



TUGS & TOWING NEWS

HARMS BERGUNG'S AHT PEGASUS TOWING NE BUILD OSV HULL TO NORWAY

In direct continuation of the previous charter for Seeway Heavy Lifting in the North Sea, the 100tbp Anchor Handling Tug **Pegasus** steamed off into direction Black Sea. The vessel was chartered to VARD Søviknes a Norwegian major global designer and shipbuilder of offshore and specialized vessels, to tow a new build OSV hull from Rumania to Norway. AHT **Pegasus** supplied all additional gear as well as emergency towing arrangements and was doing all rigging of the new build hull by themselves. The AHT is owned and managed by the German company Harms Bergung, Transport und Heavylift GmbH und Co. KG and was delivered in 2009 by the German Mützelfeldtwerft Cuxhaven. AHT **Pegasus** went onhire in Tulcea on the 20th of August 2014. With an average speed of 7 knots the Pegasus towed the 160,9m long and 32m broad hull with a draft of 4.5m into direction Norway. The convoy will arrive in Søvik beginning October 2014. The company Harms Bergung is based in Hamburg, Germany and is operating a fleet of eight Anchor Handling Tugs worldwide. The fleet of Anchor Handling Tugs ranging from 100-tbp to 300-tbp with DP2 and with the capability to burn HFO and MGO, are purposely built for Long Distance Towage, Subsea Installation, Anchor Handling, Pipelay Barge Support, Salvage Operations and Accommodation Vessel. *(Press Release)*



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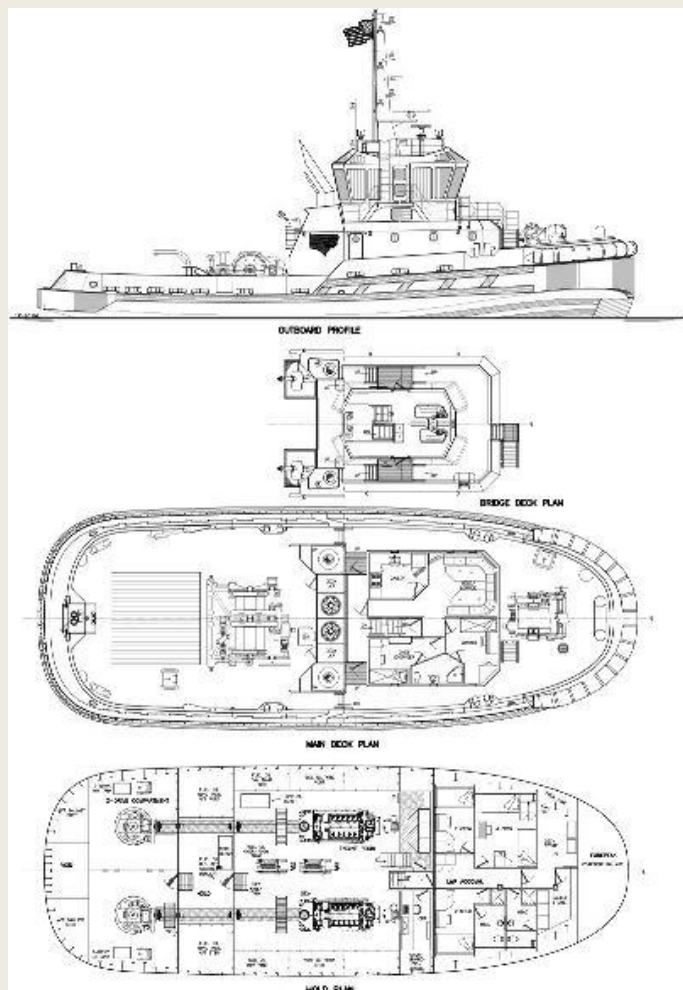
SIGNET ARCTURUS & SIGNET POLARIS – TWO POWERFUL ESCORT/MULTI-PURPOSE RAMPARTS CLASS TUGS FOR SIGNET MARITIME



In the summer of this year, Signet Maritime took delivery of **Signet Arcturus** & **Signet Polaris**, the 8th and 9th tugs designed for them by Robert Allan Ltd. of Vancouver, Canada to add to their fleet of 37 conventional and ASD vessels. The tugs were constructed at Patti Marine Enterprises in Pensacola, Florida. These tugs are based on the **Signet Weatherly** design, but with additional power

and higher bollard pull. The vessels are intended for multi-disciplinary work including offshore support, towing, ship-assist, ship escort, subsea and rig moves. A number of design modifications were incorporated from the original design to increase the vessel's capabilities for this multi-disciplinary work. **Signet Arcturus** and **Signet Polaris** are of the RAmports 3200 class Z-drive tug design from Robert Allan Ltd., a series of customizable well-proven designs which is extremely popular and successful, with now well over 100 of this class in service worldwide. Particulars of the

Signet Arcturus and **Signet Polaris** are as follows: Length Overall: 105' (32.00 metres); Beam, Moulded: 38' (11.6 metres); Depth, Moulded: 18'-2" (5.5 metres); Maximum Draft (overall): 19'-5" (5.9 metres) Power: 2 x 3420 bhp (2 x 2550 kW). The tugs are classed by American Bureau of Shipping, with the following notations: ⚓ A1 Tug, Towing Vessel, ⚓ AMS, Fire Fighting Vessel Class 1, Escort Vessel. The tugs are also USCG inspected vessels built under USCG Subchapter-I (NVIC 10-82), and are SOLAS compliant. On trials, the **Signet Arcturus** performed exceptionally well, achieving a Bollard Pull of 83.45 Tonnes and a free-running speed of 14.5 knots, both of which exceeded expectations. Tank capacities (at 98%) are as follows: Fuel Oil: 88,300 Gal; Potable Water: 5,980 Gal; Engine Lube Oil: 500 Gal. Features of the RAmports 3200 design include a large aft working deck to facilitate towing and rig assist operations; and a half-raised forecastle running nearly half the length of the tug to provide a high standard of accommodation and outstanding sea-keeping capability for



operation in exposed conditions. The general layout of the tug is illustrated in the accompanying General Arrangement drawing. The vessel has been outfitted to the highest standards for a crew of up to ten (10) people. The main deck features generous Master's and Chief Engineer's cabins each with en-suite facilities, and a common Mess/Lounge area, served by a modern, fully-equipped galley. The lower deck contains two x double crew cabins, and one x four-person crew cabin with en-suite or shared facilities respectively. In addition there are galley and deck store rooms, and laundry facilities. The wheelhouse is designed for maximum all-round visibility with dual control stations, one forward and one aft, providing maximum visibility to all working deck areas. The noise levels throughout the accommodation and control spaces of the tug are in the vicinity of 60 dBA, achieved by utilizing advanced methods of isolating main propulsion machinery, as well as high grade insulations and floating floor techniques. Main propulsion for these tugs comprises a pair of Caterpillar C175-16 diesel engines, EPA Tier 3 certified, each rated 3420 bhp at 1800 rpm, driving a Rolls Royce US255 CP Z-drive unit with a 2800 mm diameter CP propeller in ASD configuration. The indirect escort steering force, yet to be exercised at full-scale, is estimated at 85 tonnes at 10 knots. The electrical plant comprises two (2) identical diesel gen-sets, each with a John Deere 6068AFM76 drive engine with a rated 480V output of 125 ekW at 60 Hz, both EPA Tier 3 certified. Fire-fighting is to ABS Fi-Fi 1 Class, using FFS 250x350XP pumps, driven off the front end of the main engines, and FSS1200 LB Monitors. The main hawser winch forward is a Markey DEPCF-52S 75hp electric winch, containing 650 ft. of 3" diameter Samson Saturn-12 towline. Aft is a Markey TESD 34, double-drum, 100 hp towing winch, which carries 2500 ft. of 2 ¼" wire on the starboard drum and 1500 ft. of 2 ¼" wire on the port drum. Ship-handling fenders at the bow consist of a 32"OD x18" ID cylindrical fender above a row of 14" thick 'M' fenders. A 14"x14" hollow "D" fender provides protection at the main and foc'sle deck sheer lines, and "M" block type fendering is used again at the stern, with full length rolling chocks on port and starboard sides. (*Press Release Robert Allan*)

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SANMAR AND APMSCO SIGNED CONTRACT FOR 7 VESSELS

Sanmar Shipyards of Turkey has won a significant contract involving seven vessels from Aqaba Port Marine Services. Company (APMSCO) in Jordan. Comprising **four 80-tonne bollard pull Terminal RAstar 2800 tugs**, **two** conventional twin screw **Rascal 1500 line-handling tugs** and a pilot boat, the order was confirmed at a signing held at Sanmar's Tuzla HQ, where a keel laying ceremony also took place for all seven vessels. The **six tugs** are all Canada-based Robert Allan Ltd designs whilst the pilot boat is from the pen of pilot boat specialist, Alastair Cameron of Camarc Ltd in the UK. The RAstar 2800 design tugs have been specially modified to suit the requirements of the buyer for terminal services. The four vessels will guarantee 80 tonnes bollard pull astern. In addition, LNG protection will be fitted to make the vessels suitable to operate at LNG terminals. All essential electrical



equipment will be certified ex-proof, suitable for use in a Zone 2 LNG environment. The tugs will also have a bigger accommodation area. Commented Sanmar's project director Ali Gürün: "This was a much coveted contract and we are particularly

pleased to have won it. By employing the world's leading designers in their fields and ensuring best construction practice, we are able to offer a top quality products. This order follows the contract to build five vessels for Smit Lamnalco Australia, bringing the total to 12 for this customer" he added. APMSCO is incorporated as a private shareholding company owned by Aqaba Development Corporation (ADC) and Lamnalco Jordan. This latter organisation is a joint venture between Smit Lamnalco and Jordan National Shipping Lines. It has been operating in port of Aqaba providing pilotage, towing and mooring services to vessels since 2007. In addition, the company operates marine slipways, provision supply (oil and water) to vessels, and other services, including the rental of machinery and labour. Recently it signed a 10 year contract with the Jordanian Ministry of Energy and Mineral Resources for the provision of marine services for the FSRU and LNG carriers of the Jordan LNG project which will be operational in April 2015 for securing Jordan's LNG needs. (*Press Release Sanmar*)

STRATHGLASS ON THE CLYDE

On 22nd September 2014, was seen inbound on the Clyde to provide drydock cover for Svitzer is the **Strathglass** (Imo 9483657) ex Knights of Invergordon's **Kestrel**. The tug was built in 2007 by Kanagawa Dockyard Co Ltd – Kobe, Japan under number 575 and delivered to Fukushima Kisen K.K. - Iwaki Fukushima; Japan. In 2009 sold to J.P. Knight Group Ltd – Chatham and managed by J.P. Knight (Caledonian) Ltd. – Invergordon; UK and renamed Kestrel. She has a length of 36.00



mtrs a beam of 13.00 mtrs a depth of 5.61 mtrs and a grt of 438 tons with a dwt of 344 tons. The Z-pellet type tug has two Yanmar 6N330-EN diesel engines develops a tota output of 5,148 kW (6,994 bhp). She has a speed of 14.8 knots and a bollard pull of 90 tons. (*Photo: Tommy Bryceland, SCOTLAND*)

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OPENING PRINSES MARGRIET HARBOUR 2ND MAASVLAKTE - EUROPORT



Last Saturday 27th September a solemn opening of the new Prinses Margriet harbour at the 2nd Maasvlakte in the Rotterdam Europort took place. After the opening several vessel gave a small show for his opening. On the picture, taken from the tug [Elbe](#) we see from left to right the [Smit Ebro](#), [Holland](#), [SD Seal](#) and [Smit Elbe](#).

(Photo: Cock Peterse)

SIGNET TRANSPORTS SECOND LLOG RIG TO GULF OF MEXICO

On September 14, five Signet Maritime ASD/Z-Drive tugboats, the [Signet Enterprise](#), [Signet Reliance](#), [Signet Magic](#), [Signet Weatherly](#) and [Signet Volunteer](#) successfully completed the Towout of LLOG's [Delta House](#) semisubmersible production facility to the U.S. Gulf of Mexico. In June 2011, Signet also assisted with LLOG's highly



successful OPTI-EX Floating Production System (FPS) for the Who Dat development field located in Mississippi Canyon 503/504/547. Captain Jeet Kar, CEO of Marine Contracting LLC, said of the job, “The tugs not only maneuvered and escorted *Delta House* safely outside of the jetties, the captains made me feel comfortable by willingly ‘staying on’ in heavy seas till such time all the ocean tugs were hooked up.” Signet’s International Operations Complex located in Ingleside, Texas was responsible for assisting with the arrival of each hull on a heavy lift vessel (HLV), offload in the deep hole, lifts & sets, stability (incline) testing, and sail-out. Signet Masters participated in a series of Major Project Risk Assessment (MPRA) meetings to carefully prepare for every evolution of the project. “The diversity and depth of our fleet allowed our customer to select the proper mix and configuration for each scope of work” said J. Barry Snyder, President. Snyder added, “Signet was honored to participate in the record breaking 10,400 short ton lift, executed by Kiewit Offshore Services Heavy Lift Device (HLD). Our Captains carefully studied the dynamic placement of this very intense, heavy truss, and enabled the lift and set to be completed in less than five hours from hull positioning to full release of the topsides.” *(Press Release Signet)*

THAMES ON THE CLYDE



On the 26th September the super yacht *Itasca* (Imo 5357848) was seen on the *Clyde*. The yacht is the former L.Smit & Co's Internationale Sleepdienst tug *Thames*. She was built in 1961 by J. & K. Smit's Scheepswerven – Kinderdijk; Netherlands under number 883 and delivered to L. Smit & Co's Internationale Sleepdienst NV – Rotterdam. The intension was to named her Caribische Zee. In 1972 transferred to Smit Internationale Zeesleep & Bergingsbedrijf NV – Rotterdam. In 1974 transferred to

Smit Internationale Sleepbootmaatschappij "THAMES BV" – Rotterdam. In 1979 converted to a yacht by Amsterdamsche Droogdok Maatschappij – Amsterdam and in 1980 delivered to Valmont Marine Services and managed by Salisman Ltd – Georgetown; USA and renamed *Itasca*. In 1993 sold to Wesahoy Ltd - Newport RI.; USA. In 2000 sold to Blue Reflections Ltd – Cayman Islands and managed by Fraser Yachts Worldwide - Fort Lauderdale, Fl; USA. Later she was managed by Thirty Seven South – Auckland. New Zealand. She has a length of 53.42 mtrs a beam of 10,47 mtrs and a depth of 5.11 mtrs.





Towingline)

The two Smit-MAN type RAB459 diesel engines develops a total output of 4,000 hp. Which give the vessel an bollard pull of 32 tons and a speed of 15 knots. The compiler of this newsletter has sailed on her in 1972 his first trip as second engineer. She made a voyage with a bucket dredger from Amsterdam to Pusan; South Korea over 15,000 miles via the Panama Canal and the Hawaii Islands for bunker calls. The voyage was done in 99 days. *(Photo: Tommy Bryceland, SCOTLAND; Photo: Thames archive Hans van der Ster-*

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NEW NAME FOR MAERSK COMPANIES



A.P. Møller-Maersk 'fifth business Services & Other Shipping is renamed APM Shipping Services. The former name created confusion about the future of the smaller companies like **Svitzer**, Damco and **Maersk Supply Service**. Maersk Group is now trying to end the speculation about a possible divestment. "It has been a core activity all the time. However, I think we should use the APM name to more clearly illustrate the link, which the group has," says Engelstoft, President, APM Shipping Services. APM Shipping Services consists of four very different companies, Maersk Tankers, **Maersk**

Supply Service, Svitzer and Damco. "There are no significant synergies between the four areas. This is not why the area is established. It has been established to focus more on achieving results in the four companies," Morten Engelstoft stated. The objective is that the four companies are to make more than 2.5 billion kroner in 2016. In the first half of the year, Services & Other shipping had a total revenue of \$ 2.9 billion, compared with \$ 3.2 billion in the first half of 2013 on the bottom line business area achieved a profit after tax of \$ 105 million against a loss of \$ 133 million in the first half of 2013. (Source: [Berlingske Business - Maritime Denmark](#))

KOTUG ROTORTUGS AND ITS DEDICATED CREW PERFORMED THE TOWAGE OF THE NEW BOTLEK BRIDGE SECTIONS

12 and 26 September 2014 two bridge deck parts for the new Botlek Bridge in Rotterdam were transported by water. KOTUG was awarded to tow the transport of both bridgedeck parts for the construction of the new Botlek Bridge with its sophisticated Rotortugs and dedicated crew. The bridge-decks are part of a construction of the



new Botlek Bridge and are built in the dock of Mammoet in Schiedam. The floating and towing of the bridge-decks started from the construction dock. KOTUG's Rotortugs **RT Magic** and **RT Spirit** towed both bridge-decks from Schiedam to the construction site in the river "Oude-Maas" near Rotterdam. The construction-site is located up-river the old "Botlek-bridge". Due to the transport wideness of over 57 meters and a bridge clearance of 58 meters (approximately 10 meters above water level) and 30cm margins at both sides of the old Botlek-bridge passage, very precise maneuvering was needed. With a track record of previous transports similar this project, both Rotortugs were coupled with the bow to the transport. Maximum manoeuvring and a minimum reaction delay were achieved while operating this way. The manoeuvrability in confined areas has been significantly improved due to the patented Rotortug concept, which benefits the safety of the bridge sections and all surrounding objects. The design of the Rotortug shows that the power can be delivered by rotating the thrusters rather than the tug itself, which saves space and manoeuvring time. A real advantage for a narrow lock or bridge passage and assisting in confined areas. [About the New Botlek Bridge](#) The current Botlek Bridge will be replaced by a new lifting bridge across the Oude Maas, eliminating a major shipping bottleneck in the region. The new Botlek Bridge features two bridge passages – each around 90 metres wide – and will rise some 14 metres above water level. Its openings are twice as high as those of the current bridge, meaning that it can allow larger vessels to pass under it without impeding road traffic. In addition, its two sections will allow ships coming from opposite directions to pass simultaneously. When completed, the new Botlek Bridge, which lifts to a maximum height of 45 metres, will be one of the largest moveable bridges in the world.

(Press Release Kotug)

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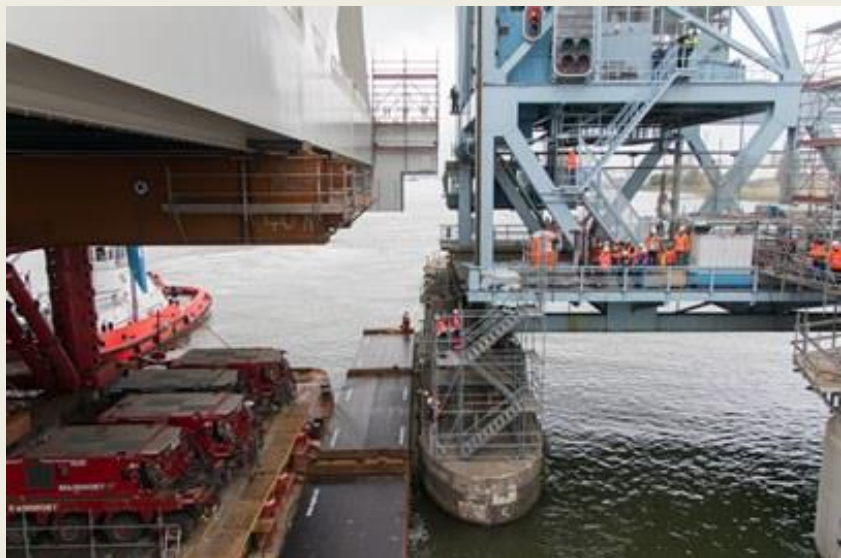


A PILOT'S VIEW



The photo's shows the view of Rotterdam Pilot Marijn van Hoorn who was located on a platform under the bridge deck section whilst passing with the new bridge section the "old" botlek bridge, fellow pilot Chris Wouters was located on the opposite side the project team of Mammoet/Hebo headed by Michiel de Wit and Willem Korf were stand by as can be seen at the special attached pontoons , this pontoons where installed as a

safety buffer, so that never mind what happened during the passage the transport was not able to touch the control cabin of the "old" bridge which is still in use at present the whole trip and the bridge passage went perfect due to the professional performance of the KOTUG captains, Capt. Robert Alberts onboard the **RT MAGIC** and Capt. Marcel van Honk **RT SPIRIT** and their crews together with KOTUG Port Captain Marcel vd Burg. KOTUG is a leading towage operator offering its innovative services on a global scale. With a sophisticated, powerful fleet, its dedicated staff and well trained crew, KOTUG operates in a variety of markets including towage services to ports, terminals and at sea as well as in the salvage, offshore and dredging industry. KOTUG is committed to the highest industry standards of health, safety, environment, quality and security. More information: www.kotug.com.



See the youtube movie click [here](#) (Text: Clipping News; Photo's: Marijn van Hoorn ©)

BOGAZICI 17 LAUNCHED

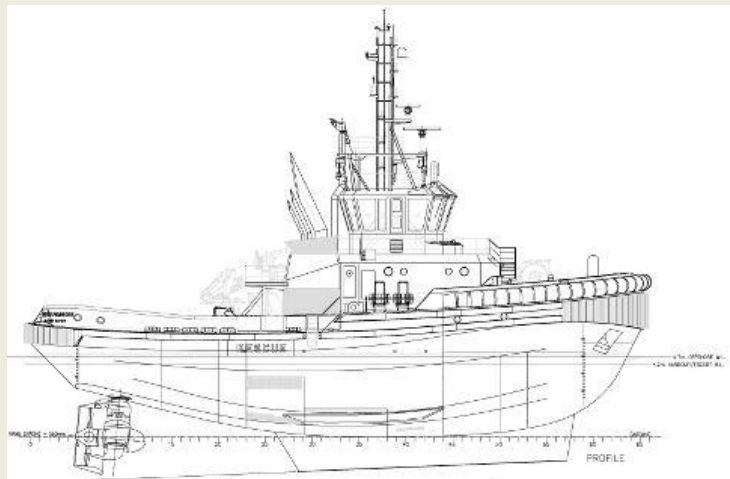


Bogazici is pleased to announce that they have successfully launched their CintranaVal-Defcar design, 70 Tbp ASD Tug “**Bogazici 17**” to be renamed **Gardenia** (Imo 9739898) as Hull Nr. NB06-22 on the 22nd September 2014 in Tuzla – Istanbul; Turkey. Watch the launching video from the link [here](#) and [here](#). The vessel will be delivered to International Offshore Engineering Development Company (IOED) Panama for PDVSA of Venezuela. She has a length of 32.50 mtrs a beam of 11.70 mtrs and a depth of 4.30 mtrs. The two

Caterpillar engines develops a total output of 5,632 bhp. And a free running speed of 12.5 knots. The planned delivery of the vessel is November 2014. (*Press Release Bogazici*)

NEW FLEET MEMBER

On the 25th Sept 2014 BOA took ownership of the **Svitzer Pembroke** (Imo 9557927) in Milford Haven. The highly capable tug with 105 ton BP will be named **Boa Odin** and be available in the market medio October after a short stay at Fiskerstrand Yard, where she will be “uniformed” and properly rigged. Class notation: LR +100A1 ESCORT TUG FIFI 1 (2400 M3/H) w/Water Spray, LMC, UMS, IWS. The Pembroke was built in 2010 by Astilleros Zamakona Pasaia – Pasajes;



Spain under number C-686. She is a Robert Allan design RAster 3600. She has a length of 35.80 mtrs a beam of 14.50 mtrs and has fifi installation. The two General Electric type 16V228 diesel engines develops a total output of 6,104 kW with a speed of 13.5 knots. (*Source: Boa*)

300TH TUG BROKERED BY MARCON INTERNATIONAL

Marcon International, Inc. of Coupeville, Washington is pleased to report the sale of the U.S. flag, twin screw tug “**Pacific Patriot**” (ex-Pacific King) from Kirby Marine Offshore to U.S. West Coast buyers on private terms. This was the 300th tug brokered by Marcon and 1,351st sale or charter since the sale of the vintage and some would say very “classic” 1950s built, 135’ supply boat “**Low Tide**” from Tidewater in the early 1980s. Built in 1980 by Main Iron Works in Bayou Blue, Louisiana, the 1,700BHP “**Pacific Patriot**” measures 77’ x 26.5’ x 11’ depth of hull and is powered by twin CAT D398SCACs driving fixed pitch propellers in kort nozzles, developing a bollard pull of 26.4 tons and free running speed of 12kn. Towing gear includes an Intercon single drum SD-150 winch with a



capacity of 2000' of 1.5" wire driven by a GM 4-71 auxiliary engine. Vessel had been laid up for several years at the time of sale. Marcon acted as sole broker in the transaction and handled numerous sales and purchases over the years for the Seller. "**Pacific Patriot**" was one of seven "Super D" class, advanced-design, medium size tugs, and originally built for PacTow, a Dillingham Maritime company, for service in Long Beach and San Diego harbors. This class included the "**Benjamin Foss**", "**David Foss**" and "**Edith Foss**" built for Foss Launch & Tug, also a subsidiary of Dillingham in the 80s. The "Super D's" were a larger, more powerful version of the 1960s 1,200HP, 66' "D" class tugs – and according to Michael Skalley's "Foss Ninety Years of Towboating" first published in 1986, have for that time period, "well appointed, spacious accommodations with the messroom-galley on deck – easy access at coffee times", which was apparently important to Seattle sailors even then, nine years after Starbucks opened their first store. To date this year, Marcon International, Inc. has handled twenty-seven sales and charters including four tugs totaling 11,600BHP. Marcon has for the past 33 years specialized as shipbrokers in the offshore petroleum, towing and marine construction industries. Since the first sale, the company sold or chartered over 933,195BHP in tugs, 34 pushboats (77,750HP), 852,610dwt ocean deck barges, 153,065dwt ocean hopper barges, 7.626 million bbl capacity in ocean and inland tank barges (over 1,000,000dwt), 98 crew & pilot boats, 174 supply, utility & tug supply and 59 survey, seismic & support vessels, in addition to others. A full history of past sales, references and background is available on request or can be downloaded from Marcon's website. Several additional pending sales are expected to close within two weeks. *(Press Release Marcon International)*

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TWO TUGS LOADED FOR TRANSPORT TO PETROPAVLOVSK-KAMCHATSKY

The unique operation for the loading of two tugboats on board of the vessel **WIEBKE** of specialized company SAL Heavy Lift (Germany) has successfully completed. The tugboats will be transferred to Petropavlovsk-Kamchatsky through the Suez Channel. The loading lasted for 7 days including the

preparatory work. The ferry trip to deliver tugs will take approximately 50 days. Two tugboats of projects 16609 “RB-406”, “RB-407” were built at shipyard “Pella” in 2014. To provide the loading of the tugboats from the water the shipyard “Pella” has manufactured a special lifting devices different from those that were made last year. The devices were fastened under



water by divers, and the tugboats were secured on the deck of the vessel with the help of a special metal structures (keel blocks). The tugboats is intended for towing and berthing operations in harbor and coastal areas which comply with R2 navigation area (not more than 100 miles from place of shelter), performing of escort operations at the speed of up to 10 knots, refloating of ships and vessels, firefighting operations at floating and shore objects, OSR operations, cargo transportation, ice breaking and rescue and special purpose operations as well. *Technical data of the project 16609* Length, max: 28,5 m; Width, max: 9,5 m; Draft: 4,3 m; Speed ab.: 12 knots; Bollard pull: 47 tones. Class notation KM Arc4 R2 Aut1 FF3 WS Tug by Russian Maritime Register of shipping Propulsion complex Z-drives US 205, Rolls-Royce, FPP into nozzle; Power 2x1500 kW at 1600 rpm, Cat 3512B. *Deck equipment:* bow anchor-towing-mooring winch Fluidmeccanica providing 10 t of bollard pull and 1383 kN of brake holding force; 47 t towing hook SWL with quick release device; The tugboat is equipped with cargo crane HM 6/3 S Fluidmeccanica with lifting capacity of 910 kilos at the boom of 6 m. In order to fulfil fire-fighting operations the tugboat is equipped with external firefighting system made by FFS (capacity is 800 m³/h, 2 water monitors, water curtains system). (Source: Pella)

YESTERYEAR TUG L.E.STEWART



Tugboat design has a reputation for being bound by tradition and conservatism, so the **L.E. Stewart** is a radical departure. She is a direct result of the offshore oil boom. She has twin hulls in the classic catamaran configuration to gain stability and maneuverability for deep-water pipe laying work and the servicing of

barges and rigs in rough seas. The **L.E. Stewart**, built in 1975, has two diesels, one in each of her hulls, and develops 5,700 horsepower. Each of her twin screws has a controllable pitch propeller for more efficiency and faster engine response. Because the screws are so far apart, she is extremely maneuverable. She is also fast; on her maiden transatlantic passage towing a barge, she averaged

10.35 knots. Nonetheless, she has not proved as successful as hoped and has spent most of her time tied up in New Orleans. *(Source: On the Hawser by Steven Lang & Peter H. Spectre)*

ACCIDENTS – SALVAGE NEWS

BARGE OF KAPITAN RYBALKO GROUNDED

The "**Kapitan Rybalko**" along with the barge "**VT-3759**", which was loaded with 3021 tons of calcium chloride, was pushed into shallow waters by a SW wind of 25 meters/sec in the Taganrog Bay, Azov Sea. The barge ran aground, the traffic on the channel was not affected. The tug and barge were en route from Rostov to Kavkaz port. *(Source: Vesseltracker; Photo: Marine Traffic)*



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'COSTA CONCORDIA' SALVORS AWARDED

Houston Based Titan Salvage has been awarded the North American Marine Environment Protection Association (NAMEPA) 2014 Corporate Marine Environment Protection Award. The prestigious award recognises Titan's proactive approach towards protecting and preserving the oceans and is due to be accepted by the company's vice president Chris Peterson at NAMEPA's New York City annual conference at the end of October. Titan's director of business development Lindsay Malen will also attend the conference and participate in a risk management roundtable discussion with other leaders from across the industry. Ms Malen said: "Titan is a proud member of NAMEPA [and] we will continue to support the organisation's efforts to protect our seas and lead by example." Also commenting on the award, Mr Peterson said: "Titan is committed to ensuring the safety of our people, the public and the environment ... this accolade is a testament to our mission, we are both humbled and honoured to receive NAMEPA's Corporate Marine Environment Protection Award." Titan Salvage is a wholly owned subsidiary of Crowley Maritime Corporation and in recent years has



expanded to become a major international player in marine salvage, emergency response and wreck removal activities. The company was formed in 1981 with just a single tug, since when they have performed over 450 salvage and wreck removal projects globally. They have primary offices and equipment depots in the UK, Singapore and Australia. Titan also maintain a network of strategically placed agent's offices in port cities around the world. They are a

member of the International Salvage Union (ISU), the Marine Response Alliance (MRA) and the American Salvage Association. Notable among Titan's many salvage operations was the protracted wreck removal of the cargo vessel *New Carissa* after grounding in the surf zone outside Coos Bay, Oregon and raising of the Confederate submarine *Hunley* which sank off the exposed coast of South Carolina in 1864. The jack-up barges *Karlissa A* and *Karlissa B* are among the best known item of plant in their armoury. Titan's flagship project is probably its involvement in the removal of the wreck of the cruise ship *Costa Concordia* from Giglio Island. Titan teamed up with Italian marine contractor Micoperi for the project, a company with a long history as a specialist in underwater construction and engineering. The project required 48,000 engineering man-hours and a workforce totalling 1,200. More than 22,000 dives totalling 30,000 hours were performed. The contract was awarded in April 2012 marking the beginning of over two years of intense activity. After anchoring and stabilising the wreck and with the aid of strandjacks *Costa Concordia* was parbuckled upright, resting on support structures pre-installed into the seabed. Following installation of substantial ballast caissons each side, the wreck was eventually refloated and with a draft of 18.5m towed to Genoa for demolition. *(Source: Maritime Journal; Photo: Mercator Media)*

COLLISION OFF PORT SAID

Something went terribly wrong today, 29th September, aboard Hapag-Lloyd's containership *Colombo Express* when it lost control and slammed into the *Maersk Tanjong* today. Both vessels were heading south through the Suez Canal. From the following AIS replay of the incident, it appears the *Colombo Express* was attempting to overtake the *Maersk Tanjong* and when a left rudder was applied to come back to a parallel course, the rudder when hard left. As rudders on ships like this are powered by large, finely tuned hydraulic systems, it is possible that the this system failed and was the cause of the incident. In fact, while in the Navy, my ship had this very same issue occur, however we were not near any other ships and were able to take manual control of the steering gears and return to port without issue. Hapag-Lloyd notes in a statement there were no



injuries or pollution as a result of the incident. Maersk Line spokesperson Michael Storgaard notes in phone call that three containers were lost over the side from the [Maersk Tanjong](#), one has been recovered. No further details on the damage were available however. The collision is expected to delay Suez traffic in both directions. For complete detailed youtube click [here](#) (*Source: gCaptain; Photo's Vesselfinder*)

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TUGBOAT FIRE IN TOTTEVILLE DRAWS ALL HANDS FDNY RESPONSE



Firefighters battled an all-hands blaze on the tugboat [Gulf Dawn](#) docked at a pier in Tottenville Saturday 27th September afternoon, an FDNY spokesman said. The fire, which was confined to a storage compartment in the front of the boat, according to FDNY radio transmissions, broke out just before 5 p.m. near the intersection of Ellis Street and Weir Lane, he said. Firefighters had it under control around 6:14 p.m. Twelve units and 60 firefighters responded. (*Source: Silive.com*)

OFFSHORE NEWS

EDISON CHOUSET OFFSHORE'S NEW 300 FT CLASS PSV

Back in May, Bollinger Shipyards, Lockport, LA, delivered the [Ms. Charlotte](#), the first in a series of four 300 Class deepwater platform supply vessels for Edison Chouest Offshore (ECO), Galliano, LA. The 4,999 dwt [Ms. Charlotte](#) is one of seven vessels—four 300 ft Class and three 270 Class platform supply vessels—acquired by ECO from Bee Mar, LLC, Broussard, LA, a vessel operating unit of Bollinger Shipyards. At the time we broke the news on the acquisition back in February, the deepwater support vessels were on order at Bollinger Marine Fabricators (BMF), Amelia, LA, in various stages of production. The last of the seven vessels will be completed by BMF in 2015. The Ms. Charlotte is classed by ABS as +A1, Fire Fighting Vessel Class 1, Offshore Support Vessel, Oil Recovery Capability Class 2, E, +AMS, + ACCU, +DPS2, POT, UWILD. The PSV is 84.1m x 18.29 m

x 7.31 m. The ABS-classed Ms. Charlotte is fitted with two GE 3,125 hp 8L250 main propulsion engines. The PSV has extensive electrical requirements, including cargo pumps and dual bow and stern thrusters for the Dynamic Positioning 2 system. To meet these requirements and to provide redundancy, the Ms.



Charlotte is fitted with two Cummins QSK19-powered 525-kW generator sets and two Stamford PM734F 1500 kW shaft generators. To meet SOLAS requirements there is also a Cummins 6CTA8.3-DM powered 175 kW emergency generator set. (*Source: MarineLog*)

DOUBLE WIN FOR POLARCUS



Polarcus Limited has informed the company has received contract awards from two undisclosed clients for two 3D marine seismic acquisition projects. The projects are for two seismic surveys offshore Australia. The combined program, subject to the execution of service contracts, will start in Q4 2014 and is expected to run for approximately 50 days. Polarcus is a pure play marine geophysical company with a pioneering environmental agenda, specializing

in high-end towed streamer data acquisition from Pole to Pole. (*Press Release*)

CUMMINS AUXILIARIES FOR POWERFUL NEW OFF SHORE VESSEL

Reliable auxiliary power is as important to a modern off shore vessel as are the main propulsion engines. Ample and reliable electrical power is essential to the basic support systems from the galley appliances to the wheelhouse navigational devices. The [Ms. Charlotte](#), recently delivered to Edison



Chouest by Bollinger Shipyards of Lockport, Louisiana, is a powerful demonstration of this.

Designated a 300 Class Deep Water Support Vessel, the ship has a pair of GE 3,125 hp 8L250 main propulsion engines. The vessel has extensive electrical requirements, including cargo pumps and dual bow and stern thrusters for the Dynamic Positioning 2 system. To meet these requirements and to provide redundancy, the Ms. Charlotte is fitted with two Cummins QSK19-powered 525-kW generator sets and two Stamford PM734F 1500 kW shaft generators. To meet SOLAS requirements there is also a Cummins 6CTA8.3-DM powered 175 kW emergency generator set. Originally built by Bollinger for their Bee Mar subsidiary, the Ms. Charlotte was one of seven vessels transferred to Edison Chouest when that firm purchased the Bee Mar fleet. *(Source: Alan Haig-Brown; Photo: Cummins Marine)*

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M-CITY OCEAN ART

M-City and Nuart present **Ocean Art** for Atlantic Offshore. Click [here](#) to enjoy the beautiful video showing the artist M-City and his team decorating **Ocean Art**! Production by SAFT Film, shot during the NUART Festival. *(Press Release)*

SAIPEM SURF WORK FOR 'NORMAND CLIPPER' CSV



Ocean Installer has been awarded a contract for SURF support work in Brazil for Saipem. The contract which will see the **Normand Clipper** in Brazil for 8 months is valued at circa USD 50 million, with options to extend. Ocean Installer will support Saipem with their installation of multiple Steel Catenary Lazy Wave Risers, Free Standing Hybrid Risers and Export Pipelines for the Iracema and Pre-Salt projects in the Santos

Basin Pre-Salt Area for Petrobras. The scope of work includes a wide range of services including survey, TDP monitoring, metrology, installation aid deployment / recovery and pre-commissioning. Ocean Installer will make use of the efficient long-term chartered construction support vessel (CSV) **Normand Clipper**, which is, according to the company, well suited for both shallow and deep water

operations. The vessel has a DP class 2 system, 250t crane capacity and 1700 m² deck. “We are pleased that Saipem selected Ocean Installer to assist on the Iracema and Pre-Salt projects for Petrobras, and we are looking forward to joining efforts with them on this work to execute the project in a safe, high quality and efficient manner,” says Mike Newbury, President of Ocean Installer in the US. The [Normand Clipper](#) will be mobilizing in October in the Gulf of Mexico (GoM) before transiting to Brazil to start the work. *(Press Release)*

CGG TO LAUNCH MULTI-CLIENT SURVEY OFF GABON

CGG has signed an exclusive multi-client data agreement with the Ministère du Pétrole et des Hydrocarbures of the Republic of Gabon. As a result of this agreement, CGG is launching a new multi-client survey program to acquire 35,000 km² of BroadSeis™ 3D data over the latest available and awarded deepwater blocks offshore Gabon and 9,900 km of 2D data over the country’s ultra-deep water offshore area. The program, which has already



received support from the industry, will be implemented in association with the Direction Générale des Hydrocarbures (DGH). The first phase of the program covering almost 24,000 km² will start in the fourth quarter of 2014 and is scheduled to last seven months. Two high-end vessels will be assigned to the project to ensure timely delivery of the data. The depth imaging of the seismic data will be performed in CGG’s Crawley center in the UK. Jean-Georges Malcor, CEO, CGG, said: “This exclusive agreement follows on from the support CGG gave the DGH back in 2009 to promote the potential of the deep water offshore Gabon. Now, with the low-frequency enhancement made possible by BroadSeis, our true broadband solution, this new survey program will enable better imaging of Gabon’s highly prospective pre-salt plays; it will therefore allow oil companies to better de-risk this exciting new exploration arena and accelerate development of the country’s resources.” *(Press Release)*

‘SKANDI SANTOS’ GETS \$387M CONTRACT EXTENSION WITH PETROBRAS

AKOFS Offshore, a part of Akastor ASA, has secured a five-year contract extension from Petrobras to use the [Skandi Santos](#), a Subsea Equipment Support Vessel in Brazil. The extension, worth about NOK 2.5 billion (\$386.7 million), will start March 1, 2015 in direct continuation of the current contract. The vessel is currently operating under a five-year contract with Petrobras that began March 1, 2010. The [Skandi Santos](#) is designed to install and retrieve subsea trees and modules, including subsea structures and manifolds at water depths of up to 2,300 meters. During the contract extension period the vessel will continue with its current scope of work and also start installing Petrobras’ new generation of subsea trees offshore Brazil. The [Skandi Santos](#) and the installed remotely operated vehicles are owned by DOF Subsea and leased to AKOFS Offshore, who owns



and operates the vessel's topside and subsea equipment. **Skandi Santos** is a state of the art subsea equipment support vessel specially designed and equipped for deepwater subsea equipment installation, intervention and recovery and represents a first class field construction platform for deep and ultra-deep waters. *(Press Release)*

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NAM CHEONG SELLS THREE ANCHOR HANDLERS FOR \$41M

Malaysia's Nam Cheong Limited has secured orders for three vessels with a total value worth approximately \$41.0 million. One 5,150 bhp Anchor Handling Towing Supply Vessel ("AHTS") was sold to a Norway-based repeat customer, Vega Offshore Group. Orders for two 6,500 bhp AHTS vessels were secured from repeat customers of which one is based in Asia and the other, from



Vroon B.V. which is based in the Netherlands. Vega Offshore Group is an OSV owner, operator and commercial manager providing high quality offshore support services to the global market. Nam Cheong says that the Asian customer is an emerging player with a strong reputation in the ship agency services and service brokering business. Vroon B.V. is an international shipping company

with experience that has spanned more than a century. These orders come on the back of five vessel sales to PT Pelayaran Nasional Bina Buana Raya Tbk (“BBR”), secured during the same month, bringing the total orders in September 2014 to eight which are collectively worth approximately US\$126.0 million. With the Contracts, Nam Cheong’s order book stands at approximately RM1.9 billion (\$580.8 million) (*Source: Energy Offshore Today*)

YARD NEWS

MOSCOW SHIPYARD LAUNCHES BUOY TENDER FOR BAIKAL-ANGARA BASIN



On September 24, 2014, Moscow Shipbuilding & Ship Repair Yard launched the buoy tender of project built to the order of federal company RechVodPut for Baikal-Angara Basin Authority, press center of Federal Marine and River Transport Agency (Rosmorrechflot) says. The series of 7 state-of-the-art buoy tenders is being built under the state contract for “Renovation of Auxiliary fleet” activity of the sub-programme “Inland water transport” of the federal special-purpose programme

“Development of Russia’s Transportation System in 2010 – 2020”. The project has been developed by the Gorky Central Design Bureau of the River Fleet . The vessel is built at the production facilities of the branch of Lena IWW Basin Authority located in Zhigalovo settlement of the Irkutsk Region. Vessel’s type - buoy tender (auxiliary vessel); class: RRR *O-пp 2.0 (ice 20), overall length – 35.8 m, width - 6 m, maximum draft – 1.4 m, displacement - 144 cub m, capacity of 2 major engines - 225 h.p. each, speed - 13 knots, sea endurance - 5 days. Crew - 6/4. The vessel is designed for implementation of the following tasks: placement, removal and transportation of aids of navigation including river and lake beacons and buoys of up to type 4; on-site maintenance and repair of navigation facilities; control of the state of navigation pass at inland water ways; control of the state of navigation aids along the navigation pass; tugging of non-self-propelled crafts; transportation of cargo on working deck; harbor supply of vessels. JSC Moscow Shipbuilding & Ship Repair Yard (MSSZ) was founded in 1936 and is one of the oldest shipyards in Russia. Throughout the years the shipyard has built more than 1,800 vessels. The company specializes in construction of river passenger ships, fishing boats and 25-m / 50-m-long luxury yachts. The full-cycle shipyard has in-house design office, docks for hull repair, fabrication, painting, outfitting and interior manufacturing. In 2010, the company commenced the construction of new generation cruise passenger ships. The shipyard is a subsidiary of the state-owned shipbuilding conglomerate United Shipbuilding Corporation. In September 2011, the shipyard launched the project of high-speed multipurpose cutters of MRV14 project for Russian ports. Since that year Moscow Shipyard is building the packages of 27 and 12 buoy tenders of project 3050 and 3050.1, respectively. In the autumn of 2012

the shipyard started construction of on-board boats for the Russian Navy. Moscow Shipbuilding & Ship Repair Yard is to execute three forth of orders for construction of tender vessels of projects 3050, 3050.1 and 3052 under the sub-programme Inland Water Transport of the federal special-purpose programme Development of Russia's Transport System through 2010-2015. (*Source: PortNews*)

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SIEM TO ACQUIRE GERMAN SHIPBUILDER FSG

German shipyard Flensburger Schiffbau-Gesellschaft (FSG) said yesterday that it has a new owner: Norwegian controlled, Cayman Islands registered Siem Industries, Inc. The transaction is subject to certain conditions, and is expected to close by the end of October. The shipbuilder's two managing directors, Peter Sierk and Frank Bywater, welcomed the development with a statement that said: "We are very glad about the new perspectives that open up, as a consequence of



this decision. We welcome Siem Industries on board: This time not as a client, but as the new and rightful owner of the FSG. This means a great chance for all of us – the shipyard and its employees." With the take-over, the two managing directors expect FSG to strengthen its position in the offshore market. "Siem Industries is a successful, globally expanding and financially strong family-owned enterprise. It allows us – the Flensburger Shipyard – to continue our successful developments in the global offshore-market," they said. The Siem Group of companies (including subsidiaries and affiliates) operates 145 vessels and has a controlling interest in Siem Offshore and oil service company SubSea 7. Particularly these offshore activities have proven valuable, as demonstrated by its increasing growth. Over the past 14 years, FSG has established itself as a leader in building specialized Ro/Ro and RoPax ships. However, for the last three years it has also been targeting the offshore industry and what Peter Sierk and Frank Bywater call "the proper foundation for the sustainable development and positive outlook for FSG" was the order for two well-intervention-vessels placed this February by Siem Offshore as part of an arrangement with Helix Energy

Solutions Group, Inc. which will charter the vessels to provide services offshore Brazil under a new contract with Petrobras (see earlier story). Currently on FSG's orderbook are a RoPax ferry for CMAL (Scotland), a second seismic vessel for WesternGeco (England), the two well intervention vessels for Siem Offshore (Norway) and an LNG fueled Ro/Ro ferry for SeaRoad (Australia). These projects will keep the shipyard operating at full capacity until third quarter 2016. (*Source: MarineLog*)

FIRST DAMEN CRANE BARGE TO HEAD TO URUGUAY



Damen Shipyard Group's new transshipment Crane Barge (CBa) 6324 has got off to a strong start, with an order for the first unit from a client in Uruguay. The barge features the proven Liebherr CBG 350 crane as standard and on this occasion has been outfitted with a unique mooring spread from Vryhof Anchors and Damen Anchor & Chain Factory (AKF). The fast delivery time for the CBa 6324 is the result of the characteristic

Damen approach of customising built-for-stock products to clients' requirements. The standardised 63 x 23.5 metre crane barge is available globally and designed to operate reliably almost anywhere in the world. It has the versatility to handle either dry bulk cargo or containers and can be outfitted with a self-propulsion system. Customised river mooring system. "The crane barge for our client in Uruguay will be transshipping large quantities of soy or iron ore from barge convoys coming down the Hidrovia Paraná-Paraguai to ocean-going Panamax vessels bound for Europe and Asia," says Alex Westendarp Knol, Damen's Sales Manager Americas. To be independent from quay operations, Damen worked together with its client and partners to deliver a customised 8-point mooring spread. "The eight anchors will secure, in pairs, four mooring buoys at the CBa 6324's location in Nueva Palmira, Uruguay," Mr Westendarp Knol continues. "The first mooring buoy will be used for mooring a convoy of between 12 and 16 barges delivering approximately 30-40,000 tonnes of cargo. When a Panamax ship arrives, it will moor on the river between the second and third mooring buoys. The CBa 6324 will moor against the ship and travel alongside it to transship the cargo from the convoy barges supplied by a small tug from the first buoy. Once these barges are empty, the same tug will moor them at the fourth mooring buoy ready for a pusher tug to take them up river again." Vryhof Anchors and Damen Anchor & Chain Factory (AKF) delivered the 8-point mooring spread. Vryhof Anchors was able to very swiftly fabricate the eight 4-ton STEVPRIS® Mk6 anchors, thanks to their experienced personnel and flexible production processes. The Mk6 is capable of holding up to 100 times its own weight. Damen Anchor & Chain Factory (AKF) delivered the eight anchor-chain line assemblies from stock, determining the final lay-out and dimensions in close cooperation with the client. *Handling 20,000 tonnes per day* The CBa 6324 has onboard accommodation for up to twelve people including a pantry, office and changing room as well as cabins. A central feature of the design of the CBa 6324 is Liebherr's reputable CBG 350 crane. The crane, has a grab load capacity 35 tonnes at 12-36 metre outreach and a hook load capacity of 45 tonnes at 12-36 metres. The crane is expected to be handling approximately 20,000 tonnes per day

using the high quality Verstegen Grabs. One for soy of 31m³ and one for iron ore with a capacity of 10.5m³. A very important feature of the crane is its automatic 'high accuracy' registering system, which measures the total amount transshipped. Another unique feature of the project is a custom-made 70t, three leg towing bridle for connecting the CBa 6324 to a tug during transportation. The main bridle consists of two 20 metre legs, one 5 metre leg, one triplate and three shackles for connecting the legs by means of the triplate. Damen Anchor & Chain Factory (AKF) manufactured, welded and tested the tailor-made assemblies, witnessed and certified by Lloyd's Register. Each leg integrates stud link anchor chains, common links, masterlink and open endlink. To meet Damen's commitment to fast delivery at a competitive price, there are around 20 pontoons currently on stock and even more are under construction in Damen supervised yards around the world. Frank Koppelaar, Product Director Pontoons & Barges at Damen, says: "We are continuously developing and building new pontoon and barge types, which we sell from stock to shorten delivery times to weeks and in some cases even days." (*Press Release Damen*)

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COASTAL CONTRACTS IN SEVEN OSVs SALE

Malaysia's Coastal Contracts Bhd has secured contracts for the sales of seven Offshore Support Vessels for approximately RM444 million (\$136.4 million). Clinching of these new contracts has further strengthened the Group's already sizeable order book to RM2.6 billion. Of this, the vessels sales order book constituted RM1.4 billion. The balance order book comprised RM1.2 billion for the Group's first Jack-up Gas Compression



Service Unit ("JUGCSU") charter contract for Pemex. All of these vessels are expected to be delivered in 2014 and 2015. Consequently, the revenue stream from these vessels is expected to contribute positively to the top and bottom line performance of the Group for the financial years ending 31 December 2014 and 31 December 2015. Ng Chin Heng, the Executive Chairman of Coastal, commented: "I am pleased to announce that Coastal Group has secured contracts for sale of

seven OSVs for an aggregate value of approximately RM444 million. These latest contracts will be one of the largest vessel sales orders for the Group since its public listing in August 2003. We are quite optimistic with the market outlook of OSV, which is underpinned by replacement cycle of older OSV and stable crude oil price. In addition, previous years of successful exploratory drilling will require more support from OSV. “We look forward to meeting our customers’ expectations with quality and timely delivery of our vessels as well as capitalise more opportunities during the replacement cycle of older OSV given that 25% of current global OSV fleet is more than 25 years old.” Ng further added: “Other than the strong momentum for our Shipbuilding Division, we are on track for the completion of our first high-specification Jack-up Rig – Coastal Driller 4001 and our first JUGCSU. With the completion of Coastal Driller 4001 by Q4 2014 and the completion of JUGCSU by 1H 2015, Coastal Group will emerge as a strong player in the lucrative O&G value chain. I believe we are sailing towards the right direction.” *(Press Release)*

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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](#)

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