



ugs owing & Offshore Newsletter



15th Volume, No. 58

1963 – “51years tugboatman” - 2013

Dated 10 September 2014

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

MIDWEEK-EDITION

TUGS & TOWING NEWS

FAIRPLAY ACTIVE IN ANGOLA



It is reported that six Fairplay vessels are operate in Angola, working offshore as support for tankers loading at FPSO's. The contracts are multi-year-contracts but with different durations. The tugs involved are the **Fairplay 27, Fairplay 30, Fairplay 31, Fairplay 32, Fairplay 34** and **Fairplay 35**. *(Source & Photo: Bram van der Hout)*

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FOSS: CELEBRATING 125 YEARS (PART 4)

Fleet Expansion in the Post World War II Era “Miki-class” Tugs Give Way to Growth in Ocean Business. No class of tugs contributed more to the company’s success in the postwar era than the Miki-class tugs built for U.S. Army service. Foss purchased four of the high-horsepower tugs shortly after the war and five in the 1950s, and they became the backbone of the company’s ocean fleet. Among the many business opportunities developed with the Mikis were the launching of a bulk cement run between Puget Sound and Anchorage; bulk petroleum distribution from Dutch Harbor for Standard Oil; the inauguration of rail-car barge service between Tacoma and the Ketchikan Pulp Co., and supply runs for construction of the Distant Early Warning (DEW) Line sites in western

Alaska. Of the 61 Mikis built for the Army, 38 were built at various yards in Washington state. Actually, there were Mikis, which had a single main engine, and the Mikimikis, which had two main engines. Each tug had about 1,500 total horsepower. On the harbor services side, three new tugs were built for Foss in the 1950s, the Brynn Foss, Shannon Foss and Carol Foss. They were the first Foss ship assist-tugs built for



extended service since 1931 and heralded Foss' renewed emphasis on harbor services on Puget Sound. Foss also had expanded its fleet with its entry into the Southern California market with the purchase of Pacific Towboat and Salvage Co., better known as PacTow, in 1949. *The Fleet Grows, and the Company is Sold* Fleet expansion accelerated in the 1960s with a continued buildup of Pacific Northwest Harbor Services and regional towing as well as ocean work. During this decade, 41 tugs, no less than 23 of them newly built boats, entered Foss service. With the retirement of 27 tugs, Foss had a net gain of 14 tugs during the decade. Foss also acquired two LSMs (medium landing ships) and built a supply boat to support the oil industry buildup on Cook Inlet. Also generating new Alaska towing opportunities for Foss was the 1967 launching of what became the Foss Alaska Line container barge operation between Seattle and Southeast Alaska. Henry Foss, youngest son of Thea and Andrew, retired from the presidency of the company in 1965. Drew Foss, his son, was elected chairman and Sid Campbell, the husband of Barbara Foss Campbell (Wedell's daughter) was named president. But it became apparent that the company would soon not have enough family members to perpetuate itself. Peter Foss Campbell, Sid's son, was the only fourth generation family member in an executive position. Consequently, in 1969, Henry and the family heirs of Arthur and Wedell decided to sell the company to the Dillingham Corporation of Honolulu, a well-respected and successful transportation and construction company. *The Shelley Foss was the Queen of the Harbor and Precursor to the Tractor Tugs* The late 1960s and 1970s saw the addition of 14 new tugs and five



tugs to the Foss Fleet, including a number of vessels built by the McDermott Shipyard group in Louisiana that are still in service today. But none had the star quality of the Shelley Foss, truly a breakthrough harbor tug designed for ship assist work in Seattle. Launched in 1970 at Albina Shipyard in Portland, the 90-foot tug packed 2,850

horsepower, making it 40 percent more powerful than conventional twin-screw tugs. It also had state-of-the art Kort steering nozzles, each housing an 88-inch diameter propeller. The tug also featured pilothouse windows slanted inward to minimize glare, pilothouse “eyebrow” viewing ports, and bow and stern winches remotely controlled from the pilothouse. As such, the Shelley was the forerunner in pilothouse design for Foss’ state-of-the-art tractor tugs of the 1980s. The Shelley, which remained in Foss service until 2009, is the only Foss tug ever to be painted in something other than the Foss colors, green and white. In observance of the nation’s bicentennial in 1976, the Shelley was painted red, white and blue. *(This is the fourth in a series of Tow Bitts articles about the history of Foss Maritime to commemorate the company’s 125th Anniversary.) (Photo Above: The Miki-class tug Mary Foss, the seventh of nine purchased by Foss after World War II, entered service for Foss in 1957 towing railcar barges on Puget Sound. The Mary and its sister ships were engaged in ocean towing on the West Coast and Alaska for most of their careers. Photo Shelly Foss The launching of the Shelley Foss at Albina Shipyard on June 17, 1970. The tug was designed exclusively for ship assist work in Seattle harbor. With the increasing size of the ships calling at the Port of Seattle, the need for high horsepower and maneuverability was essential. The Shelley fit this requirement perfectly and remained the premier Seattle ship assist tug until the advent of the tractor tugs in 1982. Even with the arrival of the tractors, the Shelley continued to play an integral part in Puget Sound ship assist work until 2009.*

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CINTRANAVAL-DEFCAR REACHES AN AGREEMENT WITH SCHOTTEL AND INDUSTRIAS FERRI FOR DEVELOPING THE SMARTUG.

CINTRANAVAL-DEFCAR, S.L., worldwide experts in tug-boat design, reached an agreement with propulsion unit firm SCHOTTEL GmbH and with deck equipment manufacturer INDUSTRIAS FERRI for the development of an innovative tug-boat under the project name **SMARTug**. The aim of the project is to develop an innovative boat improving the state-of-the-art of this kind of vessels. **SMARTug**



will focus on increasing safety of the vessel, safety of the operations and integrity of people onboard. These tasks shall be reached while increasing energy efficiency and reducing environmental footprint, without increasing current production and operation costs. The **SMARTug** project will work on actual towing and propulsion systems with the objective of improving them for higher

particulars of safety. The schedule for this project is two years, after which a new generation of tug-boats will be proposed to the market. *(Press Release CintranaVal-Defcar)*

AFON ALAW IN CAPE TOWN



Last week was seen the 2004 built United Kingdom registered with call sign 2FCZ7 tug **Afon Alaw** (Imo 9298935) taken up bunkers at the Cape Town bunker wharf. The vessel is owned by Ynys Mon Windfarm Vessels Ltd. – Holyhead; UK and managed by Holyhead Towing Co. Ltd. – Holyhead; UK. She is built by Hepworth Shipyard Ltd - Paull, Kingston upon Hull; UK under yard number 157. In 2008 brought into joint-venture Caspiiskiy Buksir (Caspian

Towing) – Aqtau; Kazakstan and renamed **Ak Sunkar**. In 2014 returned to Holyhead Towing. She has a length of 25.50 mtrs a beam of 9,00 mtrs a depth of 3.60 mtrs and is classed Lloyd Register of Shipping. The two Cummins diesel engines develops a total output of 2,600 hp and give the vessel a speed of 11.5 knots and a bollard pull of 35 ton. Her grt is 200 tons. *(Photo: Aad Noorland)*

NINE NEW VOITH WATER TRACTORS CATER FOR SAFETY AT MEXICAN OIL TERMINALS

Mexico's state-owned petroleum company PEMEX (Petróleos Mexicanos) invests in a modern tug fleet. Voith was awarded to supply the propulsion for nine new Voith Water Tractors (VWT) which are to enhance the safety of oil tankers entering and clearing port at several terminals as of 2016. During an extensive selection process, the vessels powered by two Voith Schneider Propellers (VSP) stood out with



regard to their low susceptibility to debris. The Spanish Shipyard ARMON (Astilleros Armón) will provide the project with it's own in-house design using VWT configuration, project management, technical advice on location and the supply of all main equipment. In the Gulf of Mexico the VWT will be used at the Pemex terminals of Madero, Tuxpan and Pajaritos and on the Pacific coast in the terminal of Pemex Topolobampo. During the rainy season in particular, the oil trans-shipment ports located on rivers are severely affected by debris washed out into the ocean from inland. This regularly results in damage to the pro-pulsion systems of the current tug fleet. PEMEX took the

decision to select the new Voith Water Tractors after compiling several studies and holding talks with other customers such as the Panama Canal Authority. The Voith Schneider Propellers proved to be extremely robust. They had a positive effect throughout, both in terms of running costs and downtimes as well as regarding the handling of prevailing strong currents. Construction of the vessels attracted attention in Mexico as it forms a significant contribution to the reactivation of the local shipbuilding industry. The tugs will be built in the shipyard “Astimar 20” operated by the Mexican Navy (SEMAR) in the pacific coast of Mexico. The nine Voith Water Tractors will be identical in construction. They will have a length of 32.5 meters, a beam of 11 meters and will reach a maximum speed of 13 knots. Eight of the Water Tractors will be equipped with two VSP 28R5/210-2 each and will have a power of 2 x 1,945kW. These tugs will have a bollard pull of 50 tons. Another tug is to reach a bollard pull of 60 tons and will be propelled by two VSP 30R5/250-2 with a total power of 4,800kW. The Voith scope of supply includes 18 VSP, 18 Turbo Couplings, 18 RENK couplings and nine control stands. *(Press Release Voith)*

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BOUCHARD TRANSPORTATION TO BE HONORED BY AMERICAN MARITIME SAFETY, INC. WITH 2014 AMS TUG & BARGE SAFETY AWARD



Bouchard Transportation Co., Inc., the nation's largest independently-owned ocean-going petroleum barge company, will be honored by American Maritime Safety, Inc. (“AMS”) with the 2014 AMS Tug & Barge Safety Award, it was announced by AMS. The Tug & Barge Award, which recognizes the implementation of outstanding compliance programs that serve to enhance crewmember efficiency and the safe operation of tug and barge

vessels in the U.S. coastal waters, will be given out at AMS’ annual membership meeting and safety awards luncheon on October 23, 2014 in New York City. “It is a great honor to be recognized by American Maritime Safety,” said Morton S. Bouchard III, President and CEO of Bouchard Transportation Co., Inc. “Bouchard Transportation recognizes safety as the most important service we can provide our customers, our crews and our environment. As part of our commitment to

uphold safety in all aspects of our operation, Bouchard Transportation maintains compliance with all key regulations including ISM Code, American Waterways Operators Responsible Carrier Program, OPA-90 and the guidelines set forth by the U.S. Coast Guard. We also participate in TMSA2 and SIRE to routinely assess safety protocols and ensure best practice guidelines.” AMS is a non-profit maritime trade association, which facilitates the maritime industry's compliance with international shipping protocols and U.S. Coast Guard regulations. The AMS consortium is comprised of more than 400 vessel owners and operators. It is the leading maritime industry association in the United States specializing in regulatory compliance, particularly with respect to drug and alcohol and harassment prevention policy. *(Press Release Bouchard)*

TIDEWATER VESSELS TOWING THE SEMI-SUMBERSIBLE DRILLING RIG ZAGREB 1

The 2008 built Vanuatu registered with call sign YJVK2 anchor handling supply vessel **Kehoe Tide** (Imo 9412270) and the 2006 built Vanuatu registered with call sign YJUX9 flag anchor handling supply vessel **Leonard Tide** (Imo 9355800) were seen towing the 1977 built Liberian registered semi-submersible drilling rig Zagreb 1 approaching Malta from offshore Libya on Friday 5th September, 2014. The **Kehoe Tide** is owned by Tidewater Boats Ltd. – New Orleans; USA and managed by Tidewater Marine LLC – New Orleans; USA. She has a grt of 2,292 tons and a dwt of 2,046 tons. The **Leonard Tide** is owned by Violet Fleet Ltd. – Singapore and managed by Tidewater Marine Intl Inc.,SNG. – Singapore. She has a grt of 2,258 tons and a dwt of 2,177 tons. Both vessels are classed American Bureau of Shipping. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*



SVITZER ESTON PICTURED



Last week Saturday morning 6th September was seen in the Rotterdam area the shifting of the **FPSO Schiehallion** by four Smit International tugs. The shifting from the Europoort Caland Canal to the Keppel Verolme Shipyard – Botlek was assisted by the tugs **Smit Hudson**, **Smit Cheetah**, **Smit Schelde** and the **Smit Seine**. The Hudson, Schelde and Seine are Damen built ASD 2810 tugs and the Cheetah a Damen ASD

3213. *(Photo: Jan Oosterboer)*

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QUEBEC REPORT -1, RUSSEL WARPING TUG

While in Quebec this summer I was fortunate enough to spot a typical Russel warping tug. Russel Brothers was founded in Fort Frances in 1907. They initially built tugs in wood, and moved to Owen Sound in 1937. The company expanded with diesel engine sales and service centres under the Russel Hipwell name. Using the trade name Steelcraft, Russel also built small ships in its later years,



but was closed in 1974. Its most popular product was the 37'-6" long warping tug, used in the woods operations of most of the pulp and paper companies. The boats were fitted with a large bow roller, grapple anchor and warping machine (winch). Setting out the anchor, the tug then connected to a log boom and winched itself up to the anchor. The gearing of the warping winch allowed them to pull far more than they could on their own engine and prop. They were also able to warp themselves over land, portaging between lakes, often on winter ice or snow roads. Using their heavily guarded props they working in

amongst wood booms pushing and pulling. Built to robust standards many outlived the woods operations of their owners, or became surplus as modern machinery was introduced. Groupe Océan of Quebec City scooped up a number of these boats and put them to work in their marine construction operations, and some were converted to pleasure craft. Others have been preserved as displays at museums and interpretation centres. Since they were easily transported by train or truck, they sometimes moved around as the owners operations required. Others were abandoned in remote country since the cost of relocating them exceeded their value. A preserved warping tug is the unnamed vessel I saw in Anse-St-Jean, QC, in August. The major pulpwood company in the area was Consolidated Paper, and this is likely one of their former units. Its cabin has been replaced. but the hull, and bow roller are still in the original configuration. It also appears to have been in service until fairly recently, and may still be operable. A slot in the housing over the warping winch aligns with the bow roller, and the protective cage around the prop and rudder is still in place. *(Source & Photo: Mac Mackay-tugfax)*

PORT OF EDEN: NEW TUG STEAMS IN

The Port of Eden has welcomed a new resident, with the 50-tonne tug **Svitzer Edwina** (ex Riverwijs Edwina 2002; Cowrie Cove 1989; red) (Imo 8806981) arriving on Monday. Her sister vessel, **Svitzer Olivia**, (ex Riverwijs Olivia 2002; Hearson Cove 1989; red) (Imo 8806979) isn't far behind, and is expected to reach Snug Cove before the end of the year. **Svitzer**



Edwina is due to commence operational work in around two weeks, while **Svitzer Olivia** will require a few weeks of preparation after her arrival. They will replace the outgoing 40-tonne **Bulimba** and **Warringa**, each of which will continue operational duties overseas after being snapped up soon after going on the market. Svitzer Eden marine manager Steve Heffernan said that while there will be some tears shed with the sale of the much-loved tugs, the time was right for a change, and that the new vessels are better suited to the local operation. “**Bulimba** and **Warringa** have served the port well and are still effective vessels, but at 36 and 38 years old respectively, their propulsion technology is outdated,” Svitzer Eden marine manager Steve Heffernan said. “Twin screw vessels are also generally being phased out in the modern harbour towage industry. “Our two new tugs are fitted with azimuth stern drives, which allow the propulsion units to turn through 360 degrees. “This gives them greater manoeuvrability and makes them more suitable for the trades in the Port of Eden “They’re also only 25 years old, so we’ll get more of an operational life out of them.” The incoming 34m long vessels also boast double the gross tonnage of their predecessors, with 470 tonnes as opposed to 235. Mr Heffernan said Svitzer will open up the newly acquired vessels for public inspection later this year. *(Source: Magnet; Photo: Ian Edwards)*

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MARITIME BOOM: MORE HANDS NEEDED ON DECK



On a typical sunny Southern California day, a bright red tugboat cuts through the channel in the Port of Los Angeles/Long Beach. On the banks, containers filled with cargo are stacked high. Massive cranes dip in to pull them out one at a time and load them onto waiting vessels. After a steep drop in activity that followed the Great Recession, the maritime industry is growing again. In 2012,

global seaborne trade reached 9 billion metric tons for the first time ever, according to the United Nations Conference on Trade and Development. The growth in trade is translating into growth in jobs. “Our plan is to hire 500 to 600 maritime workers over the next five years,” said Thomas Crowley, CEO of Crowley Maritime. The family-owned company based in Jacksonville, Florida, will find it has some competition when it looks to build its 5,000 person workforce. A 2010 report from the International Maritime Organization forecast the industry could be short 27,000 to 46,000 officers to man the world’s tankers, cargo and container ships and tugboats over the next few years. One of the key reasons for the labor shortage—the energy boom. “When the oil industry is doing well, you end up with shortages in the maritime industry,” said Bart Rogers, assistant vice president at the Paul Hall Center for Maritime Training, a school run by the Seafarers International Union. Along with the added demand for ships to move higher volumes of crude oil and natural gas over water, the maritime industry faces the challenge of managing an aging workforce. Increasingly, the world’s vessels are commanded by officers nearing retirement age, and replacing them has become more difficult. New



regulations mandated by the 2010 Manila Convention mean all hands on deck, or below, need added training and more days at sea. This means it takes longer to move up a ship’s ladder from a deckhand to the skilled positions of third, second and first mate, chief engineer and captain. “You can’t just go and work on a ship or a boat anymore,” Rogers said. “You have to be qualified and you have to be

trained.” To make sure it is getting the workers it needs, Crowley works closely with the nation’s six maritime academies, which produce officers, and the maritime unions, which recruit and then train prospective hires who start at a lower level but can work their way up. “They are our partners,” Crowley said of the unions. “They provide training, work on regulations in a number of different parts of the industry. It’s an important part of how we operate.” Among the students at the Paul Hall Center in Piney Point, Maryland, is 30-year-old Martin McDonald. A divorced father of two and Iraq war veteran, he settled on a maritime career because he liked the lifestyle it afforded his friends who were in it. “They have lucrative time off. They have nice houses,” he said. “They live without want, essentially, when they are off ship. They travel to all sorts of places in both their careers and leisure time.” Steve Peckham, a 20-year veteran of the maritime industry and captain of Crowley’s L.A.-based tugboat **Scout**, puts it another way. “I work two weeks on, two weeks off,” said Peckham, who lives in Rhode Island and flies to Los Angeles to work. “It’s kind of like I go on vacation every month.” Getting to sit in the captain’s chair takes time though. McDonald is just getting qualified to work on a vessel, meaning he is being trained in first aid, rescue and survival, firefighting and the basics of operating a ship. It’s a three-month program. The former Marine will then need to log 1,080 days on a vessel before he can apply for licensing programs that would move him into the officers ranks. “I want to have my own ship by 50,” he said. “That is my goal.” If he reaches that goal, McDonald will be pulling down a six-figure salary. In general, working in the maritime industry pays well. An entry level, able bodied seaman, a classification McDonald hopes to obtain in the next 18 months, can earn \$40,000 to \$50,000 a year. A fully trained engineer or mate, a mid-tiered position, can earn \$70,000 to \$90,000. “These are very high-paying jobs,” said Crowley, who added even though the looming labor shortage has not yet hit the company’s bottom line, the firm might have to pay higher wages and signing bonuses whenever there is a shortage. Rogers notes the shortage is not acute right now, but it is something the union, and the industry, are keeping a very



close eye on. “A lot of the shortage exists in the inland field,” said Rogers, referring to vessels that sail on lakes and rivers. “We maintain our pool at two people for every job all the time. What you would like to have is 2½ people for every job.”

(Source: Mary Thompson, NBR, CNBC.com; Photo's Karina Frayter and Mary Thompson)

NEW OPERATORS SET SAIL FOR BUNDY PORT

WIDE Bay Shipping Services says its new presence at the Bundaberg Port will see a reduction of towage tariffs and demurrage fees for local businesses. It was full steam ahead for the company yesterday as its two tug boats, **Kungurri** and the **King Bay** towed the sugar ship Eco Vanquish into Bundaberg Port. The company's chief executive officer Chris Peters said the company brought together two family tug companies with generations of experience. "Wide Bay Shipping Services is based here in Bundaberg and is going to provide the harbour towage services for Bundaberg Port," he said. Mr Peters said a venture this large required backing from parent companies. "We are supported by Mackenzie Marine Towage who exclusively operates out of Esperance," he said. "The other side, which I'm from, is Pacific Tug which is a second generation company from Brisbane." Mr

Peters said he had been tracking movements at the port for the past couple of years and noticed potential for growth of the port. He said his company would offer stability and certainty to the port through long-term commitment to the region. "We have stabilised towage costs and we have stationed two tugs here permanently based in Bundaberg," Mr Peters said. "What we are hoping for now is that ship owners and charterers



of the ships have some certainty to bring their ships in. "In the past few months some ships have been diverted because of that uncertainty." Queensland Sugar Limited general manager of operations Damian Ziebarth said he welcomed the latest addition to Bundaberg Port. "The Queensland sugar industry works within a global market and therefore welcomes increased competition in port and shipping services. We welcome Wide Bay Shipping Services to Bundaberg Port as this will provide additional certainty of towage services when moving raw sugar out of the Bulk Sugar Terminal." It's further good news for Bundaberg Port which was the subject of two major government project announcements last month - an \$11 million new gas pipeline that will extend to the port and also plans for extra Lady Musgrave tour operators to utilise the port. *(Source: Newsmail; Photo: Ian Edwards)*

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PNT JEEDAR LAUNCHED IN KARACHI



At the Karachi Shipyard completed from a kit of material supplied by Damen Shipyards. The Damen

Stan Tug 1605 **Pnt Jeedar** was launched into her element. Steel Cutting Ceremony of 12 Ton Bollard Pull Pusher Tug being built for Pakistan Navy, was held at Karachi Shipyard & Engineering Works on 20th Jan. 2014. The tug has 16.89 meter overall length with a gross tonnage of 63 tons. It is fitted with a robust fendering arrangement for all round tugging operations for submarines ships and crafts. *(Photo's: Imran Farooq (c) via Clipping News)*

AHOY – REPORT FROM THE PETROJARL KNARR



Since departure from Mauritius on 11/8 things went very well. Favorite currents in the Agulhas current around South Africa, and for the time of the year excellent weather, let us made the passage around Cape of Good Hope in record time (for tug and tow). With the transport own speed through the water of 12 knots we've reached a maximum speed over the ground of 16.4 knots. The 6858 miles from Mauritius to Las Palmas were covered in less than 25 days. Average towing speed between

Mauritius and Las Palmas was 11.6 knots. 5/9 at 1200 we reached Las Palmas pilot station, where the **Fairmount tugs** disconnected and harbor tugs took over **Petrojarl Knarr**. At 1700 **Petrojarl Knarr** was moored on the Reina Sofia breakwater. Together with drillship **West Tellus** and semi sub drilling rig **Ocean Confidence** there was more than US \$ 2.000.000.000 moored within 500 m quay side. 96 crew members were relieved, low sulphur MGO was bunkered and fresh bananas stored. The next morning at 1130 the pilot embarked and **Petrojarl Knarr** departed Las Palmas. Outside the **Fairmount tugs** were waiting. Within 2 hours the Fairmount tugs were connected and presently we are underway again to Haugesund where we expect to arrive on 16/9. *(Kees Pronk o/b Petrojarl Knarr)*



GERMAN HARBOR DOCKING COMPANY URAG SIGNS WITH HELM

Today, Helm Operations announced that it has signed on German harbor docking company Unterweser Reederei GmbH (URAG) to Helm Dispatch Manager™ and Helm Onboard™ to manage



its jobs and obtain synergies between its two operation centers and an automatic integration with its finance system invoicing on its vessels and shore. "Having spent two years on board URAG being specifically focused on the operational excellence of our services, it was clear to me that we were in need of a simple, and in particular, user-friendly platform that would work for both our shore-based personnel as

well as for those on-board," said Michael Staufeldt, Managing Director and COO with URAG. "Having explored the market as well lately having feed-back from two of our vessels being chartered to a user of Helm, it was an obvious choice for us to investigate further in Helm." Ron deBruyne, CEO and Founder of Helm Operations said he was excited to be partnering with URAG. "We are inspired to work with companies like URAG who want to bring efficiency and accountability to their operations." deBruyne also mentioned he was pleased to introduce Helm's expertise in Harbor Docking solutions to a new market. Said Staufeldt, "We have already established contact with the Helm Project Team. We were confronted with people who clearly understood our problem, and asked questions that even surprised ourselves. We are confident the Helm team will see us safely through this project." Since 1999 Helm Operations (formerly Edoc Systems Group) has been developing operations software for the tug and barge and OSV industries. Helm CONNECT is the flagship product of Helm Operations. Whether it's managing safety and compliance, preventive maintenance work, billing, or jobs, Helm CONNECT gives you the information you need to do your job. It is the workboat industry's first app-based, web-based, workflow-based software system designed through user experience principles, which makes it intuitive for use by everyone in a workboat company, from the crew right down to the CEO. Helm Operations works with some of the largest and most respected workboat companies in the world, including SVITZER A/S, Seaspan, SMIT (Canada), Florida Marine Transporters and Blessey Marine. *(Press Release)*

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YESTERYEAR TUG *ESSO BAY STATE*

The **Esso Bay State** (Imo 7046170) on her builder's trails. She was built in 1970 by Halter Marine of New Orleans, one of the largest builders of tugs in the United States today, under number 258. Halter offers a number of standard tug designs, which can be built as is or modified to the costumer's

specifications. The **Esso Bay State** is a Halter 100 footer modified with a raised forecastle head and a flying pilothouse. She has twin engines and screws, rated at 2,900 horsepower. She is specifically designed to work with the **Esso #5** oil barge, which has a 60,000 barrel capacity. She can push in the barge's notch or tow the barge astern on a hawser. When built, the tug and barge together cost \$3 million. The **Esso Bay State** works from New York to Maine and is based in Boston, Massachusetts. *(Source: On the Hawser by Steven Lang & Peter H. Spectre)* **Red:** She was delivered to Esso Humble Oil & Refining Co. – Wilmington. In 1973 restyled to Exxon Co USA (Linden NJ) – Wilmington: USA and renamed Exxon Bay State. In 1993 to Reinauer Transportation Companies Inc. - New York; USA and renamed Stephen Reinauer. She have a 2tew V8cyl GM La Grange type 8-645-E5 diesel engine.



ACCIDENTS – SALVAGE NEWS

WORK BEGINS TO REFLOAT SUNKEN TUGBOAT



Two cranes arrived at Marudi New Commercial RC wharf on Sunday to begin refloating a sunken tugboat. The **Hock Seng 3** tugboat sank on Aug 25 while berthed at the wharf. The cranes arrived on a barge named **Sertama 5**, which came from Tanjung Manis, Sarikei. Barge captain Bayau Kayan said he and his crew travelled for 65 hours from Tanjung Manis Wharf to reach Marudi. "Lifting the tugboat will not be easy as we need every

technique to get it up," he said when met at the scene. **Hock Seng 3** was used to pull logs from the Upper Baram timber camp log pond along the Baram River. *(Source: Borneo Post)*

TUGBOAT'S 'GREAT' ESCAPE FROM GLADSTONE TO GREAT KEPPEL

Robert Zerner met with a strange sight upon waking yesterday morning, 3rd September 2014, when he spotted the tugboat **Lismore** washed ashore at Fisherman's Beach on Great Keppel Island. "I found it parked pretty close to my boat," Mr Zerner said. "I think the strong westerly winds took hold of it and blew it onto shore." Mr Zerner didn't know who owned the boat but there weren't any footprints or signs that anyone had been near the tugboat. Had there been a king tide, Mr Zerner

said operation "rescue tugboat" would've been much more difficult. "Lucky that there wasn't a king tide otherwise the thing could've washed up higher up the beach which would've made salvaging it pretty hard," he said. The tug, which may be connected to the Gladstone area, was re-floated at high tide yesterday afternoon.

(Source: *The Morning*

Bulletin). "Red. As far as I can find in the database of Piet van Damme the tug is built in 1982 by Stannard Bros – Sidney; Australia and delivered to Stannard Bros Launch Service – Sidney".



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AMERICAN SPIRIT RAN AGROUND



Courtesy: Jason St. Onge

The 1004 foot long self-unloading bulk carrier **American Spirit** ran aground in the Straits of Mackinac between Round Island and Mackinac Island. The **American Spirit** was en route from Two Harbors, Minnesota to Gary, Indiana with 64,800 tons of iron ore when it was pushed by strong winds out of the navigation

channel onto a muddy bank. No reports of injuries, damage or pollution released. The bulk carrier Sam Laud unloaded some of the iron ore off the American Spirit and pulled the **American Spirit** free. The American Spirit proceeded to an anchorage off St. Ignace for inspection. (Source: *Shipwreck Log*; Photo: *abc10up.com*)

INCE INEBOLU RAN AGROUND

The 190 meter long, 52,376 dwt bulk carrier **Ince Inebolu** ran aground off Astypalaia Island, Greece. The **Ince Inebolu** was en route to Russia from Yemen in ballast when it ran ashore resulting in hull damage and minor water ingress in the bow. No reports of injuries to the 22 crew, damage or pollution released. Reports state the flooding was under control and the Greek Coast Guard was on scene. A tug was



requested to help refloat the vessel. The cause of the grounding was not reported. (*Source: Shipwreck Log; Photo: Hellenic Coast Guard*)

OFFSHORE NEWS

UK OIL FIRM HIRES NAO VESSELS



Nordic American Offshore Ltd (NAO) has entered into two new contracts with a major oil-company in the UK for one year with a one year option. This will secure employment for two of the company's vessels up to the end of 2015. NAO has been in operation since the end of 2013. Nordic American Offshore in June signed a contract with Vard for the construction of two

offshore supply vessels. The delivery of these two platform supply vessels will increase the Nordic American Offshore's fleet to 10 PSVs during the second and third quarter of 2015. In November 2013, when the company was established, NAO had six PSVs. (*Source: Offshore Energy Today*)

PSV 'MAMOLA RELIANCE' LAUNCHED IN ROMANIA

Damen Shipyards Galati in Romania yesterday launched the Mamola Reliance Platform Supply Vessel. This is the 23rd vessel launched by the shipyard this year. The vessel of Damen's PSV 3300 design, will be delivered to Promar Shipping, a Swiss-based company. With a length of 80 meters, width of 16.20 meters and draft of 6 meters, the ship can carry 32 people (crew and passengers) and

can reach a speed of 13.5 knots (about 25 km / hour). The '**Mamola Reliance**' is the first of two vessels of the same type to be built for Promar. Promar offers multi-purpose supply/support vessels and fast crew boats worldwide to the global Offshore Marine Industry for Offshore Exploration & Production operations. *(Source: Damen Galati)*



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ROCKWATER 2 BACK IN CAPE TOWN



The 1984 built Subsea 7's offshore dive support vessel, **Rockwater 2** (Imo 8211758) was back in Cape Town this weekend to take on fuel, lubs, various spares and undergo a crew change. The unusual but impressive work vessel is owned by Norway's Sub 7 group and is managed by their UK contracting office. The ship flies the Bahamas flag with call sign C6BM5. **Rockwater 2** supports a 16-man single bell

saturation diving system rated to 300m. The diving system consists of three living chambers and a self-propelled hyperbaric lifeboat currently rated for 15 divers and three crew members. She has a grt of 5,991 tons a dwt of 2,232 tons and is classed Lloyd's Register of Shipping. *(Photo: Aad Noorland)*

STATOIL EXTENDS EMGS SURVEY CONTRACT

Electromagnetic Geoservices ASA (EMGS) has received a supplement contract from Statoil for a survey offshore Norway. The deal, worth approximately \$1.0 million, is for multi-client 3D EM data acquisition in the Norwegian Sea. EMGS expects to start the survey soon, after completing the survey for Statoil announced on 2 June 2014 in the same area, using the vessel [Atlantic Guardian](#).

(Press Release)



REEF SUBSEA COMPLETES GIGS IN NORWAY AND THE NETHERLANDS



Reef Subsea has informed it has completed work on the L5 Sierra Pipeline and Bøyla development projects, in The Netherlands and Norway, respectively. Reef Subsea brought the L5 Pipeline project, located 96 kilometres off the coast of The Netherlands, to a close in May 2014, deploying its state-of-the-art Q1000 Jet Trencher from the [Reef Despina](#) Construction Support Vessel. Operating in water depths of

up to 42 metres, Reef Subsea delivered the project ahead of the planned completion date, demonstrating the company's ability to reliably offer safe, flexible and efficient project solutions. The Bøyla Development Project, awarded to Reef Subsea in quarter-three of 2013, will be brought to a close at the beginning of September 2014. The Q1000 Jet Trencher and [Reef Despina](#) were also utilised on the Bøyla project, along with a team of experienced operators, to conduct trenching services 225 kilometres West of Stavanger, Norway, at a water depth of up to 120 metres. A jet trenching ROV, the Q1000 embraces the latest technologies in jet trenching and ROV design. The Q1000 is capable of trenching pipelines, umbilicals and submarine cables up to three metres depth, with 750kW of total installed power and 700kW of variable jetting power. Reef Subsea also provided all associated engineering, procedures and project management necessary to complete the trenching workscope. Oddbjørn Nupen, Project Director for Technip Norway, said of the project performance, "For trenching of the Umbilicals on the Bøyla Project, Technip Norway selected Reef Subsea with the Reef Despina and Q1000 Jet Trencher for the work. The operation met all

expectations, including technical capability, reliability and QHSE expectations. The work was performed in less time than scheduled. The trenching of approximately 28 kilometres of Umbilicals proved to be most satisfactory". Anthony Michelin, Project Director at Reef Subsea, commented, "As forecast at the beginning of each project, the team and equipment have worked exceptionally hard to deliver the top level results expected by our clients. We've demonstrated that we can react efficiently and effectively to the requirements of our clients and that we can use our versatility to deliver tailored solutions". *(Press Release)*

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WINDFARM NEWS

WIND TURBINE VESSEL STRANDED DURING SEARCH FOR MISSING MAN FROM THE "FREYA"

The "**Spirit of Hoton**" ran aground during the search for a crew member of the "Freya" on the Humber who remained missing after going overboard, on Sep 4, 2014. 25 commercial boats from the Grimsby area were involved in the search for the man since the previous evening. The "Spirit Of Hoton" got stuck on a sandbank off



Cleethorpes' North Promenade during the search. It belonged to the fleet of Humber and Cleethorpes RNLI lifeboats, a rescue helicopter from RAF Leconfield and 25 commercial vessels from the Grimsby area, which volunteered to help with the search. Cleethorpes RNLI decided that the crew of four of the the E.on boat could stay on board off the beach near Wonderland Market overnight. The vessel was freed again when the tide came back in at about 1.30 p.m. *(Source: Vesseltracker; Photo: Grimsby Telegraph)*

CWIND TO EXPAND ITS SALES TEAM

CWind appoints Kurt E. Thomsen as new Global Head of Sales. CWind, a leading provider of



integrated services to the offshore wind industry, is pleased to announce the appointment of Kurt E. Thomsen to lead its global sales team. Kurt, who was a major influence in the development of the crane ship concept, was one of the founders of A2SEA and more recently CEO of SeaReenergy Offshore. He brings more than 15 years of experience in the offshore wind industry to the role and will be responsible for leading the global sales development, ensuring customers' needs remain CWind's top priority. "I am delighted to be stepping into this role

at CWind, a dynamic team dedicated to bringing integrated solutions to those striving to build wind farms in some of the most challenging environments," comments Mr Thomsen. "CWind's innovative approach over the years, coupled with its passion to deliver above expectations will be a winning combination for years to come. The company's current initiatives tie together many threads of my career and present an ideal opportunity to deliver the growth and strategic change that CWind is targeting and the market needs. I am really looking forward to taking on this challenge." "We're delighted Kurt has agreed to join us," says Peter Jorgensen, Managing Director, CWind, "he has been responsible for delivering business growth and building high-performing teams in multiple areas of the wind industry. Kurt's experience aligns directly with our approach and his leadership skills will be vital in helping to propel our development and growth going forward. If you then consider his proven track record of securing consistent sales growth, it makes him an ideal fit for our company. This appointment reflects our confidence in the increasing demand for our solutions and the opportunities the market is presenting." *(Press Release CWind)*

YARD NEWS

NORDIC YARDS SCHEDULES LAUNCH OF TWO MPSVs FOR ROSMORRECHFLOT'S RESCUE SERVICE FOR SEPTEMBER 21'14

On September 21, 2014, Nordic Yards (Germany) will launch two 7MW multipurpose salvage vessels of project MPSV06 built under the federal special-purpose programme for the FSI Sea Rescue Service of Rosmorrechflot, press center of Russia's State Marine Rescue Service says. The vessels are to be delivered to FSI Sea Rescue Service of Rosmorrechflot and put into operation in March 2015. The vessels named **MPSV Beringov Proliv** (Bering Strait, hull No 217) and **MPSV Murman** (hull No 218) will be registered in Korsakov and Murmansk respectively. Nordic Yards has two production locations in Germany - Rostock-Warnemünde and Wismar. The company specializes in the construction of offshore platforms, ice-class vessels, ferries and passenger ships. *(Source: PortNews)*



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DAMEN TO SUPPLY 5 METRE OPTIMA NOZZLES FOR ALP/TEEKAY OCEAN TUGS



Damen Marine Components will supply a total eight 5,050 millimetre propeller nozzles for four ultra-long distance towing and anchor handling vessel newbuildings. They are the largest nozzles that DMC will have manufactured with its spinning machine technique to date. The order was granted by Caterpillar Propulsion of Gothenburg. Caterpillar is to provide the complete main propulsion units and has commissioned Damen Marine Components, a member of the

Damen Shipyards Group, to design, engineer and produce the nozzle and head box sets. The *four sister vessels are under construction in Japan for ALP Maritimes Services*, a recently acquired Teekay Offshore Partners subsidiary. The 300+ tonne bollard pull, 24,400 BHP ocean towing and anchor handling vessels will have two propulsion units each in a CPP stern-drive and rudder configuration. “We’ll manufacture the nozzles with the spinning machine in our plant in Jiang Yin, China”, DMC director Steef Staal says about the novel manufacturing technique which includes one single weld only. The nozzles – of DMC’s Optima design - have a 5,050 millimetre inside diameter to accommodate a 5,000 mm CP propeller. They will outsize any nozzle manufactured with DMC’s first spinning machine in the plant in Gdansk, Poland. The nozzles’ 0.5 L/D indicates a length of 2,500 mm, half their diameter. Steel S355J2+N will be used. *Edge* “In co-operation with the vessels’ designers, and under Caterpillar Propulsion auspices, we’ve also engineered the streamlined head box bodies, which



are part of the complete nozzle construction”, Staal adds. “But significantly, we’ve also conducted the FEM calculations to assess the nozzles’ right frequency profile in order to prevent amplification of frequencies from snowballing with engine and propeller. The nozzles are designed with a relatively narrow head box and strut connection, but stiff enough to secure the frequency profile. This requires a high power computer system, which is available in the Damen organization. This is one edge over other nozzle builders, DMC’s director emphasizes. “We do not just blindly copy the propeller manufacturers’ specs. This is why the prominent OEM’s are our main clients.” About 85 per cent of Damen Marine Components’ business production is third party (non-Damen) business.
(Press Release Damen)

SERDIJN SHIP REPAIR CHANGES NAME TO ROG SHIP REPAIR BV



ROG Ship Repair BV will be the new name of the former Serdijn Ship Repair yet to be announced at this year’s maritime industry fair SMM in Hamburg, Germany, the company said in its press release. The name change comes six months after Rotterdam Offshore Group acquired Serdijn Ship Repair. “This change represents more than just a new name,” according to Martin van Leest, Managing Director of ROG Ship Repair. “ROG Ship Repair connects us with our brand heritage, but the new name goes further with an inherent guarantee to provide all our customers with the very best in ship repair, products, services, safety and innovation.” The Rotterdam-based terminal has in and out open sea access. Alongside the jetties there are lay-by facilities for (marine, sea-going and Jack Up) vessels up to 19m length, 6m breadth and 9.5 m draft. ROG has heavy lift crane capacity and a large yard area of more than 14,00sqm with a fully equipped workshop. ROG Ship Repair is a subsidiary of Rotterdam Offshore Group, and will focus on: yard repairs and conversions (including collision repair involving hull steel work to complete engine overhaul and maintenance and repair work on generators, pumps, winches, hydraulic systems, cranes, hatches etc.) port repairs voyage repairs Rotterdam Offshore Group as a whole addresses several other business services including mobilization, demobilization and maintenance for offshore vessels, construction work for any kind of vessel, along with high end on site mechanical services alignments, vibration and 3D measurements, 3D scanning and on-site machining. “The company’s new focus is already yielding impressive results, with an increasing order portfolio and satisfying reactions from the clients. We are now able to create new and better ways to serve our customers and enhance the quality, safety and environmental care of our work,” Martin van Leest added. “The recent extension of our business services has also proven successful and the company is working on additional business services to fuel growth. The new logo design is built around a balance between the old and new core values that fits well with the company’s marine heritage,” he stressed.

US GEOLOGICAL SURVEY R/V KIIYI RETURNS TO GREAT LAKES SHIPYARD FOR FIVE-YEAR SURVEY & INSPECTION

Great Lakes Shipyard has been awarded a contract for the United States Geological Survey R/V [Kiiyi](#).



The research vessel was hauled out using the 770-ton capacity Marine Travelift at Great Lakes Shipyard. The repair contract that started on September 5, 2014 includes: • Drydocking; • Routine Repairs and Maintenance; • ABS Five-Year Survey and Inspection for Load Line; • Clean & Paint Underwater Hull, Decks & Superstructure; • Overhaul Main Engines & Generators; • Maintenance of Propulsion & Steering Systems; • Modify

Exhaust Stacks and Perform Major Acoustic Modifications. This will be the fourth time that **Kiyi** was drydocked at Great Lakes Shipyard. In 2004 and 2009, **Kiyi** was hauled out for a Five-Year Survey and Inspection. Then in 2010 Great Lakes Shipyard installed a new anchor pocket. (*Source: Great Lakes Shipyard*)

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NEW VOITH SCHNEIDER PROPELLER FOR TUGS AND OFFSHORE SUPPORT VESSELS

Voith rounds off its product portfolio for tugs and offshore support vessels (OSV) with the new size 34 Voith Schneider Propeller (VSP). The new design of the **VSP 34** is significantly lighter and more convenient to maintain, reducing services times by up to 40 percent. The market for tugs and offshore support vessels is increasingly changing: the demand for tugs with a bollard pull of 80 tons and offshore support vessels with an input power of 3 000kW per propulsor is constantly growing. To provide solutions for this change in market demands, Voith developed the new VSP 34. The VSP 34 is an entirely new development. It was optimized for a bollard pull of 80 tons and an input power of 3 000kW for OSV. These requirements were deducted from a large number of customer and operator workshops held by Voith. A scientific paper backed up the survey results and confirmed both core requirements. With regard to the design, Voith decided in favor of a VSP with six blades. With this setup, higher power can be achieved at a lesser draft, and the vibration excitation is minimized. In addition, the VSP 34 was also designed for the lighter but faster-rotating high-speed diesel engines with speeds of up to 1800 rpm. Further aims were to make the **VSP 34** significantly

lighter, more efficient and easier to maintain. The total weight of the new **VSP 34** is as low as 65 tons. Voith engineers achieved this reduction in weight mainly by re-designing the rotor and the kinematic mechanism used for blade adjustment. Light castings adapted to the stresses and strains the VSP is subjected to now replace the heavy forgings used to date. The weight of individual components inside the rotor casing could thus be reduced by up to 65 percent. A change in the arrangement of spur and bevel gear resulted in the VSP 34 requiring a significantly smaller and lighter bevel gear. By changing the rotor bearing from a sliding bearing to an anti-friction bearing, the breakaway torque of the VSP could be reduced significantly. This opens up new options for the design of the drivetrain. Another weight



reduction was achieved by reducing the oil quantity required for the rotor casing of the VSP 34 by approximately 10 percent. A very important new design feature is the second power input / output. For the first time, low-cost hybrid applications requiring little installation space can now be positioned right at the VSP input, even in commercial applications. The weight reduction makes the VSP 34 more efficient during operation. Furthermore, the **VSP 34** is significantly more efficient when it comes to servicing. The new design allows blade seals and all other components to be changed in less time. A reduction of service times by up to 40 percent can be achieved. (*Press Release Voith*)

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Last week there have been new updates posted:

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

- Eastern Shipbuilding Group, Inc. Delivers the Kimberly Hidalgo to Florida Marine Transporters, Inc.
- Damen to supply 5 metre Optima nozzles for ALP/Teekay ocean tugs
- Fleet expansion Seacontractors
- Polar Star Third 42M Crew Boat delivered to Cotemar
- Bourbon Cormorant Successfully Delivered

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