

TUGS & TOWING NEWS

DANN MARINE'S SEA COAST REPOWERS WITH TIER 3 ENGINES



Dann Marine Towing, L.C., is a fifth generation family owned and operated tugboat company based in Chesapeake City, MD. The model-bow twin-screw tug **Sea Coast** was built at Rayco Shipbuilders in 1980 and is one of Dann Marine's 18-tug fleet. She is 65 feet overall with a 24-foot beam and an 8.9-foot draft. She carries 16,000 gallon fuel and 5,000 gallons of water. One of many versatile tugs working in US waters of this class, she is registered for Coastwide

Unrestricted. She can operate in push-mode with a pair of 20-ton Nabrico deck winches, each loaded with 110 feet of one-inch cable. She can also tow and has a Markey TTC-18 towing winch fitted with 1000 feet of one-inch cable. Until recently she was powered by a pair of 700-HP Cats turning into ZF TF4587 gears with 6.458:1 reduction. This May she has undergone a repower with the Cats out and a pair of Tier 3 compliant Cummins QSK19-Ms installed. These modern six-cylinder engines each produce 750 HP at 1800 RPM with a continuous-duty rating. The boat also got new gears with a pair of Reintjes WAF374 having 6.417:1 reduction. The same four-blade 63x76-inch stainless steel Rice propellers were maintained. *(Source: Alan Haig-Brown; Photo: Dann Marine)*

Advertisement



**Tug & Workboat company
Herman Senior b.v.**

Multiple high quality shoalbusters and multicat available for charter worldwide:

- Anchor handling
- Dredging support
- Offshore oil & gas support
- Offshore renewable support
- Ploughing
- Diving support
- Towing
- Surveying

info@hermansr.com - +31(0)78 619 25 07

www.hermansr.com

PB FITZROY SWAP HOMEPORT

The **PB Fitzroy** (Imo 9456836) arrived Sydney early this morning, 19th September, from Fremantle. She is to work here in the first instance. She has been working off the West Australian North West coast for the past few years. The tug is a Ramparts 2800 design, built by Cheoy Lee Shipyards Hong Kong & China in 2008. She has a length of 28.2 mtrs a beam of 11.5 mtrs. The two Niigata engines develops a total output of 5,000 bhp. Giving the tug a bollard pull of 65 tons. She is owned and managed by PB Towage Australia Pty. Ltd. – Sydney; Australia and classed Lloyd's Register of Shipping. *(Photo: Ian Edwards)*



SOUTH KOREAN OWNED TUG WJT-3500 ENTERING GRAND HARBOUR



The 1979 built Panama registered with call sign HO9268 and South Korean owned tugboat **WJT-3500** (Imo 7719686) was seen entering Grand Harbour, Malta on Thursday 21st August, 2014 after towing the grab dredger *Woongjin G-16* and split hopper barge *S/B-1002* from Benghazi, Libya. She's the former GPS Challenger purchased in July, 2014. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

PORT HEDLAND TUG OFFICERS APPROVE STRIKE ACTION FOR SECOND TIME

Tugboat officers at Australia's Port Hedland approved industrial action for a second time this year amid a dispute over leave and wages, threatening iron ore shipments through the world's largest bulk-export terminal. Members of the Australian Maritime Officers Union approved unlimited stoppages ranging from two hours to 24 hours, according to results of a ballot posted on the Fair Work



Commission website. The union represents workers at Teekay Shipping (Australia) Pty., which is contracted by BHP Billiton Ltd. to run tugboats. Stoppages could threaten exports by companies including BHP and Fortescue Metals Group Ltd. (FMG) Iron ore is Australia's biggest export earner and disruptions could cost suppliers about A\$100 million (\$90 million) a day, BHP estimated in May. Shipments through Port Hedland represented 55 percent of the country's iron ore exports last year and more than 80 percent of the cargoes go to China, port and government data show. In May, the union approved stoppages ranging from two hours to 72 hours. The union then balloted members again after the period in which they could take industrial action expired. The Australian Institute of Marine and Power Engineers is currently balloting members on strike action for a second time. The Maritime Union of Australia, which represents tugboat deckhands, approved strikes for a second time in July. *(Source: Bloomberg)*

Advertisement



**POSH
TERASEA**

**For Your Total Transportation
and Installation Solutions**

E-mail: marketing@poshterasea.com.sg
www.poshterasea.com.sg

TWO UNDER CONSTRUCTION



Two tugs for Pertamina were seen under construction at the Batamec shipyard at Batam. *(Photo: Lodi Boedels © via Clipping News)*

DULUTH-SUPERIOR HARBOR ADDS NEW TUG TO FLEET AFTER TRIP FROM TEXAS

The Duluth-Superior Harbor has added another tug boat to its fleet. The 90 foot, 1964 **Nancy J.** made it's way under the Aerial Lift Bridge on Thursday after quite the trip. The Heritage Marine Fleet bought it in Texas back in February. They ran it across the Gulf Intercoastal to Port Arthur and headed north. When they were just southwest of Chicago, the crew had to sink the boat with over



200,000 gallons of water to get it through a 6 foot clearance under a railroad bridge. There's still more work to do to put the tug back together, but the boat's owner says it'll be ready for work this winter season. "Right now the port is way underused," according to Mike Ojard, with the Heritage Marine Fleet. "We could

be shipping way more grain, and if we can help in some way that's what we're going to do." The tug has 3,500 horsepower, which makes it the most powerful tug in the Harbor, Ojard said. (*Source: WDIO*)

RC SCALE MODEL DAY AT HEEMSKERK THE NETHERLANDS

This last weekend there was a RC scale tug model day at SMG IJmond in Heemskerk, the Netherlands. Showing an M-class container vessel of Maersk with the tugs **Smit Mississippi** and **Svitzer Marken** for escort and **Velox** and **Mercurius** standing by. This day was well sponsored by Iskes Towage and Salvage at IJmuiden. (*Source: Berend Kremers*)



A FIRST LOOK AT FOWEY'S NEWEST TUG



The Harbour Commission held a renaming ceremony for **Cannis** as well as a rededication of the dredger **Lantic Bay**, and members of the public were allowed on board to have a look around both vessels. The ceremonies were conducted by the Revd Philip De Grey-Warter of Fowey Parish Church, and Shirley Mitchell, wife of commission chairman Capt William Mitchell, completed the ceremony by pouring local Haye Farm cider over the bow of the **Cannis**. **Cannis**

was built in 1982 and was previously working in Sunderland under the name **Svitzer Constance**. The **Lantic Bay** was built in 1958 at the harbour commission's Brazen Island Yard in Polruan. She was

sold in 2002 but the commissioners decided to buy her back and she returned home in March.
(Source: Cornish Guardian)

Advertisement



RISKS AND DANGER OF LONG DISTANCE MULTIPLE TUG TOW

Since 1965 I'm working on ocean going tugs. From sailor O/S up until master. I've sailed on small tugs and on the largest ocean going tugs around. I've done small tows, large tows, slow tows, fast tows and multiple tug tows with 2 or 3, even 5 tugs. In 2007 I retired. After my retirement I continued working as towmaster/tug coordinator. I have the impression that over the years irresponsible risks are being taken to have a tow a.s.a.p. at its destination in order to start working or producing and earning money. More and more I see that long distance multiple tug tows are being towed only for the gain of time, without the necessity for safety or redundancy. Once I did a FPSO towage as master from Japan to Norway, with 2 tugs (max speed 11.5 kn). The voyage average towing speed was 10.25 kn. Twice I experienced a black out on my tug during this voyage. Fortunately nothing serious happened. Once I was involved as towmaster in a towage of a FPSO with 3 tugs (max speed 6 kn). The center tug experienced a black out and ended up under the bow of the FPSO. Fortunately the tug escaped being run down by the FPSO because of appropriate action taken by the master of the tug. The tug escaped with significant damage but no fatalities. Recently I was tug coordinator on a FPSO which was towed by 3 tugs, over a distance of +15.000 miles. The towing speed through the water was close to 12 kn. One doesn't need to have too much knowledge of towing or fantasy to realize the consequences if one of the 3 tugs experienced a black out with this speed. It could end up in a disaster, likely with major damages, loss of tug or fatalities. Especially the center tug is in a very vulnerable position. In the Tow Procedure for this recent towage emergency procedures were written in case of a black out on one of the tugs. These emergency procedures were approved by Marine Warranty. These procedures are purely theoretical. In practice they won't work. With such a speed, actions to be taken with a sudden black out are always too late. Even with the 6 kn tow during the black out similar emergency procedures didn't work at all. My experience with Marine Warranty Surveyors is; they are educated, know their theory and regulations. But when it comes to towing matters such as tow equipment, tow gear



preparation, voyage planning and execution of a towage they lack the practical knowledge and experience. I fear the danger and risks for a tug with a black out during a fast multiple tug tow is seriously underestimated by MWS. Nowadays the maritime and offshore world is overflowed with paper exercises as Regulations, Procedures, HAZOP, HAZID, JSA, MOC, RA, etc. I am not against this; it certainly makes the industry much safer. Although sometimes it is bit overdone. In regard of this FPSO tow of 12 kn/3 tugs a Risk Matrix was made whereby numerous subjects were dealt with. But the most important subject; a black out of one of the tugs, was not mentioned in the Risk Matrix. No Risk Assessment was made of this subject. Concerns of practical or operational people, who do realize what the risks and consequences of a black out could mean, are being neglected because of commercial pressure by the client or towing company and unawareness by MWS. It is like with many new and tighter regulations which are being implemented in the maritime and offshore industry. First an accident or disaster must happen before action is taken by marine assurance and/or relevant authorities. Remember the examples of tragedies as Bourbon Dolphin, Deepwater Horizon, etc. *(Source: Clipping News)*

CORRECTION VLIETER AND PICTURE UPDATE



In the last Tugs Towing & Offshore Newsletter we have placed an article about the vessel **Vlieter**. Thanks to Martin de Boer we have received a correction. He mentioned that the database by this picture is not correct and has to be read for the tug in this article. The pictured **Vlieter** in the former article was built in 1959 by J. v.d.Molen & Zn. – Zaandam as a fishery Inspection Vessel. She has a length of 19.07 mtrs a beam of 4.50 and a depth of 1.63 mtrs. Martin thanks and sorry for the inconvenience.

(Photo: Collectie B.A.S.M. / Sleep & Duwvaart - uit fotoarchief van R. Koster - 23-08-2003)

MAASVLAKTE SPOTTED IN WOLPHAARTSDIJK

Last Thursday I visit the yachtclub in Wolphaartsdijk; Netherlands a small village at the Veerse Meer in the Southern part of Holland and spotted a well maintained small tug named **Maasvlakte**. According several databases I notice the following details. Built in 1912 by Scheepsbouwwerf Baanhoek v/h T. Nederlof – Sliedrecht; Netherlands under yard number 92 for M. van Fessum – Schiedam; Netherlands. In 1939 renamed **Maasvlakte**. In 1960 M. van Fessum – Maassluis;



Netherlands. In 1961 re-engined with a diesel 4cyl Werkspoor (nr. 649 type FM.214, 150bhp-110kW. In 1964 sold to Vof Rederij Trip - Den Haag and stationed – Scheveningen; Netherlands and renamed **Eurotrip**. In 1969: re-engined with a diesel 5cyl Kromhout (nr.18690) type 5-F-240, 336bhp-247kW @750rpm. In 1971towed free radio ship "Mi Amigo" to Ijmuiden. In 1982 sold to Sleepdienst Scheveningen – Scheveningen and renamed **Ocean II**. In 1994 sold to Nobel - Oud Beijerland; Netherlands and renamed **Ocean**. In 1995 sold to J.W. Winkel – Zonnemaire; Netherlands. In 1996 sold to F. van Zanten – Kootstertille; Netherlands and renamed **Antje 6**. In 1998 sold to Ad Roose – Domburg; Netherlands and re-renamed **Maasvlakte**. She has a length of 15.47 mtrs a beam of 3.85 mtrs and a depth of 2.40 mtrs with a grt of 25 tons. (*Photo: Hans van der Ster-Towingline*)

Advertisement



Imprinted on our DNA...

uzmar.com

a philosophy that continues to set new standards in tug building

UZMAR
WORKBOAT AND TUG FACTORY

DAMEN STAN TUG 1606 DELIVERED TO BREMENPORTS



First delivery to new customer deployed for anchor handling. Bremenports, the management company for the twin German ports of Bremen and Bremerhaven, took delivery of its first Damen-built vessel – a Stan Tug (Stu) 1606. Built to a proven design and delivered on time, the tug, named **Albatros**, will be mobilised primarily in assisting maintenance dredging works at the ports. The 16.76 metre Stu 1606 will assist Bremenports' own bucket dredger in maintenance dredging works at the two ports in northern Germany. "The **Albatros** will carry out anchor handling duties for the bucket dredger," informs Damen's Sales Director for NW & S Europe, Frank de Lange. "As bucket dredgers are typically not self-propelled they are held in place with a number of anchors and can change their position by pulling on the anchors." Due to the specific nature of the tug's duties,

Bremenports specified a slight change to the standard design. “This is a modified vessel – it has a flushed deck and a larger bow capstan that will be used to raise and lower the dredger’s anchors.” The vessel also complies with local German flag requirements. *First delivery* This delivery is the first Damen vessel for Bremenports. “Our proven designs and short delivery times helped us in the technical evaluation during the European tender process,” says Mr De Lange. “Our customer requested an August delivery and that is precisely what we provided. But of course, price is also an issue. By building the major part of the vessel from stock at our Changde yard in China, we kept the price at an acceptable level.” Damen Shipyards Gorinchem (the Netherlands, HQ) carried out the final modifications and installed the specific systems requested by the customer. The Damen STU 1606, with its 16 tonne bollard pull, is a multi-functional tug and consequently the Albatros will also perform other tasks such as the transport of personnel and materials for quay and lock maintenance works. The **Albatros** replaces two tugs that date back to the 1950s and 60s – Hansa and Stör I. These two vintage vessels no longer met the strict requirements demanded by modern port operations. *(Press Release Damen)*

RIMORCHIATORI RIUNITI TAKES DELIVERY OF DAMEN ASD 2411



Rimorchiatori Riuniti S.p.A. of Genoa (Italy) has taken delivery of a Damen ASD Tug 2411. The 70 tonne bollard pull azimuth stern drive tug will be temporarily deployed by Tug Malta Ltd., a full subsidiary of the Genovese towage company. Named **Malta**, the tug was officially delivered to Mr. Gregorio Gavarone, Managing

Director of Rimorchiatori Riuniti. The transfer took place in Malta. Initially flying the Maltese flag, the 24.5 metre ASD 2411 will temporarily be prospecting for work in the Mediterranean under the auspices of Tug Malta. The meeting was attended by the Minister of Transport, Hon. Joseph Mizzi and included a short trip in the Grand Harbour, Europe’s biggest natural harbour. Through the Malta, the owners and Damen Shipyards Group have met again, as Rimorchiatori Riuniti itself owns two Damen tugs. Significantly, Tug Malta operates the 2006-built ASD 2411 **Wenzina** and the ASD 3111 **Pawlina**, which is a longer version. Like the ‘**Wenzina**’, the ‘**Malta**’ was built in Vietnam and also meets Italian flag regulations.

The powerful tug was built from standard design. In addition, it was constructed in accordance with Damen’s related uncompromising uniform production standards.

Tradition “For decades already, it has been Damen’s commitment and philosophy to deliver a uniform, high quality shipbuilding standard worldwide at competitive prices and with short delivery times”, Mr. Andrea Trevisan, Damen’s Regional Sales Manager said at the hand-over



gathering. “It is our edge in the shipbuilding industry. I am proud that Rimorchiatori Riuniti distinguishes this, and has again selected Damen for their fleet modernisation plans. The more so, as they are synonymous with quality and tradition in harbour towage. I am always thrilled to visit their head office in the Via Ponte Reale, Genoa.” In addition, the towage group’s subsidiary Tug Malta Ltd. and Damen already enjoy an excellent relationship, including a service cooperation agreement. *Characteristics* The **Malta** gets its 72.5 t BP ahead – and 66.7 t BP astern – from two Caterpillar 3516C TA HD/D) main engines delivering a joint 5,600 BHP at 1,600 rpm. Rimorchiatori Riuniti’s latest tug has two Rolls Royce US 255 azimuth thrusters with a 2,600 mm diameter fixed pitch propeller. Service speed is 13.4 knots and key dimensions are: 24.47 m., beam moulded 10.70 m and draught aft 5.35 m. *(Press Release Damen)*

Advertisement

 <p>GERMAN RENEWABLES SHIPBROKERS</p> <p>ANY VESSEL ANYTIME</p> <p>www.german-shipbrokers.de</p>	<p>3D-VESSEL PORTFOLIO</p> <p>All ship types in a 360° view</p>		

VT HALTER MARINE, INC.



The Company: VT Halter Marine is based in Pascagoula, home to the company's corporate headquarters, engineering, fabrication and a foreign trade zone. Its yard there produces Panamax-sized vessels up to 50,000 DWT and features a newly expanded 600' tilt-beam launch system, also provides steel cutting and engineering services for its other two facilities: Moss Point Marine, utilized for commercial projects; and Halter Moss Point, for government programs. *The Case:* VT Halter Marine, Inc. specializes in ship design, construction and repair. The group combines its 60-plus years of experience with cutting edge technology to earn acclaim as one of the world's largest designers and builders of medium-sized vessels, logistic support vessels, surveillance and rescue vessels, defense, coastal craft and vehicle/passenger vessels. VT Halter has delivered more than 2,600 vessels to clients in 29 countries. *(As published in the August 2014 edition*

of Marine News - <http://magazines.marinelink.com/Magazines/MaritimeNews>)

MCALLISTER TOWING CELEBRATES 150 IN STYLE

McAllister Towing hosted a dual celebration in New York City on Friday, September 19, a gala in

honor of the company's 150th anniversary and a traditional christening of the **Buckley McAllister**, the latest high tech tractor tug added to the company's fleet. Pier 60 at Chelsea piers was packed with a veritable "Who's Who" in the maritime industry as Captain Brian A. McAllister, Chairman (4th generation); Buckley McAllister, President (5th generation) and Eric McAllister, CFO



(5th generation) presided over the signature New York event. While the evening was a celebration of one of the storied names in U.S. maritime history, the centerpiece was the christening of the 231-gt **Buckley McAllister**, a 98 x 36 x 14.7 ft. tractor tug built and delivered by Senesco Marine. Prior to the official christening the vessel was put through its paces in front of the gathered crowd, as well as thousands of curious onlookers shore side. Powered by a pair of CAT 3516 CHD Tier III engines driving two Lufkin vertical offset reduction gears to a pair of Schottel SRP 1215 Z-Low Speed Drives with a straight line Carbon Fiber Shaft, the tug performed a variety of tight turns and maneuvers. Immediately following the successful cracking of the traditional champagne bottle by Buckley's 15-



year-old daughter Janet McAllister (6th generation), the new addition to the McAllister fleet was celebrated by a number of McAllister and passing vessels, as well as the New York Fire Department's Fireboat 343, which sprayed streams of red, white and blue water from its monitors in celebration. The **Buckley McAllister** will be followed in a few weeks with the delivery of sister tug Eric McAllister, as well as the Tate McAllister, which at 6,000 hp will be one of the most powerful tugs in the McAllister fleet when delivered in October 2014. *Buckley McAllister Main Particulars* Official Number: 1251556; Year built: 2014; Ship Builder: Senesco Marine; Classification: ABS +A-1 Towing, +AMS, Firefighting Vessel Class 1 (FiFi-1), Escort Vessel; Length, o.a.: 98 ft.; Length: 96 ft.; Breadth: 36 ft.; Draft: 16.5 ft.; Depth: 14.7 ft.; GT: 231; HP: 5150; Bollard pull: 66 tons; Speed: 13 knots; Fuel oil: 30,000 gal.; Lube oil: 500 gal.; Potable water: 6,150 gal.; AFF Foam: 1,500 gal. *Propulsion*: Main engines: 2 x CAT 3516 CHD Tier III, 1600 rpm engines rated at 2,575 hp; Gears 2x Lufkin vertical off-set

reduction gears; Z-Drives: 2 x Schottel SRP 1215 Z-Low Speed Drives with straight line Carbon Fiber Shaft; Generators: 2 x John Deere 6068 TFM 76 Tier II 1800 rpm engines driving 2 x 99 kW ship service generators; Towing gear: (fwd) JonRie 250 Series Escort Winch with 600,000 lbs brake

holding force and 180,000 lbs line pull, full render/recover with constant scope (aft) JonRie 512 series tow winch with 2100 ft. of 2.25-in. wire; Firefighting: 1 x Cat C32 Tier III with 1 x SFP pump at 11,600 gpm; Fire monitors: 2 x FFS 1,200 lb. remote controlled monitors with foam injection capability with 1,100 gpm deluge system. *Navigation equipment:* EPIRB: ACR; Radar: Furuno; VHF: Icom; Autopilot: Simrad; Depth Sounder: Furuno; AIS: Furuno; GPS: Furuno. (Source: *MarineLink*)

Advertisement



www.sener.es

FORAN70

“Experience, Flexibility & Commitment in Ship Design”

Quality of services is one of the best values that SENER offers. Ranging from conventional services to the most innovative solutions, SENER develops customized solutions for the marine industry, including ship design, engineering and consultancy to a wide range of shipyards, design offices and ship-owners.



ALGERIA • ARGENTINA • BRAZIL • CHILE • CHINA • COLOMBIA • INDIA • JAPAN • MEXICO • POLAND • PORTUGAL • SOUTH KOREA • SPAIN • UAE • USA

CATHERINA OVER 40 YEARS OLD AND SOLD

Marcon International, Inc. is pleased to report the sale of the 3,200BHP twin screw tug "**Catherine Turecamo**" (ex. Atlantic Tempest, Gulf Tempest, Newport Sunburst, Miss Lynn) from Moran Towing Corp. of New Canaan, Connecticut to Calumet River Fleeting of Chicago, Illinois. The 111.0' x 30.0' x 15.5' depth tug was built in 1972 by Main Iron Works in Houma, Louisiana originally as



the "**Miss Lynn**" for Fonteneau and Smith Boat Co. of Morgan City, Louisiana and passed through a number of hands over the next forty-two years. F&S was acquired by Newport Marine, also of Morgan City, six years later and "**Miss Lynn**" was renamed "**Newport Sunburst**", the first of many name changes. Gulf Fleet Marine of Houston, Texas, later to become Zapata Gulf, purchased her in 1983 when they repacked the original 1955 vintage 567C blocks to 645s and renamed the tug "**Gulf Tempest**". Names and ownership gets a little confusing with who's who around this time as she shows up in our archives as owned by S.P. Leasing Corp. out of Philadelphia and operated by Gulf Fleet under the name "**Gulf Tempest**" in 1987/8 and by December 1988 our archives show her as the "**Atlantic Tempest**" with a big "Circle A" on her stack in photos taken alongside the Atlantic Towing Terminal in Norfolk, Virginia. In any case, she was on the market in May 1989 as the "**Atlantic**

Tempest” and sold in August 1989, presumably at that time to Turecamo Coastal & Harbor Towing of Staten Island, New York. The tug was renamed “**Catherine Turecamo**”, under which name she has traded until this year - even after 1998 when Turecamo and several affiliated companies were acquired by Moran. “**Catherine Turecamo**” is powered by a pair of EMD 16-567CE2s totaling a continuous horsepower of 3,200BHP at 800RPM with Lufkin 2520 3.8:1 gears and four blade 104” fixed pitch open wheels. This gave her a bollard pull of abt. 89,000lbs and free running speed of abt. 10 – 14kn. Towing gear consists of a double drum side-by-side Smatco 55 DADT-170 winch with a capacity of 1,800’ of 2” wire. She is classed ABS +A1, Towing Service, AMS, Unrestricted Service and reportedly being renamed “**John Marshal**” by new owners. Calumet River Fleeting, Inc. was founded in 1994 by the late Captain John M. Selvick and provides harbor services and lake wide towing in the Great Lakes. The history of Moran Towing dates back to 1860 when Michael Moran established Moran Towing in the Port of New York. Marcon acted as sole broker in the sale. *(Source: Marcon Int.; Photo: Hans van der Ster – Towingline)*

YESTERYEAR TUG CHIPPY T



The **Chippy T.**, one of the first generation offshore oil tugs built especially for the business, towing a drill rig. She was built in 1970 at Slidell, Louisiana, and is 150 feet long overall, with a formidable 5600 horsepower rating. After the onset of offshore oil drilling in the Gulf of Mexico, conventional tugboats were used to serve drilling rigs, but hard experience dictated that a new class of tug was required. The United States soon became the world leader in the design and

handling of offshore oil tugs. The original crews came from the Gulf Coast fishing fleet, and most of the men were young because of the rigors and dangers of the job. In short order, however, other countries entered the offshore oil rig business, and the United States dominance has been successfully challenged. In 1975, the worldwide fleet of the offshore oil-drilling industry was estimated to be 2,600 vessels. Besides towing drilling rigs and pipe-laying barges, offshore oil tugs are used to set and retrieve huge anchors, some as large as 20 tons, that keep the rigs and barges in position in the open sea. These tugs must be heavily reinforced aft and have wide sterns for extra buoyancy. It is not unusual for the stern of an offshore-oil tug to be immersed under the strain of breaking loose an anchor embedded in the bottom. Anchor work was a principal determinant of the layout of the **Chippy T.** She has rollers on her stern to handle the anchor line, side-by-side winches (one for towing and the other for anchor handling), and a separate set of controls for the master at the after end of the boat deck. Her broad afterdeck allows the crew plenty of working room. *(Source: On the Hawser by Steven Land & Peter H. Spectre)*

ACCIDENTS – SALVAGE NEWS

WRECK MARIA SALVAGED

Last week was seen the arrival near the Breediep – Europort of the wreck of the offshore support vessel *Maria* sank after a collision with a fishing vessel on October 7, 2013 and rested in a water depth of 25 to 30 meters. Two of the five crew on board were rescued. Three men were reported missing. The wreck salvaged by HEBO Maritienservice – Zwartesluis; Netherlands and arrived on a pontoon towed by tug *Catarina 11*. (Photo: *Willem Holtkamp*)



Advertisement

**YOUR PROVIDER OF
INTEGRATED MOORING
AND RIGGING SERVICES**

FRANKLIN OFFSHORE EUROPE

+31 (0)10 294 08 57

**NOW SITUATED IN
RDM BASE ROTTERDAM**

M/V PAUL R. TREGURTHA FREED BY THE GREAT LAKES TOWING COMPANY AFTER LAKER GROUNDED IN DULUTH



M/V *Paul R. Tregurtha* was refloated by The Great Lakes Towing Company Tugs *Kentucky* and *Minnesota* under the command of two Duluth veteran Towing Company Captains, Martin Lightner and George LaTour, on Saturday evening, September 20th, after the loaded vessel went aground at approximately

3:15 p.m. in Duluth, Minnesota Saturday afternoon. The Interlake Steamship Company Laker, M/V *Paul R. Tregurtha*, was built in 1981 and can carry up to 68,000 gross tons of taconite pellets or 71,000 net tons of coal. As the longest vessel currently in operation on the Great Lakes, she is the unofficial “Queen of the Lakes” at 1,013.5 feet. *(Press Release Great Lakes Towing)*

GREEN FREEZER GROUNDED

On September 17, the 109 meter long cargo ship Green Freezer ran aground off Fáskrúðsfjörður, Iceland. The Green Freezer had struck onto a skerry. No reports of injuries. The tanker Laugafell was dispatched to the scene. Some 140 tons of fuel oil was pumped off the vessel to help lighten the Green Freezer and reduce the risk of pollution released. The Icelandic Coast Guard vessel Thor pulled the Green Freezer free on September 20. The oil was then pumped back to the



Green Freezer from the Laugafell. Both vessels proceeded to Fáskrúðsfjörður. No reports of pollution released. *(Source: WreckLog; Photo: Photo: mbl.is)*

OFFSHORE NEWS

SIR EMEKA OFFOR



The ‘Sentinel’ type multi role patrol and crew vessel, which was built in Cape Town by Nautic Africa for a West African client. The vessel is 35 metres in length and is named **Sir Emeka Offor** after a Nigerian billionaire businessman. This gives a clue as to the country this vessel is destined for. *(Photo: Aad Noorland)*

INCAT CHRISTENS SPECTACULAR FAST CREW BOAT

Incat Tasmania has launched what it claims to be the world’s largest fast crew boat, christening the

70-metre vessel the ‘**Muslim Magomayev**’ at a ceremony at Incat’s Hobart shipyard. The first vessel purpose-built by Incat Tasmania for the oil and gas industry, the ‘**Muslim Magomayev**’ will undergo sea trials before departing to Baku, Azerbaijan. The vessel was named in honour of a



famous Azerbaijani opera singer, who died in 2008. Classified by DNV and featuring “Clean Design” notation, the vessel is a first-of-type DP2-class vessel and will be delivered to operator Caspian Marine Services. Upon delivery and handover, she will perform fast crew transfers for 150 offshore workers to multiple installations in the Caspian Sea, with her high speed capabilities expected to present a competitive alternative to expensive helicopter transfers. Crew transfer operations will be completed primarily by the Amplemann system, a stabilised access platform providing a stable deck and gangway. According to Incat Tasmania, the access platform compensates for the vessel’s motion by using six hydraulic cylinders and will provide improved safety during crew transfers in conditions



up to Sea State Four. The vessel can also operate in 40-knot winds and seas of up to three metres. Incat Tasmania said the vessel’s anticipated design speed was 36 knots with a service speed of 30 knots. On the first day on the water, the vessel achieved a speed of 38.7 knots lightship. She is powered by four 2,880kW engines coupled to Hamilton waterjets. Designed in Australia, the vessel’s 16-metre beam was determined by the width of the Volga-Don Canal that it must transit

on its delivery from Hobart, Tasmania to Baku in Azerbaijan, said Incat Tasmania. *(Source: Baird)*

Advertisement

K
KOTUG

AHEAD IN TOWAGE
LEADER SHIP

VOS HADES

The United Kingdom registered with call sign 2HKV9 Offshore Tug Supply Vessel **VOS Hades** (Imo

9552264) was seen out bound at Great Yarmouth with deck cargo for UKCS as she has taken over from one of the older Putford Vessels on September 14. The vessel is owned and managed by Vroon Offshore Services Ltd. – Aberdeen; UK. She has a grt of 1,678 tons and a dwt of 1,386 tons and classed Registro Italiano Navale. *(Photo: Paul Gowen)*



HAVYARD OSV DELIVERED, CHRISTENED IN ICELAND



'[Polarsysssel](#)', a Havyard 832 L WE designed offshore supply vessel has been delivered from Havyard Ship Technology's yard in Leirvik in Sogn to the Icelandic shipping company Fafnir Offshore. A long-term contract has been secured for the vessel, under which she will operate six months a year for the Governor of Svalbard for a period of six years. On her voyage from Tromsø to Longyearbyen, '[Polarsysssel](#)' encountered both high seas and storm force winds, which put her seaworthiness to the test. Captain Kjetil Enoksen was full of praise after having put the ship to the test in the Barents Sea. 'We experienced heavy weather during most of the passage' the Captain said. "The wind blew high from the west during most of our journey and, on approaching Svalbard, we ran into a full storm. A supply vessel of this type will normally roll heavily when hit by waves from the side, but [Polarsysssel](#) behaved in an exemplary manner, was course stable and made us feel comfortable with low noise and vibrations. Even when heading straight into the storm, she rose to the challenge

and we hardly felt any slamming. I have never experienced anything like this ship and I look forward to operating this vessel in the time ahead," said the captain, smiling very happily. [Polarsysssel](#) is the first vessel of the Havyard 832 L WE (Wave Edition) design. Havyard Design & Solutions has developed the design with a view to saving fuel and safety and comfort for the crew in both fair and unfavourable weather. The combination of a streamlined underbody with twin skegs (two stern keels) and a foreship with an above-water profile that emphasises minimising the angle of attack of large waves has now proved its excellence in practice. *Distinguished guests* In addition to

representatives of the Governor of Svalbard, the shipping company, operator and yard, the naming ceremony was attended by banking and brokerage partners, oil companies and others. The Government was represented by the Minister of Justice and Public Security, Anders Anundsen. Inger Aarvaag Stokke from the Polar institute of the Justice and Public Security department, and formerly employed at the Governor of Svalbard's office, was godmother for '**Polarsyssel**'. True to tradition, Stokke wished the vessel and crew good luck on all the world's oceans and broke a bottle of champagne against the hull. *Key data for Havyard 832 L WE 'Polarsyssel'* Length: 88.5 m; Breadth: 17.6 m; Speed: 14.5 knots; Deck area: 850 sq. m; Cabin capacity: 30 persons; Deadweight: 3,700 tonnes. Captain Kjetil Enoksen and ship's godmother Inger Aarvaag Stokke onboard "**Polarsyssel**" (Source: *Maritime Global News*)

Advertisement



▶ Fast transport of personnel, tools and equipment
 ▶ Marine geophysical and hydrographic survey
 ▶ Dive support and guard vessels
 ▶ German Bight Tender Service with SAR type vessel
 ▶ Maritime and technical consultancy
 ▶ Ship management
 ▶ Brokerage

SEAZIP
 OFFSHORE SERVICE

Harlingen, The Netherlands
 T + 31(0)517 431 225, F + 31(0)517 431 720
 info@seazip.com, www.seazip.com

TGS HIRES POLARCUS VESSEL FOR GOM SURVEY

Polarcus Limited has signed a Letter of Award with TGS-NOPEC Geophysical Company ASA for the charter of a Polarcus A-Class 3D seismic vessel offshore US Gulf of Mexico. TGS is continuing its Explorer Series seismic acquisition program in the deepwater U.S. Gulf of Mexico. Panfilo 3D will add 11,500 km² to TGS' multi-client library in the Lund and Henderson Central Gulf of Mexico protraction areas. Acquisition will start in Q4 2014 with the M/V **Polarcus Adira**



towing ten kilometer streamers to image regional stratigraphy and deep basin structures. Data will be available in late 2015. Rod Starr, Senior VP Western Hemisphere for TGS commented, "This data volume will represent a continued investment in the deep water region of the Gulf of Mexico and will provide new, high quality data over mainly open acreage, which will be available to industry in future lease rounds." The project is supported by industry funding. (Press Release)

NEPTUNE: 'BHAGWAN DRYDEN' DSV ARRIVES IN DAMPIER, AUSTRALIA

Neptune Marine Services has informed that the **Bhagwan Dryden**, a new-build Dive Support Vessel, built in collaboration with Bhagwan Marine, has arrived in Dampier, Western Australia. As first



announced to the ASX on 28 August 2012, the Bhagwan Dryden is a state-of-the-art 57 metre DP2 hybrid catamaran, with Neptune-supplied permanent air diving, inspection and survey capabilities. The vessel has the capability to work in shallow waters, offering operational efficiencies at these depths and is also fitted with a TMS light work class Comanche ROV. The **Bhagwan Dryden** will be based in Australia working

predominately on the North West Shelf and has already successfully completed her first campaign, a mooring system inspection by Remotely Operated Vehicle (ROV) for one of Neptune's key clients, the company has said. In October 2014, the **Bhagwan Dryden** vessel will start operations for "another key client as part of a five year contract (with the potential for a further three year extension)". According to the announcement from 2012, the client in question is Apache Energy, the U.S.-based oil company. Under this agreement Bhagwan and Neptune may market the vessel for charter to third parties. The **Bhagwan Dryden** has 260m² of clear deck space, DP2 dynamic positioning system, four point mooring system, emergency hybrid capability, firefighting capabilities (FIFI1) and is fitted with a 21 tonne deck crane and 20 tonne A frame. Neptune Chief Executive Officer, Robin King, said: "The arrival of the Dryden in Australia reflects our successful collaboration with Bhagwan to jointly build a unique, purpose built vessel for projects and clients operating on the North West Shelf. The combination of Bhagwan's vessel building expertise and our specialist services, offers clients a locally based complete solution for their inspection, repair and maintenance requirements."

POLARCUS COMPLETES PORCUPINE BASIN SURVEY OFF IRELAND

Polarcus has completed acquisition of a major new 3D broadband multi-client project in the southern Porcupine Basin, offshore SW Ireland. The extensive survey, undertaken in partnership with ION GeoVentures, saw the technologically-advanced 3D seismic vessel **Polarcus Amani** tow an ultra-wide 1,350m receiver array comprising ten 2Hz solid digital streamers of 8,100m length. This large seismic



spread, towed at 14m to maximize weather uptime, enabled the vessel to cover 4,300 square kilometers in just 73 days within a challenging Atlantic frontier environment. The multi-client

project provides 3D coverage over Providence Resources' "Drombeg" exploration prospect and the adjacent open acreage on offer in the current 2015 Atlantic Margin Oil and Gas Exploration Licensing Round. Polarcus and ION GeoVentures are also partnering with SeaBird to acquire up to 6,600 km of regional 2D multi-client data across the entire basin with the objective of providing a regional context to this new frontier hydrocarbon province. A preliminary data volume from the 3D survey will be available by year end 2014 with the final data volume available in March 2015, well ahead of the closing date for license round applications of 16 September 2015. Providence says the regional 2D seismic acquisition survey, which is nearing completion, will provide coverage over company's "Newgrange" exploration prospect, situated in Frontier Exploration Licence ("FEL") 6/14 in the Goban Spur Basin, off the south west coast of Ireland. Commenting on today's announcement, John O'Sullivan, Technical Director of Providence said: "We are very pleased to note the conclusion of these surveys, which will provide valuable new data on these two significant exploration prospects, as well as giving us access to new regional data which will put us in a leading position to evaluate the remaining exploration potential in these basins in advance of the upcoming licensing round." (*Press Release*)

Advertisement



WINDFARM NEWS

TUCO MARINE DEBUTS WIND FARM SERVICE BOAT



Tuco Marine Group of Denmark discloses the newest vessel in the ProZero series of Fast Rescue Boats, Daughter Crafts and Workboats; The New 13m Wind Farm Service Boat. The new design is a dedicated service boat and crew transfer vessel for offshore wind farms. The boat has been developed in close collaboration with Norwegian operators and experts in Wind Farm Services. A video presentation of the new vessel design is available [here](#).

The 13m meter vessel is constructed to be lifted on and off larger mother vessels featuring a David system and the ProZero 13m Wind Farm Service Boat can be outfitted with hook systems of the owners choice. When designing the vessel for single point hoisting, Tuco Marine directly targets the

third round offshore installations - the far Offshore farms on deep waters. These farms are situated so far offshore that daily travel to and off shore is not possible and technicians are therefore accommodated on larger mother vessels or on accommodation platforms. This requires stable daughter crafts that are capable of transporting personal from the accommodation units to and of the installations. The ProZero 13m Wind Farm Service Boat is constructed from carbon fiber composites due to the industry's focus on fuel efficiency obtained by less operational power needed. Further the low weight achieved by this construction, also makes it possible to fit the fairly large daughter craft to vessels not capable of handling heavier daughter crafts. The ProZero13m Wind Farm Service Boat offers a spacious foredeck and a purpose-build docking and fender system for easy access to the offshore windmills. The vessels features twin waterjet installation fitted to inboard diesel engines, and operates at a service speed above 30kts transporting 8 passengers or 1,500 kilos of cargo. The ProZero series has been awarded funding under the topic Small Business Innovation Research for Transport under the EU Horizon 2020 program. The funded project has its focus on creating innovation and minimizing the weight of workboats and Daughter crafts. "The ProZero series low weight results in a significant reduction in fuel consumption and thus much lower CO2-emission and NoX-outlet. The vessels will simultaneously be able to go faster or achieve greater operating range," said Managing Director of Tuco Marine Jonas Pedersen. *(Source: marineLink)*

SEACAT INTREPID LAUNCHING

The **Seacat Intrepid** the first 26m being launched Wednesday 24th. The at the South Boats Isle of Wight Ltd. vessel is a South Catamaran 26m type Aluminium constructed Offshore Wind Farm Vessel. She has a length o.a. of 26.77 mtrs a beam of 9.12 mtrs a draft of 1.45 mtrs and a grt of 108 tons. Her capacity is 12 pax. 2/3 crew. The two MTU 12V2000 M72 engines drives Rolls Royce 56A3 Water Jets. She is classed DNV-GL ⚓ 1A1 HSLC R1 Windfarm Service 1 and Category 1, 150 NM from safe haven. MLC Compliant. *(Photo: South Boats)*



YARD NEWS

ICEBREAKER KRASIN TO LEAVE SAINT-PETERSBURG FOR REPAIR IN KRONSHADT ON SEPTEMBER 20

On September 20, 2014, icebreaker **Krasin** will leave the Lieutenant Schmidt Embankment in Saint-Petersburg for Kronshtadt, where she will undergo routine maintenance at Kronshtadt Shipyard, IAA PortNews was informed by Baltic Fleet, the icebreaker's agency company. Baltic Fleet LLC will also ensure tugging of the icebreaker involving its three tugboats: **Baltijets**, **Akmal** and **Muson**. Piloting assistance will be provided by SPb Pilot LLC. Cross LLC will be responsible for the repair



works. Upon completion of the repair (approximately in mid-October 2014) the icebreaker will return to the Lieutenant Schmidt Embankment. Tugging and agency services will be also rendered by Baltic Fleet LLC. Dockside repair of the Krasin will be performed under technical supervision of Russian Maritime Register of Shipping (RS). This work is considered to be one of the prime activities preparing the icebreaker for her 100-year anniversary which will be celebrated in 2017. The repair implies the hull cleaning and multi-

layer painting, rust removal from ballast tanks and certain activities related to the vessels engineering infrastructure. Icebreaker **Svyatogor** (Krasin) is the second Arctic icebreaker of Russia. The icebreaker was built in 1917 in Newcastle for the Imperial Russian Navy. *(Source: PortNews)*

Advertisement

EDDY TUG

“DYNAMIC SIMPLICITY”

WWW.EDDYTUG.COM

<http://www.youtube.com/watch?v=CJsJrZc1BNM&feature=youtu.be>

FOLLOW THE CONSTRUCTION OF BARNEY ONLINE

As with the previous newbuildings of Herman Senior, we will keep an online blog of our newest vessel **Barney**. Here we will post new photos regularly, with a brief explanation of what is happening during the construction. See the latest pictures of **Barney**, last week the nozzles we're installed, bowthruster was placed in the pushfender and this week the wheelhouse has also been put in the hull. Little by little it is starting to look like a real ship! You can follow the building to click on the link



here (Source: Herman Sr.)

MALAYSIA'S TAS OFFSHORE ENTERS JV WITH CHINESE BUSINESSMAN



Malaysia's TAS Offshore (TAS) has through its subsidiary TA Ventures entered into a Joint Venture deal with Chinese businessman Chan Baihang to build and sell offshore support vessels. Under the agreement TA Ventures will pay 60 percent and Chan Baihan will provide the remaining 40 percent for the vessels construction. The proceeds from the sale of the vessels, upon their delivery, will be

distributed 60-40% in favor of TA Ventures. The estimated total investment of the Joint Venture is around \$37.6 million. TAS Group, engaged in the shipbuilding and ship repairing activities in Malaysia, has adopted a 'built to stock' approach when it comes to vessels construction and, the company explains, this JV will help it to move faster in this direction and at the same time minimise the risk exposure to this operation. "Built-to-stock operation results in shorter delivery period for the prospective buyers. The JV will enable TAS to move further and faster in this operation mode. The vessels concerned are in demand by the oil and gas industry and thus, we foresee a good prospect for this JV," TAS has said in a Bursa Malaysia filing. Built to stock approach is a build-ahead production approach in which vessels production plans are based on sales predictions and/or historical demand. Chan Baihang, a businessman from Guangdong, China owns transportation companies, construction firm, and is also involved with both chartering and building for sale of offshore vessels, TAS Offshore says. (Source: *Offshore Energy Today*)

VALLIANZ ACQUIRES BATAM SHIPYARD

Offshore support vessel operator Vallianz Holdings Limited, has announced that subsidiary Vallianz Shipbuilding & Engineering has entered into an agreement to acquire a shipyard facility in Batam, Indonesia. Vallianz is acquiring Singapore-incorporated Jetlee Shipbuilding & Engineering and its Indonesian entity PT United Sindo Perkasa, who owns a



fabrication and engineering shipyard located at Kabil, Nongsa. The purchase price is S\$19.8m, via the issue of approximately 143m shares in the capital of Vallianz at an issue price S\$0.138 per share. Vallianz ceo, Darren Yeo, said of the deal, "With direct ownership in a shipyard facility, Vallianz

will have its own marine base to dock and carry out maintenance operations for our vessels and third-party vessels that are managed by the Group. As we continue with our fleet expansion program, we expect to reap greater cost savings and operating efficiencies from having our own marine base as compared to leasing third-party shipyards. The shareholders of Jetlee are industry veterans with decades of experience in the marine sector.” *(Source: SeaShip News)*

Advertisement



PTR HOLLAND® GROUP
ROTTERDAM - SINGAPORE - NEWCASTLE - QINGDAO PRC

Excellence in offshore personnel safety ////

Billy Pugh transfer baskets NOW available from stock @ Rotterdam Europe, Certified Engineers available for refurbishments and repairs at our premises or on/at - site/sea. 95% on stock for fast delivery all over Europe, Russia, UAE, Morocco and Monaco or elsewhere if needed. Used ready refurbished X-904 on exchange base available.

Those who choose to go the safe way, please contact us at: info@ptrholland.com for availability of our ABS class approved transfer baskets.



BILLY PUGH Co., INC.



Rotterdam office & service Centre:

PTR HOLLAND GROUP B.V. - Dintelweg 107, 3198 LB Europoort - Rotterdam The Netherlands T +31(0) 10 71 44 945

www.ptrholland.com

SNEED SHIPBUILDING, INC.



The Company: Sneed operates out of its main facility, nearly 40 acres in Channelview, Texas, as well as a smaller yard (three acres) in Orange, Texas, and the Central Gulf Shipyard, LLC, in New Iberia, La., a full-service shipyard located on the Commercial Canal, specializing in offshore liftboat newbuild and repair; cornerstone to the company’s plan to further diversify its business from its inland core to include the offshore industry.

The Case: Martin M. Sneed founded Sneed Shipbuilding in 1965 and sold it to his son Clyde Sneed and business partner Mitch Jones in 2009. With origins in the towboat and barge industry, much of the company’s business centers on the carriage of liquid fuel, as it builds for some of the world’s leading inland tow and barge operators. The company expanded into the offshore sector with the construction of its first liftboat in 2012. About 70% of Sneed’s business is newbuilds and 30% is repairs. *(As published*

in the August 2014 edition of Marine News - <http://magazines.marinelink.com/Magazines/MaritimeNews>)

WEBSITE NEWS

[HTTP://WWW.TOWINGLINE.COM](http://www.towingline.com)

ARE YOU ALSO INTERESTED IN THIS FREE TUGS TOWING & OFFSHORE NEWSLETTER. PLEASE VISIT THE WEBSITE [WWW.TOWINGLINE.COM](http://www.towingline.com) AND SUBSCRIBE YOURSELF FOR FREE

Last week there have been new updates posted:

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

- [SeaZip Offshore Service signs further contract for two Damen Twin Axe Catamarans](#)
- [KT Maritime Australia to mark Prelude Infield Support Vessel contract at a 'Steel Cutting Ceremony'](#)
- [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](#)

[mailto: jvds@towingline.com](mailto:jvds@towingline.com)

This site is intended to be collective exchange of information. Information on this site has been pulled from many sources; we have attempted to credit these sources. But due to the multitude of sources sometimes we are unable to note all the sources. If you feel that material that is posted here is of your authorship and you have not been credited properly please alert us and I will correct the credit or remove it in accordance to the author's wishes.

DISCLAIMER

The compiler of the Tugs Towing & Offshore Newsletter disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. For more information about advertising, subscription, preferences and un-subscription visit the website: <http://www.towingline.com> The Tugs Towing & Offshore Newsletter is a ::JVDS-MARCOL:: Archive Production.
