

## TUGS & TOWING NEWS

### *JAAP KOOIJ PASSED AWAY*

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Helaas en met verdriet moet ik u vandaag melden dat er afgelopen week een einde gekomen is aan het leven van Jaap Kooij. Besloten was dat hij naar huis zou gaan, toen duidelijk werd dat er geen goede vooruitzichten meer waren. Het was toen ook zijn wens dat aan zijn lijden een spoedig einde kwam. Dat kwam dus ook al na ruim een dag na thuiskomst uit het ziekenhuis. Hij mocht vredig inslapen, omringd door zijn gezinsleden. Wij zijn veel dank verschuldigd aan Jaap, voor de jarenlange berichtgeving, hoewel het vaak droevige berichten betrof (en ik weet inmiddels hoe dat voelt). Hij heeft dat zeven jaar gedaan. Ook heeft hij twee zeer geslaagde Smit-Lloyd reünies georganiseerd en was de bouwer en beheerder van de website van Smit-Lloyd. Evenals zijn gezin, zullen ook wij hem gaan missen. Zijn einde kwam niet onverwacht, maar overvalt toch altijd.



Johan Melchior Kemperstraat 21 - 4384 GJ Vlissingen. De uitvaartdienst zal worden gehouden op maandag 2 juni om 13.30 uur in de Michaëlskerk, Dorpsplein 1 te Koudekerke. Aansluitend zal de begrafenis omstreeks 15.00 uur plaatsvinden op de Algemene Begraafplaats aan de Biggekerksestraat. Na de begrafenis is er gelegenheid tot condoleren in Huys ter Schelde, Vlissingsestraat 38-40 te Koudekerke.

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## EUROPEAN TUGOWNERS ASSOCIATION 51ST ANNUAL MEETING BOURGAS, BULGARIA 21-23 MAY 2014



Climate change challenges addressed by the Tugage Industry. Hosted by its Bulgarian Member Multirship Bulgaria, some 100 representatives of



members and associated members gathered in Bourgas at the 51st Annual Meeting. During the Annual General Meeting, Chairman Peter Vierstraete, General Manager of SMIT Tugage Northwest Europe and Deputy Chairman Mario Mizzi,

CEO of Tug Malta were re-elected. The Bulgarian Deputy Minister of Transport and Communication Peter Kirov opened the Conference on 22nd May 2014, highlighting what he called *"the vital role of the port tugage industry in the smooth and safe functioning of the European ports"*. The Conference was mainly concentrated on the Climate Change challenges affecting the European tugage industry and the shipping industry in general. Under the title *:"Tugage versus the Power of Nature and the Force of Law and Regulations"* four speakers illustrated the legislative framework at IMO and EU level and the solutions which shipyards, engine manufacturers, ship designers and naval architects are presenting to the tugowners. Ludovic Laffineur from the Royal Belgian Shipowners Association explained the legal framework deriving from IMO and EU legislation and regulations under the title: *"Shipping and the latest state of play in IMO and EU"*. Ali Gurun from the Turkish associate member Sanmar Shipyard, introduced *"the world's first LNG fuelled tugboat"* designed and built in cooperation with ETA associate member Rolls Royce and with Norwegian ETA member Bugsér og Berging, to whom the first LNG fuelled tug **"Borgøy"** was delivered recently while her sistertug **Bokn** is under construction. David Segbers and Sebastian Schwarz from associate member MTU Friedrichshafen's presentation: *"How an off-highway engine manufacturer finds solutions to meet future environmental legislation"* described the complex scope of worldwide emission regulations that have to be addressed by engine makers. Each application and various regions have different regulations and a variety of solutions has to be developed to meet the market needs, the speakers underlined. In his presentation *"Tugboat power generation meets environment"*

Haijo van der Werf from ETA's associate member Offshore Ship Designers Holland analysed the various technical possibilities that ship designers and naval architects can develop to obtain a considerable reduction in CO<sub>2</sub>, NO<sub>x</sub> and particulates through ships' emissions. The last speaker Sadik Memis from associate member Uzmar Shipbuilding Trade Incorp. presented *"Tugs in numbers worldwide and special focus on Europe"*, an informative study drawn from various sources, among others' from the ETA's own survey results, on the relationship between the worldwide tug fleet and the European fleet. His study compared the evolution of bollard pull, propulsion systems, size and age of tugboats. He emphasized the correlation between the ever growing ships' size and the demand on the towage industry to invest in tugboats with very high bollard pull and new technology, able to safely berth and unberth these giant vessels. The presentations' slides will be made available soonest. A gala dinner and Social Day concluded the 51st Annual Meeting. The event was sponsored by hosting company Multtraship Bulgaria, Anglo Belgian Corporation, Damen Shipyard Gorinchem Group, Redwise, Sanmar Denizcilik, Schottel GmbH, Shipowners' Protection, TOS Transport & Offshore Services, Uzmar Shipbuilding Trade Incorp., Voith Turbo Schneider Propulsion GmbH & C°. Next year's Annual Meeting will be held in Greece from 13th till 15th May 2015, upon invitation of ETA member Tsavliris Salvage Group. The final choice on the exact venue will be made known within the near future. *(Press Release ETA)*

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## *MORE UKRAINIAN SHIPS PULL OUT FROM CRIMEA*



The evacuation operation of the Ukrainian Navy ships from the Crimea region resumes as more ships redeploy to other naval bases. Yesterday, May 20th saw the departure of several ships and vessels under the agreed arrangements of the Joint Commission of the Representatives of the Ukrainian and Russian Defense Ministries. The vessels that left Crimea were sea tug **Korets** and harbor tug **Krasnoperekopsk**, harbor minesweeper **Henichesk** and cutter,

according to the Ukrainian Defence Ministry. In total, 28 combat ships, cutters and vessels of the Ukrainian Navy have been evacuated from Crimea since April. Among the first vessels to leave Crimea were Ukrainian missile boat **Pryluky** and tanker **Fastov** setting sail from Sevastopol. Over 70 vessels of the Ukrainian Navy were stationed in Crimea prior to the disputed referendum and

subsequent annexation of the region by the Russian Federation. *(Source: Naval Today)*

### *RB-412 ACCEPTED*

The State Commission has accepted the tugboat “**RB-412**” building No 940, pr. 90600. The State Commission has accepted the tugboat “**RB-412**” building No 940, pr. 90600. At the nearest time the tugboat will be delivered and put into operation within the Black Sea Fleet RF. The team of sailors of Black Sea Fleet arrived to Pella Shipyard to accept and to learn the new modern tugboat. The Crew of the tugboat with the help of specialists of the



Shipyard is to learn the modern mechanisms, ship systems and to prepare the tugboat for its delivery to the port of operation – Sevastopol. 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; Draught: 4,2 m; Speed: 11,8 knots. Classification KM Arc4 R3 Aut3 Tug by Russian Register of shipping. Propulsion system: Z-drives US 155, Rolls-Royce, FPP into nozzles. Powerplant: 2\*746 kW at 1800 r/min, Caterpillar C32. *Deck equipment:* bow electro-hydraulic anchor-towing-mooring winch Fluidmecnica providing 10 t of bollard pull and 847 kN of brake holding force; 23 t towing hook SWL with quick release device. The tugboat is equipped with cargo crane PC 2300, Palfinger with lifting capacity of 150 kilos at the boom of 5m. In order to fulfill fire-fighting operations the tugboat is equipped with external firefighting system made by FFS (capacity is 800 m<sup>3</sup>/h, 2 water monitors, water curtains system). *(Source: Pella)*

### *SHEN HUATUO No. 12 ASD TUGBOAT DELIVERED*



On the afternoon of 23th May 2014, the 3200PS ASD tugboat named **Shen Huatuo No. 12** was successfully delivered to CCC First Harbor Engineering Company., Ltd from Zhenjiang Shipyard, starting its sail smoothly. *(Source: Zhenjiang Shipyard)*

## TWO INJURED IN FIRE

Two crewmen of the “**Hai Lee 5**”, sustained minor injuries after fire broke out at the front deck of the vessel in the night of Mar 24, 2014. Four other crewmen onboard the vessel, however, escaped unhurt in the mishap which occurred at the jetty in Pulau Carey. The fire was believed to have been caused by fuse box and wiring malfunction. The fire rescue received the distress call at 7.06 p.m and the first team was deployed at 7.42 p.m. When they arrived at the scene, the crewmen on board the vessel had already managed to put out the blaze using dry powder fire extinguisher. The injured crew members were taken to Tengku Ampuan Rahimah. *(Source: Vesseltracker)*

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## SEA TRAILS RB-406 SUCCESSFULLY FINISHED

The sea part of the official acceptance trials of the tugboat «**RB-406**» of project 16609 (building No 625) of the Acceptance Program of 2014 has successfully finished. During this year the tugboat will be delivered to the State Customer – Russian Navy and put into operation within the Pacific Fleet Navy. 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 ?ut1 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, Fluidmecnica, 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 m<sup>3</sup>/h, 2 water monitors, water curtains system). *(Source: Pella)*

### LONG GANGTUO No. 29 ASD TUGBOAT DELIVERED



On the afternoon of 23rd May 2014, the 2942kw ASD tugboat named **Long Gangtuo No. 29** was successfully delivered to Long Kou Port Group Co., Ltd from Zhenjiang Shipyard, starting its sail smoothly. *(Source: Zhenjiang Shipyard)*

### BLESSEY MARINE CONTINUES GROWTH

Over the past decade Blessey Marine has taken delivery of a large number of Cummins-powered pushboats for their inland fleet. The vessels are sized to share a common versatility with the draft and horsepower to work both the shallower waters of the Intracoastal Waterway and power for the big flows of the Mississippi River. A look at the company equipment list



(<http://www.blessey.com/Equipment/Vessels/EquipmentList.pdf>)

shows a number of vessels with either 1700 or 2000 horsepower. The lower HP boats are 76 feet long while the higher HP boats are 80 to 88 feet long. Both sets of vessels are fitted with a pair of the popular K38M main engines. The 76-footers each have the engines with an 850-HP rating while the larger hulls have the 1000-HP rating. This May saw the addition of the **Erin C Grenon**, one more of the 1700-HP class, delivered to Blessey from the Raymond & Assoc. (LaForce) yard in Bayou LaBatre, Alabama under hull #479. Two 850-HP K38M engines power the new towboat and turn up to 1800 RPM to Reintjes WAF474 marine gears with 7.09:1 reduction. The boat is also fitted with a pair of Cummins QSB7DM-powered 85 kW generators sets. *(Source: Alan Haig-Brown; Photo by Jeff L. Yates courtesy of Cummins Marine).*

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## SAVE THE IVANHOE – REPORT TO THE NEWSLETTER



I am contacting you in regards to the historic 111' x 22' tug "Ivanhoe". Currently, she's at Arrow Marine Services in the Fraser River Richmond, BC Canada awaiting demolition. Looking back into my files show she was built in 1907 at Wallace Shipyard in Vancouver and worked for Kingcome Navigation where in 1938, her big 600hp Union was installed (the largest Union engine built

and one of only 2 surviving examples). She worked for around 50 years with Kingcome towing log booms down the BC coast to Powell River and Vancouver. Kingcome finally sold her in the early 70's and she changed owners again and in the early 80's, an Ivanhoe Society was formed that raised funds to rebuild the Union diesel in the early 90's. In 1998 she was owned by Ivanhoe Adventure Charters from Nanoose Bay. Now she is owned by Clayoquot Wilderness Resort in Tofino, who, with a surveyor, are now planning to demolish her after some damage while at a shipyard in Anacortes. I have spoken with Arrow Marine and he said her hull sounds good and doesn't take on much water, maybe some bulwark damage, but the 600 hp Union diesel was rebuilt in early 90's (I imagine this would have some value). The big issue is her main decks and bottoms of main deck cabins as sometime someone laid household vinyl decking done which held in moisture and some rot has set in. Do any members know of someone who would be willing to take her on? I have contacted BC & Vancouver maritime museums, Master Society, City of Vancouver, Vancouver Heritage Society, World Ship Society and others in trying to get someone on board to keep her. At the least keep her



somehow...even out of water like the St. Roch in Vancouver BC, BCP 45 in Campbell River BC, or the SS Sicamous in Penticton BC...see links below... It would be a tragic shame to see this important part of our BC history lost. <http://vancouvermaritimemuseum.com/> <http://ssmaster.org/> [http://www.maritimeheritagecentre.ca/index.php?option=com\\_content&view=article&id=40&Itemid=92](http://www.maritimeheritagecentre.ca/index.php?option=com_content&view=article&id=40&Itemid=92) <http://sssicamous.ca/> Contact Brian Klassen Models e-mail: bkmodels@dccnet.com

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## TUG AT KARACHI BREAKERS

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The "**Global Destiny**" (ex Smit Rotterdam) entered Karachi port coming from Gadani Shipbreaking on May 25, 2014, and docked at the West Wharf at 6.30 a.m. to be broken up at plot 47. (*Source: Vesseltracker*)

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## TRANSMISSION CEASED OFF ALANG

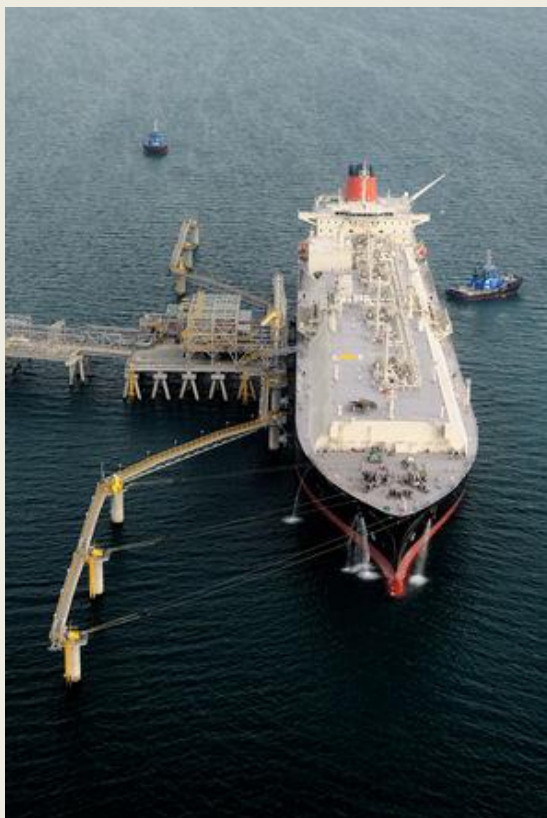
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The "**Global Success I**" (ex Smit Singapore) arrived off Alang coming from Dahej Anchorage in the midday hours of May 27, 2014, and AIS transmissions ceased at 8.47 p.m. UTC. The status changed from "to be broken up" to "broken up 27/5/2014" on IHS-Fairplay (*Source: Vesseltracker*)

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## SMIT LAMNALCO'S FIRST BERTHING AT NEW PAPUA NEW GUINEA LNG EXPORT TERMINAL

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Smit Lamnalco has performed the first berthing at the ExxonMobil Limited-operated PNG LNG Project Marine Terminal near Port Moresby, Papua New Guinea. In June 2012 Smit Lamnalco was awarded the 10-year terminal services contract with additional extension options. Following an extensive period of preparation and planning, Smit Lamnalco was fully geared up to berth the first LNG carrier, the *Spirit of Hela*, when it arrived. *True teamwork* Smit Lamnalco Chief Executive Officer Daan Koornneef said: "This reflects the efficiency of our team during the start-up period and shows our strength to provide marine services worldwide. Congratulations on a successful start of the contract. It is gratifying to see that everything came together as a result of great teamwork and fantastic support from all parties involved. Our key priority is operational excellence, providing customers with the services we have promised to deliver to their full satisfaction in a safe and cost-effective way." *Maximising local involvement* Smit Lamnalco is focused on employing

Papua New Guineans as part of the company's crew. The crew will be trained by Smit Lamnalco at the maritime college in Papua New Guinea. "It is our philosophy to have a full national crew within four to five years," says Smit Lamnalco COO Jan Scheck. *Industry trendsetter* It is Smit Lamnalco's vision to be 'best in class' and to achieve the highest standards possible. Across the entire group Smit Lamnalco adopted the Offshore Vessel Management and Self-Assessment (OVMSA) based management system SLIMS (Smit Lamnalco Integrated Management System) which covers all ship



and shore operations delivered by the company. Smit Lamnalco is an industry trendsetter, since its system is fully integrated with the offshore industry's guidelines. Smit Lamnalco provides towage and marine support services for LNG carriers at the LNG Plant Marine Terminal with four new 70 tonnes bollard pull 32 m ASD tugs: **SL Jamba**, **SL Korowi**, **SL Logohu** and **SL Siage**. The PNG LNG Project is an integrated development that includes gas production and processing facilities, onshore and offshore pipelines and liquefaction facilities. *(Press Release Smit Lamnalco)*

### FAIRMOUNT EXPEDITION TOWED JACK-UP RIG NAGA 3 TO OILFIELD

Tug **Fairmount Expedition** has towed jack-up rig *Naga 3* safely from the PV Marine Shipyard in Vung Tau, Vietnam, to the RD-19X Block 15-2 oilfield offshore Vietnam. Last month the tug has towed the rig from Singapore to the shipyard, after which the **Fairmount Expedition** remained



anchored off Vung Tau. The *Naga 3* is a Gusto MSC CJ46-X100-D design jack-up rig, built in 2010 by Dubai Drydocks World and owned by UMW Petropipe/Singapore Drilling. The 70 meters long rig can drill up to 9,144 meters in depth. At the Vung Tau shipyard the *Naga 3* was prepared for her next job offshore Vietnam for the Japan Vietnam Petroleum Company (JVPC). After the towage to the offshore location the **Fairmount Expedition** assisted with the installation of the rig. Also some cargo runs were performed. During this operations several JVPC employees were accommodated onboard. *(Source: Fairmount)*

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### SVITZER STARTS OPERATING IN THE PORT OF ROTTERDAM

From June 1st, SVITZER will start operating in Europe's largest port, Rotterdam. The operation will be located in the heart of the Maasvlakte positioned to serve our key clients. The operation will be a 100% SVITZER operation. Peter Rondhuis, Managing Director, Continental Europe, is excited about this new adventure: The operation in Rotterdam is fully in line with our ambition to increase our



footprint in Europe based on client requests. As a global market leader in towage it is exciting for SVITZER to start its operations in the busiest port in Europe. With the Maasvlakte II close to opening, we see a bright future for Rotterdam and we want to be part of the future and look forward working together with all stakeholders in the port. With our current contracted customers we have a strong foundation for our operations and will be able to offer our services to a broad variety of companies operating in the Port of Rotterdam. The Port of Rotterdam is the largest port in Europe and had a total throughput of over 4440 million tons of cargo in 2013. *(Press Release Svitzer; Photo: Jan Oosterboer)*

## SL LUCAYA

Last week was seen the 1991 built Bahama registered with call sign C6TA6 tug **SL Lucaya** (Imo 9047025) arriving at the Caribbean Island Curacao from Bonaire. The tug built by Hanasaki Zozensho K.K. – Yokosuka; Japan under number 225 for Daito Kogyo K.K. – Tokyo as **Azami**. In 2003 to Smit-Lloyd Antilles BV - Willemstad, Curacao and renamed **Smit Lucaya**. In 2014 transferred to Smit Lamnalco and renamed **SL Lucaya**. She



has a length o.a. of 36,26 mtra a beam of 10 mtrs a depth of 4.44 mtrs a grt of 368 tons a nrt of 110 tons and a dwt of 199 tons. The two Niigata 6L28HX main engines develops a total output of 2.650 kW (3.600 hp). She has a free sailing speed of 14.2 knots and a bollard pull of 43 knots. She is classed Bureau Veritas. *(Photo: Kees Bustraan)*

## POSH PUSHES UP PROFIT

Singapore's PACC Offshore Services Holdings (POSH) has posted a much bigger net profit for the



first quarter as costs Earnings were \$36.67m, up from \$20.79m in 2013, while revenue dipped to \$52.92m against \$56.52m. Costs were cut to \$37.1m, however, compared to \$44.17m over the same period. The revenue drop was mainly down to lower utilisation from its transportation and installation (T&I) and offshore accommodation segments Supply ship income partly offset this as four new vessels were deployed. The group,

which listed in Singapore earlier this year, has a fleet of 112 ships, including anchor-handlers, supply ships and accommodation vessels. *(Source : Tradewinds; Photo: Piet Sinke)*

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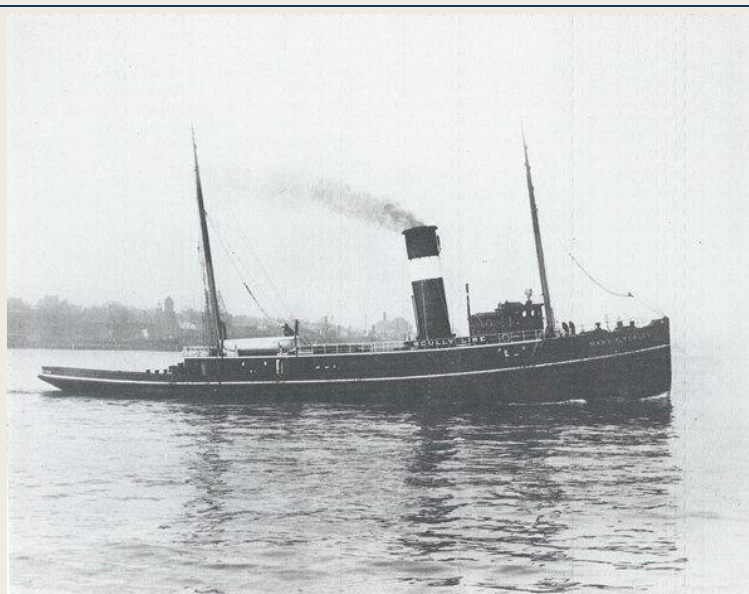
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### YESTERYEAR TUGBOAT MARY F. SCULLY

There were substantial developments in tugboat building and design at the turn of the century. Take the **Mary F. Scully**, for example. Intended for voyaging to any part of the world regardless of weather conditions, she was one of the most advanced ocean tug of her time. She had a raised forecastle head and portholes in her wheelhouse for protection in the heaviest weather, and enclosed passageways for both the deck and engine crews. Her 500 ton coal bunkers gave her a 5,000 mile cruising range, and her 1,200 horsepower, three cylinder, triple expansion, inverted steam engine gave her sufficient power for



any assignment. She was so powerful that she pulled apart many of the old wooden barges she was assigned to tow. She had good accommodations in her 180 feet, including two luxurious staterooms aft for her owners. The 190 foot Mary F. Scully was built of steel in 1908 at Port Richmond, New York. Following are her building specifications, reprinted from the February 1909 International Marine Engineering: The hull is built of mild open-hearth steel, and is fitted with bilge keels, consisting of bulb angles 3½ by 9 inches by 22 pounds, reinforced with 3 inch by 3 inch by 7 pound angle bard. The bar keel is 2 inches by 8 inches, and is fastened directly to the garboard strakes. The frames consist of 3 inch by 4 inch by 8½pound angle bars, spaced 20 inch apart throughout the length of the boat. Partial intermediate frames are fitted forward for a distance of 36 feet abaft the stern. The reverse frames extend alternately to 6 inch above the bilges keelson, and to the underside of the main deck beams. Those in the engine and boiler rooms and coal bunker spaces are doubled from bilge keelson to bilge keelson. Web frames, built of 14 pound plate, 16 inches wide, reinforced on the inner side with double angles, 3 inched by 3 inches by 6 pounds, and secured to the lower deck stringer by diamond plates, 30 inches by 30 inches by 15 pounds, are fitted as follows: Two in the engine room, two in the athwart ship coal bunker, and three in the boiler room. The main deck beams are of 3½ inch by 6 inch by 13.4 pound angles amidships, and 3½ inches by 6 inches by 11.6 pounds at the ends. The lower deck beams are 3½ inch by 6 inch by 11.6 pound angle bard, fitted on every alternate frame. The main deck beams are joined to the shell by 16 pound brackets, 18 by 22 inches, and the lower deck beams are joined to the shell by 16 pound brackets 18 by 18 inches. The main deck stringer is of 14 pound plate, 16 inches wide, fastened to the shell by 3 inch by 3 inch by 7 pound angles, and reinforced at the inner edge by a 5 inch by 3½ inch by 12 pound angle, and at the inside edge of the frames by the same size angle bar. Solid floors, 20 inch wide, of 16 pound plate, are fitted on every frame. In addition to a centre keelson, built of 15 pound plate, 25 inches wide, reinforced by four angle bars, 4 inches by 4 inches by 9.8 pounds, and a 16 pound rider plate, reinforced by double angles above the floors, 3½ inches by 6 inches by 11.6 pounds. The bilge keelson's consist a double angle bars, 3½ inches by 6 inches by 11.6 pounds. The [Mary F. Scully](#) was sold in 1912 by the Scully Line of New York to new owners in Los Angles, who used her to tow oil barges. Ultimately, she was scrapped after World War II. (*Source: On the Hawser by Steven Lang & Peter H. Spectre*)

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## ACCIDENTS – SALVAGE NEWS

### *FULL MOON ROTATED GROUNDED FREIGHTER*

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While the "[Galapaface I](#)" remained being stuck on the rocks off San Cristóbal Island, she was rotated 40 degrees by high tides strengthened by a full moon around May 23, further damaging its hull and worrying the people involved in the salvage effort. However, there has been no evidence of contamination in the waters around the ship. The ship now has holes with a size of up to 3.5 meters length. The mixture of seawater, rotting produce and toxic substances swirling about inside the ship's hull has formed a



contaminant soup. The ship will be pumped out once the holes are patched. The salvage operators planned to import tons of equipment and repair supplies from abroad to patch and refloat the "**Galapaface I**" before scuttling the wreck on a water depth of 2000 meters. Some items were awaiting customs clearance on the Ecuadorian mainland, despite a government-declared state of emergency. The Environment Minister was doing everything possible to speed up the process. A generator salvors had hoped to use to power the ship's crane was not yet operating in the afternoon of May 23. The generator had to be dismantled for shipping by plane from the Ecuadorian mainland and then reassembled at the site of the grounding in San Cristóbal, a work, which was going slowly. Once the generator was running and the crane could be operated, crews would be able to hoist some of the heavier items the "**Galapaface I**" was transporting, including a forklift truck. (*Source: Vesseltracker; Photo: Ecuadorian Environment Ministry*)

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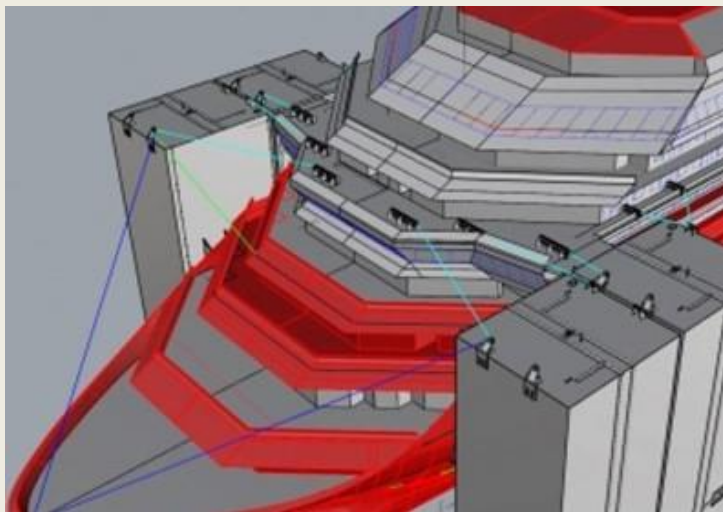


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## SIXTH REFLOATING SPONSON ON CONCORDIA WRECK NOW IN PLACE



Installation of sponson S7 on the starboard side of the **Concordia** wreck has been completed, the salvage team said on Sunday, May 25th. This is the sixth out of a total of 15 refloating sponsons that will be attached to the starboard side of the wreck. In addition, Barge Micourier2 is at the site carrying sponsons S6 and S5 on board, pending installation of S6 which is about to ensue. Once the installation of all sponsons is completed, a pneumatic system will be used to empty the water

gradually from the caissons on both sides of the wreck, giving the sufficient shove to push it upwards. On completion of the emptying process, a section of about 18 m will remain submerged, according to the project description. The final removal of the wreck from the site is expected to take place this summer. (*Press Release*)

## HUGE EXPLOSION ON JAPANESE OIL TANKER

Captain missing and four crew severely burned, with 998-tonne **Shoku Maru** left gutted and leaning over in the water. A Japanese oil tanker has exploded off the country's south-west coast near Himeji port, leaving one of the eight people aboard missing, the country's coast guard has said. Four others were severely injured in the accident on Thursday. Fire gutted the middle of the **Shoko Maru** – the

998-tonne tanker, based in the western city of Hiroshima, was left leaning over in the water after the accident and was being doused by firefighting ships. Seven people were rescued, four having suffered severe burns, the public broadcaster NHK reported. A search was under way for the missing man, the tanker's captain, it said. The cause of the



explosion was unclear, said coast guard spokesman Koji Takarada. NHK said crew members had been working on the deck of the tanker at the time of the blast. The tanker had unloaded its cargo of crude oil and was stationary close to the coast of Hyogo prefecture, about 280 miles (450km) west of Tokyo, when the explosion happened. Akihiro Komura, an official from Syoho Shipping, a Hiroshima-based shipping firm that owns the vessel, told the AFP news agency that seven of the eight Japanese crew were accounted for but the fate of the captain was not yet known. "The ship unloaded crude oil at a port in Hyogo prefecture and the tanker was virtually empty when the accident occurred," he said. "I heard that a crew member was using a grinder to remove paint and that seems to have triggered the blast, which we believe could have occurred when the remnants of the oil caught fire." "It is a Japanese ship and belongs to our company. All the crew members are Japanese nationals. We have confirmed seven out of the eight are alive and one, believed to be the captain, is still missing." News of the incident, which happened at around 9.30am, caused the prime minister, Shinzo Abe, to interrupt debate in parliament. "In waters off Hyogo [prefecture] a tanker has exploded and is currently in flames," he said in the chamber. Himeji port is one of a number that sit along the Inland Seto Sea coast, where there are numerous pockets of heavy industry. The city itself is a popular tourist destination known for one of Japan's finest feudal castles. *(Source: The Guardian; The Associated Press and Agence France-Pressé contributed to this report)*

## OFFSHORE NEWS

### SIEM LOUISA



In the South African Port of Cape Town was spotted on 19<sup>th</sup> May, in the Table Bay the 2006 built Norwegian registered with call sign LARA7 Offshore Supply Vessel **Siem Louisa** (IMO 9355977). The vessel is owned by Siem Offshore Rederias – Kristiansand; Norway and managed by Siem Offshore AS – Kristian sand; Norway. She has a

grt of 2.465 tons a dwt of 3.570 and is classed Det Norske Veritas. *(Photo: Aad Noorland)*

## ABOU ALI ENTERING GRAND HARBOUR, MALTA

The 1977 built Papua New Guinea flag with call sign T8XV utility vessel **Abou Ali** (Imo 8669369) was seen entering Grand Harbour, Malta on Friday 23<sup>rd</sup> May, 2014 on her delivery voyage from Egypt to Cameroon. The vessel is owned and managed by Hamza Brothers Offshore – Port Said; Egypt. She has a grt of 132 tons and is classed International Register of Shipping. *(Photo: Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com))*



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### STANDARD OF EXCELLENCE





## USA FLAG AND OWNED OFFSHORE SUPPLY SHIP HOS CENTERLINE



The 1992 built United States of America flag with call sign KYBZ offshore supply ship **HOS Centerline** (Imo 9040546) was seen offshore Malta after leaving Marsaxlokk Harbour, Malta on Saturday 24th May loaded with 22,000 barrels of mud. The vessel is owned and managed by Hornbeck Offshore Services LLC – Covington; USA. She has a grt of 5,960 tons and a dwt of

8,082 tons and is classed American Bureau of Shipping. *(Photo: Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com))*

## ARMADA FIRMAN 2

In the South African Port of Cape Town was spotted on 19th May, in the Table Bay the 2008 built Malaysian registered with call sign 9WEK8 Offshore Supply Vessel **Armada Firman 2** (Imo 9411240). The vessel is owned by Bumi Armada Navigation



Labuan Int. – Singapore and managed by Armada Ship Managements Pte - Singapore. She has a grt of 3.276 tons a dwt of 2.665 and is classed American Bureau of Shipping. (*Aad Noorland*)

## SMIT LAMNALCO CALLS FOR COLLABORATIVE FOCUS ON FLOATING GAS SAFETY



Marine terminal service company Smit Lamnalco believes it has an important contribution to make as new safety regulations for floating gas terminal facilities are drawn up. Group Business Development Manager Andrew Brown points out that although there is some overlap on safety issues between floating oil and floating gas facilities, there are also

important differences. "A robust safety framework is well-established and clearly understood in the floating oil storage and production sector," Brown declares, "and the industry is now working on standard operating procedures, safety regulations and emergency response plans for the floating LNG sector." *Keeping the impeccable safety record* "But this is a new technology," declares Brown, "and it is advancing rapidly. It will enable the harnessing of vast gas reserves in offshore locations which so far have not proved economically viable. There are about 15 projects at various stages of development today but this number could easily double over the course of the next decade." "The industry has an impeccable safety record because of the skill and expertise within the sector," he continues. "We must keep it that way." Smit Lamnalco CEO Daan Koornneef explains that marine service companies like Smit Lamnalco have a key role to play in drawing up the necessary guidelines and procedures. We must be completely confident that our vessels and crews are fit for purpose in the event of an emergency." *Highly trained seafarers* Brown questions whether the industry should consider the possibility of making mandatory a dynamic positioning capability with redundancy (DP2) aboard gas shuttle tankers serving offshore floating gas facilities. He also believes that as soon as cryogenic tandem transfer technology is sufficiently developed, the industry could move towards cargo transfer



in a tandem configuration as opposed to a side-by-side arrangement. This has already been widely adopted in the FPSO sector. Perhaps most important of all, however, is the urgent need for specialist tailored training for seafarers who are supporting floating gas terminal operations. Brown points out that the operation of specialist marine support vessels in this niche sector will require the very highest calibre of specially trained seafaring personnel. *(Press Release Smit Lamnalco; Photo: Jacco van Nieuwenhuyzen)*

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### 2014 BUILT NS IONA UNDERWAY

The 2014 built Cyman Island registered with call sign ZGDM3 Platform Supply Vessel **NS Iona** (Imo 9657636) was seen underway offshore Malta heading to Grand Harbour, Malta on her maiden voyage on Thursday 29th May, 2014. The Vessels is owned by BP Shipping Ltd. – Sunbury on Thames; United Kingdom and managed by Bibby Shipmanagement Ltd. Liverpool; United Kingdom. She has a grt of 5,165 tons and a dwt of 4,500 tons and is classed Det Norske Veritas. *(Photo: Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com))*



### CHARTER EXTENSIONS FOR ALAM MARITIM



Malaysian supplier of offshore vessels Alam Maritim has received contract extension for five of its vessels. In a filing to Bursa Malaysia, Alam Maritim said that “an established oil major” has decided to extend the contract for four utility tugs and one straight supply vessel. The total value of the contracts is around RM 71 million (\$22.2 million). Under the agreement, the charter for the straight supply vessel will run for one year,

starting in August 2014. As for the utility tugs, they will stay with the client for three more years each, starting September 2014. *(Source: Offshore Energy Today)*

## SALE OF TWO UNITS OF "30M ALUMINIUM STEEL CREW/UTILITY BOATS"

Arena Offshore Brokers Ltd.-Istanbul is pleased to announce the delivery of two units of "30m Aluminium steel crew/utility boat" from Italian Owners to the Undisclosed W.African Buyers. The two units of "30m Aluminium steel crew/utility boats" are built in 1976 and classed RINA. They have a Length



overall: 30.42m a draft (max): 1.6 m a grt of 114 tons and a nrt of 34 tons. They have three General Motors 12V92 TA main engine with a total output of 2,495 hp. The vessels have a Clear Deck Space of 50m<sup>2</sup> and an accommodation 40 and 50 pax capacity respectively for each boat. *(Source: Arena Offshore Brokers)*

## WINDFARM NEWS

### FAIRPLAY 33 + H-332



The 2011 built Antigua & Barbuda registered with call sign V2QG6 Fairplay Borchard tug **Fairplay 33** (Imo 9476006) was spotted with the Heerema barge H-332 in tow loaded with a jacket and topside substation for the Westermost Rough Offshore Windfarm field. The 1999 built Dutch registered with call sign PHBR Kotug tug **RTMagic** (Imo 9190066) escorted the transport from St.Nazaire to the Westermost Rough field. The

Westermost Rough Offshore Wind Farm is one of the Round 2 projects and is a wholly (100%) owned subsidiary of DONG Energy. The Westermost Rough Offshore Wind Farm's site is situated 8km off the Yorkshire Coast, north of Hull and will contain 35 turbines of 6MW capacity, covering a total area of 35km<sup>2</sup> and providing enough electricity to power around 200,000 homes. The Westermost Rough Offshore Wind farm will result in an annual reduction of approximately 264,429 tonnes of CO<sub>2</sub>, which would otherwise be produced by a power station using fossil fuels. This reduction significantly helps to fulfil the UK's commitment to reducing CO<sub>2</sub> emissions. Offshore construction of the Westermost Rough offshore wind farm will begin in first half of 2014 and the farm is expected to be fully commissioned in the first half of 2015. A likely 33kV inter-array cabling

system will collect the power generated by the wind turbines and will transmit it into the offshore substation, where the voltage will be stepped-up from low to high voltage (HV). *(Photo: Leon de Hoop)*

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### PETER MCINTOSH JOINS CTRUK

Composite high-speed craft designer and builder CTruk has appointed shipbuilding industry veteran Peter McIntosh OBE to succeed Andy White as chairman. The former executive director of VT Group PLC has extensive experience of the marine and defence industries and will steer the innovative company through its next stage of growth. Andy will remain on the board as an executive director. Commenting on Peter's appointment he said, "I am delighted to announce that Peter is joining CTruk as chairman and look forward to working closely with him to continue our product development and build on the successful growth we've experienced to date. Our aim is to advance the potential of our hard-working team and innovative product range to achieve ambitious company goals over the next few years." Managing director Ben Simpson will be working closely with Peter on implementing an expansion and development plan now that CTruk's designs have gained significant traction in the commercial workboat market. The company is looking to expand capacity in order to satisfy demand from the offshore wind sector and will also intensify its efforts in other markets where the CTruk advanced composite vessel range has numerous applications. Commenting on Peter's appointment Ben said, "It is testament to the team's efforts so far that we have grown in a relatively short period of time to a point where we now need to carefully consider our next steps. We need to maintain our excellent customer relationships and delivery formula as we grow. Peter's 30 years of experience in the often volatile business of shipbuilding will be invaluable to CTruk in ensuring we achieve sustainable growth." Peter McIntosh said, "I'm looking forward to working with Andy and Ben to continue their impressive CTruk business success to date. The company has clear objectives for growth and a product that is very competitive in the offshore wind market, giving real potential to expand its current market share as well as enter other sectors. That, coupled with a team in Brightlingsea which has an exceptional work ethic, customer focus and team spirit, is a recipe for success I am very proud to be part of." Peter recently took 'time out' to complete a lifetime ambition of designing and building his dream house. Aside from his role as Executive Director of VT Group PLC, highlights of Peter's career include COO of Marine Current Turbines, now wholly owned by



Siemens PLC, CEO of the UK's Aircraft Carrier Alliance, MD of VT Shipbuilding and MD of Fleet Support Ltd, a joint venture between BAE Systems and VT Group at Portsmouth Naval Base. He is a Freeman of the Worshipful Company of Shipwrights and a member of the Royal Institute of Naval Architects. *(Press Release CTruk) ▯*

## VSMC INSTALLS MORE THAN HALF OF DAN TYSK'S INTER-ARRAY CABLES



Last week, Visser & Smit Marine Contracting B.V. (VSMC) laid the last cable in the southern part of the Dan Tysk offshore wind farm site, meaning that half of the 80 wind turbines are ready to be connected to the offshore substation. VSMC's work on the inter-array cable installation at the offshore wind farm continues in full swing, via its vessel **Olympus Taurus**. The company signed a contract for DanTysk cable work in February to complete the electrical termination of the cables that have

already been installed first, and then to install and terminate the remaining cables. The DanTysk offshore wind farm is being developed by Vattenfall and Stadtwerke München and is situated west of the island of Sylt, directly on the German-Danish border. With 80 Siemens' 3.6 MW wind turbines, DanTysk will be able to provide clean energy to up to 400,000 homes. *(Source: Offshore WIND)*

## SEABED SURVEY TO COMMENCE AT GWYNT Y MÔR OWF

Survey vessel RRS **Ernest Shackleton** will be undertaking seabed investigations at various locations within the Gwynt y Môr Offshore Wind Farm site from May 30. The RRS **Ernest Shackleton** is joining as an additional vessel to assist in the survey work that started earlier in 2014. The other two vessels deployed at the site are Confidante and Discovery. All work will be conducted



within the Gwynt y Môr site boundary. Other vessels are advised to observe a 500m safety zone around the vessels engaged in investigation or diving operations. *(Source: Source: A WJ Marine)*

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## MESL TO UNDERTAKE ENVIRONMENTAL SURVEY AT SHERINGHAM SHOAL



Marine Ecological Surveys Ltd. (MESL) will be undertaking environmental survey activities on behalf of Scira Offshore Energy Limited at the 317MW Sheringham Shoal offshore wind farm site. Briggs Marine Contractors' coastal survey vessel, **Humber Guardian**, has been selected for acquiring of seabed imagery. The vessel will work on the job for up to two days in the period between

22nd of May and 6th of June, weather permitting. The wind farm is located around 17 kilometers off the Norfolk coast, north of the seaside town of Sheringham, covering an area of 35 square kilometers. Its 88 turbines with individual capacity of 3.6MW are able to supply 220,000 homes with clean energy. (*Source: Offshore WIND*)

## CALEGEO TO CARRY OUT GEOTECHNICAL SURVEY AT MORAY OWF

Calegeo, a geotechnical focused marine contracting and survey company, will be carrying out geotechnical survey operations on behalf of Moray Offshore Renewables Limited (MORL) in the Outer Moray Firth, as part of the Moray OWF project. The company will utilize its DP2 type vessel, MV **Highland Spirit**,



for the job, commencing work on the 2nd of July and continuing into a period of 45 days. The wind farm is located 22 kilometers offshore in the Outer Moray Firth. With a total capacity of 1.116 MW it will produce enough electricity to power around 700,000 households. Covering the area of 295

square kilometers, it will comprise up to 62 wind turbines with individual capacity of up to 8 MW. MORL, a joint venture between EDP Renewables (67%) and Repsol Nuevas energias UK Limited (33%), recently received consent for the construction and operation of the 1.116 MW offshore wind farm from the Scottish Government, which was a “critical step not only in the delivery of this project, but in the development of offshore wind in deeper water, further from shore,” said João Manso Neto, CEO of EDP Renováveis. *(Source: Offshore WIND)*

## YARD NEWS

### *KLEVEN SNATCHES NEW OLYMPIC CONTRACT*



Kleven has signed a contract with Olympic Shipping for the building of an MT 6021 MKII design IMR vessel. The contract value is around NOK 450 million (USD 75.5m), and the vessel will be delivered from Kleven Verft in June

2015. The MT 6021 MKII is a further development of the MT 6021 design, based on which Kleven Verft is building a vessel for Olympic with delivery in March 2015. The vessel is equipped with an offshore crane, ROV hangars, and with accommodation capacity for a crew of 80. Kleven has 13 vessels in its orderbook, at a total value of around NOK 8 bn (USD 1.34bn). *(Press Release)*

### *CELEBRATION FOR THE 63TH ANNIVERSARY OF ZHENJIANG SHIPYARD*

On the occasion of the 63th anniversary of Zhenjiang Shipyard, the company held a tug of war as a celebration on the afternoon of 23rd May. With the participation of 11 teams from the shipyard and other subcontractors, this celebration was held by the company’s Party Committee, Union and Youth League Committee. After fierce competition, the team from the machinery first workshop won the



“Civilization Cup ” prize. Senior leaders attended the activity and honored the prize for the champion. Also, women workers performed Tai Ji during the competition intervals. *(Source: Zhenjiang Shipyard)*

## NAVIS DP FOR FOS THOR FAST SUPPLY VESSEL



Navis delivers DP2 system for the largest fast supply vessel built in Asia. Dynamic positioning control systems from Navis Engineering have met performance expectations set out in the sea trials of the 62m aluminium fast supply vessel (FSV) **Fos Thor**. Designed by, built for and managed by Fast Offshore Supply Pte Ltd (FOS), of Singapore, **Fos Thor** is equipped to meet the highest industry standards and is the largest vessel of its type to be built in Asia. **Fos Thor** features

four controllable pitch propellers (CPP) and two bow thrusters, a configuration ensuring superior DP performance, where fast crew vessels are commonly specified featuring fixed pitch propellers or water jet propulsion. The vessel features a unique loitering mode, allowing it to remain on station using only one propeller and one bow thruster. This helps to reduce fuel consumption significantly during waiting periods near the rig. In common with other vessels equipped with the Navis DP system, this 'hold area' capability also reduces system wear and tear. The algorithms used by the Navis DP system enable rapid DP operation start-up, accruing additional fuel and operational cost savings. Furthermore, the Navis DP system is the most compact now on the market, representing a key advantage within the space-constraints of the FSV bridge. *(Press Release Navis)*

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## REMONTOWA BAGS AHTS DEAL

Remontowa Shipbuilding S.A., member of Remontowa Holding, has won a new contract for the construction of an anchor handling, tug and supply (AHTS) vessel. The vessel will be built for Canadian – Norwegian joint venture, than she will be used for a charter to one of the largest oil companies in the world – ExxonMobil. The AHTS will be built according to Rolls – Royce Marine design. The vessel is destined for satisfying the general demands of the offshore industry, primarily – ice management including monitoring of freezing level and – if necessary correcting course of

moving icebergs to protect offshore installations in region of Labrador and Newfoundland. Furthermore vessel will be used for passenger transport and evacuation, oil recovery and fire-fighting protection. The newbuild will be equipped with a water monitor, which will break the pack ice around the platform and prevent from formation of ice cover. The Rolls – Royce Wave Piercing hull will cut through the waves, minimize the shipping of green water and ensure a safer and more pleasant journey. The robust hybrid propulsion system will increase the vessel operational flexibility and reduce fuel consumption. Delivery of this vessel is scheduled in fourth quarter of 2015. Remontowa Shipbuilding has a great experience in building offshore support vessels. During last 10 years the yard has delivered 40 offshore support vessels enjoying an excellent reputation and customer recognition.



(Press Release)

### COSCO GUANDONG TO BUILD 4 PSVs FOR \$120M



China's COSCO Guandong shipyard has received a contract to build **four platform supply vessels** for a Singapore-based company. The vessels are scheduled for delivery from 2Q 2016 to 1Q 2017. The shipowner has also secured options for two additional platform supply vessels of the same type. The contracts for four platform

supply vessels have a total contract value of approximately \$120 million. COSCO said the above contracts would not have a material impact on the net tangible assets and earnings per share of the company for the year ending 31 December 2014. *Update: 27.5.2014* In an e-mail sent to Offshore Energy Today, Singapore's offshore ship supplier Chelsea has confirmed itself as the client who ordered the above mentioned vessels. (Source: Offshore Energy Today)

### ASL MARINE SECURES SHIPBUILDING CONTRACTS WORTH S\$91 MILLION TO BUILD FOUR VESSELS

The Board of Directors of ASL Marine Holdings Ltd. (the "Company") wishes to announce that its wholly-owned subsidiary, ASL Shipyard Pte Ltd ("ASLS"), has secured new shipbuilding contracts





worth approximately S\$91 million for the construction of three units of powerful and highly maneuverable Infield Support Vessels (of ART 100-42 class Rotor® Tugs design) and one unit of Seismic Support Vessel (“SSV”). The vessels are secured from customers in Australia and Norway respectively. The four vessels will be built at the Group’s shipyard and are expected to be completed in the first quarter of 2016. Revenue from these new shipbuilding contracts will be recognized over the respective contract period in accordance with the Group's revenue recognition policy based on the percentage of completion method. These contracts are not expected to have a material financial impact on the net tangible asset and earnings per share of the Group for the financial year ending 30 June 2014. None of the Directors or controlling shareholders of the Company has any interest, direct or indirect, in the above transactions other than through their shareholdings in the Company.

*(Source: ASL)*

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

- [Jaap Kooij passed away](#)
- [KOTUG International B.V. winner King Willem I Award 2014](#)
- [Boskalis trading update](#)
- [Damen names Royal Oman Navy flagship](#)
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