK awarded DOF Subsea a contract to

undertake replacement of the Dumbarton Drill Cluster Centre (DCC) flexible production riser at the Global Producer 3 FPSO located in the UK sector North Sea. The work will secure utilization for the chartered in vessel **Normand Reach**. Further, Statoil awarded DOF subsea a call-off under an existing survey frame agreement for MBE and AUV survey services in the North Sea. Teekay awarded DOF Subsea with a contract for turret mooring and riser installation on the Gina Krogh FSO. Onshore engineering will start in the second half of 2014, with offshore marine operations to be executed in 2016. In the North America region, DOF Subsea has successfully completed a long-term pipeline survey project support with the **Skandi Inspector**, and the vessel will now mobilize for another client for a 30 days commitment prior transiting to Canada for an approx. 80 days commitment. CEO, Mons S. Aase, stated: "I am very pleased with the contract awards, securing utilization of our onshore engineering and project management teams as well our vessels. In addition, in the Atlantic region we have achieved repeat business with important clients and have established new client relationships."

(Press Release)

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View the youtube film of the Alphabridge for tugboats on <http://www.youtube.com/watch?v=hQj6hFDcHW4&feature=plcp>

OCEAN INSTALLER HIRES GRAND CANYON FOR UK OPS



Ocean Installer has signed a short term charter for the OCV/ROV **Grand Canyon** in order to meet project requirements. Due to an increasing order book Ocean Installer is experiencing high utilisation of its current fleet and recognises the need for increased vessel capacity in the UK. "We have seen the need for additional vessels and we are pleased that we have secured the Grand Canyon in order to execute project commitments in a safe and timely manner for our client," says Martin Sisley,

UK Managing Director of Ocean Installer. The **Grand Canyon** is a purpose built offshore construction/ROV/Survey vessel with a 250T crane. Ocean Installer has agreed a charter party with Canyon Offshore for the vessel, the duration of the charter agreement being from June 2014 for 28 days firm. Ocean Installer will use the vessel for mothership duties in support of a contract awarded for light construction work. In addition, Ocean Installer recently chartered the DP2 light construction/ROV vessel **Dina Star** for dredging services. The Ocean Installer Aberdeen office is managing both projects. *(Press Release)*

EMGS TO START BARENTS SEA SURVEY

Electromagnetic Geoservices ASA, Norwegian provider of electromagnetic (EM) technology used support oil and gas companies in their search for offshore oil, has received a new contract. EMGS says that the contract, worth NOK 10 million (USD 1.7 million), is from a repeat customer for 3D EM data acquisition in the Barents Sea. The survey will begin this month. The **BOA Thalassa** vessel will be



used for the operation. The vessel of the MT 6007 design is one of the world's first custom built-ships for seabed logging operations to detect hydrocarbons beneath the seabed. The ship's length overall is 80,35 m with a beam of 16,40m. (Source: *Offshore Energy Today*)

VALLIANZ LATIN AMERICA JOB WORTH \$82M



Vallianz Holdings Limited, an integrated offshore marine solutions provider in the offshore oil and gas industry, through its subsidiary, has received a Letter of Award for the provision of Charter and Ship Management services worth US\$82.0 million to a major offshore construction company. The LOA excludes any variation or additional works to be negotiated later. For this

award, vessels including Submersible Vessels, Pipe Carriers, Platform Supply Vessels ("PSV"), Anchor Handling Tug Supply Vessels ("AHTS") and cargo barges will be deployed in Latin America from 3QFY2014 to FY2015. Vallianz will also provide a full suite of offshore marine support services, including mobilisation, demobilisation, marine logistics support and operational services. Darren Yeo, Executive Director and Chief Executive Officer of Vallianz said: "We are pleased to be awarded our first charter and ship management LOA for 2014, which augments our current order book to another new record of US\$524.0 million. This Latin America award is a strong and promising start for the year for Vallianz and we are looking forward to riding on the exciting opportunities that this region brings. "Global offshore oilfield related investments are forecast to grow strongest in Latin America over the next few years, with E&P (exploration and production) spending forecast to increase to US\$84.0 billion in 2014, representing a 12.8% growth over 2013. "Demand for offshore supply vessels in South America is one of the fastest growing globally, with a forecast compounded annual growth rate of 10.3% from 2013 to 2018." "We are pleased that our

bidding efforts across Asia Pacific, Middle East and Latin America totaling approximately US\$1.2 billion is starting to reap significant rewards. This project will provide Vallianz with the platform to showcase our marine solutions capabilities and to build on our reputation in the Latin American region. Not only will this platform bode well for future tenders, more importantly, it will help open doors for collaborations with prospective customers for their offshore requirements in this region.”

(Source: Press Release)

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SUSIE S LAUNCHED AT DAMEN SHIPYARDS DEN HELDER

The brand-new Twin Axe Fast Crew Supplier 2008 **Susie S** has been sold to Windwave Workboats. This company, based in Penzance, Cornwall, is the launching customer of this new type catamaran, a smaller version of Damen's successful Fast Crew Supplier 2610. The **Susie S** has two MTU engines, with a total output of 1,930 bhp giving the vessel a speed of 24.5 knots. *(Source and photo Paul Schaap/PAS Publicaties)*



WINDFARM NEWS

CTRUK CEMENTS SUPPORT OF MND ASSOCIATION

Donation made following delivery of SWATH workboat. Brightlingsea (UK), 15 May 2014 – CTruk recently cemented its support of the Motor Neurone Disease Association with a donation of £20,000 following the delivery of its second CWhisper SWATH workboat. The late naval architect Nigel Warren was heavily involved in the design of the first-in-class CWhisper SWATH, **CWind Astute**. Nigel fought bravely against MND but lost his battle before the vessel was launched in 2012. In dedication to Nigel, CTruk subsequently pledged £20,000 for every CWhisper SWATH sold to support the MND Association in continuing their important work. CTruk is also actively encouraging its suppliers to donate through the company's Just Giving page at www.justgiving.com/CTruk The



next generation CWhisper SWATH 20m workboat, **CWind Endurance**, is currently working out of the ABP Port of Grimsby. A third is currently in production at CTruk's Brightlingsea base. The SWATH hull form (SWATH stands for small waterplane area twin hull) gives a smoother ride in rough seas, vastly improving comfort levels for technicians commuting to offshore wind farms in rough conditions. To know more visit www.ctruk.com/products-and-systems/cwhisper (*Press Release Ctruk*) □

HAMBURG-BASED SHIPBROKER GERMAN RENEWABLES SHIPBROKERS LAUNCHES A NEW, INTERACTIVE WEBSITE.

The dynamic and interactive GRS website includes a 3D vessel portfolio, an interactive offshore map and the Quick Vessel Check for a quick overview of available tonnage. Hot off the presses, the site is already online at www.german-shipbrokers.de. Visitors to the shipbroker's site can check up-to-date vessel availability using the Quick Vessel Check. The 3D Vessel Portfolio showcases example models of all standard



offshore vessels in a 360° view. Market Intelligence and Offshore Market share some of the GRS experts' knowledge and the latest data on fixtures and the offshore wind market. The Interactive Offshore Map shows all wind farms currently being planned, built, and operated around the world. The start page welcomes visitors with many features focussing on vessels that support renewable energy projects out at sea. From the start page, visitors can easily find the Quick Vessel Check, where offshore tonnage availability can be checked in real time. Enquiries concerning chartering or purchasing are compared to the GRS database before the results are displayed. Customers can specify individual project requirements with the help of various search criteria. GRS will then draw up an offer for the vessel selected promptly and without obligation. General vessel enquiries can be made on the start page via Request Vessel or simply directly by phone. The GRS 3D Vessel Portfolio presents all relevant offshore ship types and equipment. This tool describes how and where each vessel type is used and deployed and what their special characteristics (hotspots) are. The example models can be examined in more detail with the interactive 360° view and the zoom function. In line with the company's motto Any Vessel Anytime, GRS offers everything visitors will need regarding offshore brokerage and services. Visitors can learn about the latest contract data on the Market

Intelligences page or check Latest Fixtures for a frequently updated extract with specific closing data. The menu item Offshore Market provides international market data and detailed market information. However, the data represented here are just a fraction of GRS's market analysis. GRS has more data which can be provided on request. The GRS Offshore World sheds light on the industry itself. The Interactive Map shows the locations of all offshore wind farms throughout the world, whether planned, under construction or already completed. Offshore News has the latest news briefs on offshore wind. Our Company explains the benefits of GRS as the independent shipbroker in renewable energy and introduces the expert team. Our Newsletter gives subscribers updated information related to market intelligence, vessels, vessel transactions, and offshore wind farms. Further extra information and assistance, such as up-to-date Key Figures, the Unit Converter and the Glossary, provide all important details and answers with regard to the offshore market. *(Press Release)*

YARD NEWS

70 YEARS IHC MERWEDE



IHC Merwede has commissioned a prestigious new jubilee book, entitled 70 years IHC Merwede. The first copy of this publication was presented to the mayor of Rotterdam, Mr Ahmed Aboutaleb, at the city's Maritime Museum. Written by maritime historian Dr Joke Korteweg, this unique and beautifully designed book contains more than 300 pages and approximately 400 photographs. Describing the history of IHC Merwede in several phases, it

highlights how the traditional Dutch company has been able to survive challenging circumstances thanks to its commercial and technical innovations. The book also provides an excellent overview of the national and international impact that IHC Merwede has had in political, economic and social spheres. 70 years IHC Merwede is published by Uitgeverij Boekschap in The Netherlands and will soon be available in various bookshops. *(Press Release)*

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USCG CUTTER BISCAYNE BAY HAULED OUT AT GREAT LAKES SHIPYARD

Great Lakes Shipyard hauled out the United States Coast Guard Cutter **Biscayne Bay** using its 770-ton capacity Travelift. The repair contract that started on May 7, 2014, includes drydocking and routine maintenance such as:

- Hull Plating and Ultrasonic Testing
- Appendages and Lak Test
- Shaft Seal Assembly and Overhaul
- Rudder Assembly, Remove, Inspect and Reinstall
- Anchor Windlass, Level 2 Inspect and Repair
- Vertical Capstan,



Level 2 Inspect and Repair • Propulsion Shafting, Remove, Inspect, and Reinstall • And Other Various Cleaning, Inspections, and Repairs. This is the second of the USCG's six (6) Great Lakes stationed 140-foot Bay Class ice breaking tugs to be drydocked using Great Lakes Shipyard's new Marine Travelift. The Shipyard's Travelift has also been used to lift one of the 150-foot Buoy Barges pushed by the Bay Class Tugs, and the USCGC **Buckthorn**, stationed in Sault Ste. Marie, Michigan. The Travelift is the largest on the Great Lakes in the United States and Canada, second largest in the Western Hemisphere, and third largest in the world. It was specifically designed and sized for Great Lakes Shipyard to accommodate the Bay Class Coast Guard Cutters and other vessels. Work on the **Biscayne Bay** is to be completed by late July. Great Lakes Shipyard is a full-service yard specializing in new construction, fabrication, and repairs of all types of vessels and barges. *(Press Release Great Lakes Shipyard) □*

SALE OF " 9000 TLC - 2012 BUILT - FLOATING DOCK



Arena Offshore Brokers Ltd.-Istanbul is pleased to announce the delivery of 1 x 9000 TLC Floating Dock from a Turkish Shipyard to "Egyptian Ship Repair & Building Company" The floating dock has a 9,000 tons lifting capacity (able to lift 25.000 DWT Ships). The 2012 built dock is classed Bureau Veritas BV I * Hull * Machinery, Floating dock Sheltered Area. The main dimensions are: Loa: 167

mtrs.; Beam inside: 32.8 mtrs.; Draft: 13.80 mtrs.; Lifting capacity: 9.000 tons. Operation range: Dive time: Approx 1 hour; Out time : Approx 1 hour. Cranes: There are two electro & hydraulic cranes that are 360 degree swivel, serial and useful. The cranes have Bureau Veritas class certification. Lifting capacity of them are max 10 tons and have max boom 17m reaching length. *(Photo & Source: Arena Offshore Brokers Ltd)*

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UPDATE ON PROGRESS OF THE NEW BUILD PROGRAM FOR NSW IN RAS LAFFAN



Our exciting build program currently in progress at the NDSQ yard here in Qatar. We currently have under construction **2 x Damen 2810 ASD's** & **2 x 1606 Damen Stan Tugs** to be used as line boats. Steel has arrived from Romania for the next vessel a **3111 Damen ASD** and it is also now under construction. We are expecting the hull and deck from Malaysia soon for the **Stan Pilot 2205**- a new design axe bow high speed pilot vessel. To Conclude we are also going to be building an LNG powered vessel the first one in the middle east

which will also be for Qatar Petroleum here in Ras Laffan port this will be a **Damen 3213** running Bergen Rolls Royce package with all ancillaries also running off LNG. We have a total fleet currently of 30 vessels and operate the biggest LNG,LPG and liquid cargo terminal in the world with in excess of 13,000 ship movements a year. First quarter this year saw us handle 3,500 ship movements. Just thought it would be of interest to know what's going on in Qatar. *(Press Release NSW)*



AUSTRALIA READY TO PROCURE NEW ICEBREAKER

In a significant long term commitment to Tasmania and Antarctica, the Australian government has

approved the process to procure a **new icebreaker** to replace the ageing **Aurora Australis** (Photo). The new icebreaker, that will be based in Hobart, is part of the commitment of the Abbott Government to boost jobs and growth in Tasmania. A modern sophisticated icebreaker will provide critical support for Australia's Antarctic research stations and expand Tasmania's role as the gateway to the Southern



Ocean and Antarctica. The new ship will have an enhanced icebreaking capability, greater cargo capacity, be able to undertake critical marine science within the sea ice zone, operate more efficiently and effectively and also act in a supporting role for other Government agencies if the need arises. The government has also committed to expanding Hobart International Airport, increase scientific research in the Antarctic and Southern Ocean and build Hobart as the global gateway to East Antarctica. As part of the Abbott Government's Tasmanian Economic Growth Strategy, Australia is committed to bolstering the role of Hobart as a transport centre for expeditions to Antarctica. The government has also delivered on its election commitment of \$24 million over three years from 2014-15 for a new Antarctic Gateway Partnership between the Australian Antarctic Division, the University of Tasmania and the CSIRO to provide for collaborative larger scale scientific research. This money will be used to get scientists onto the ice and the Southern Ocean. To support the logistical services critical to the Antarctic programme, the Budget also contains on-going funding of \$45.3 over four years to maintain the Airlink service between Hobart and the Wilkins ice runway near Casey station and a further \$13.4 million over four years for fuel and other logistical support. The Budget also commits \$9.4 million for 2014-15 to ensure the continued operation of Australia's three Antarctic and one sub-Antarctic station maintaining Australia's presence in the frozen continent. A longer term strategy for Australia's presence in Antarctica is currently being developed through the government's 20 Year Strategic Plan for Antarctic and Southern Ocean Research to be released later in the year. *(Source: World Maritime News)*

WEBSITE NEWS

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1. Several updates on the News page posted last week:
-

- [Five Years Towingline.com](#)
- [Koninklijke onderscheiding Leo Schuitemaker](#)
- [Damen launches Kuwait Oil Company's new ASD Tug 3212](#)
- [Damen pontoon deliveries ensure global stock availability](#)
- [Elbe on her 1st commercial voyage](#)

Be informed that the mobile telephone number of Towingline is: +31 6 3861 3662

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