



## TUGS & TOWING NEWS

### *RUSSIAN NAVY TUGS RB-406 AND RB-407 AS DECK CARGO ABOARD THE HEAVY-LIFT VESSEL WIEBKE*



The two 2014 built Russian Navy tugs **RB-406** and **RB-407** were seen as deck cargo aboard the heavy-lift vessel *Wiebke* entering the Grand Harbour, Malta on Tuesday 7th October, 2014. The tugboats will be transferred to

Petropavlovsk-Kamchatsky through the Suez Channel. 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”. 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. *(Picture credit as – Capt. Lawrence Dalli - www.maltashipphotos.com)*

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## NEW TUG BOAT BOOSTS THE FLEET AT EASTLAND PORT

Gisbornes historic pilot vessel the *Takitimu* leads Eastland Ports new tug boat the **Waimata** into the harbour. She is flanked by retiring tug boat the **Turihaua** (left) and the **Titirangi** (right). New tug boat boosts the fleet at Eastland Port. Friday morning was an historic one for Eastland Port. The port's new tug boat the **Waimata** arrived into harbour at 7am for a spiritual blessing by kaumatua Temple Isaacs. A formal launch celebration will



take place on 14 October. Built by Damen, a family-owned company based in the Netherlands, the tug left the Haiphong shipyards in Vietnam on 1 September, stopping in Papua New Guinea on her way to her new home in Gisborne. Damen representatives from the Netherlands were on board the **Waimata** when she came into Poverty Bay this morning, with Eastland Group chief executive Matt Todd and Eastland Port manager Andrew Gaddum joining them for the last half hour of the journey into the harbour. Mr Todd said the arrival of the **Waimata** was an occasion worth celebrating, not only for the port but for the wider Gisborne region. “The purchase of a bigger and stronger tug underscores Eastland Group’s commitment to continued investment in the port as we strive to improve both operating efficiency and safety. The **Waimata** is an important asset for the port, the forestry industry and the entire region.” Named to fit in with Eastland Port’s other geographically tagged vessels, the new arrival will replace the 37 year-old **Turihaua**. This morning the **Turihaua**, the **Titirangi** and historic pilot boat the *Takitimu* all ventured out to greet the new addition to their fleet. At 24 metres, the **Waimata** is a far stronger and larger tug than the **Turihaua**, with a bollard pull of at least 65 tonnes and displacement of 400 tonnes. Mr Gaddum said the past few years had seen an increase in the general size of ships, particularly logging vessels, coming into Eastland Port. “Six or so years ago we were getting the 160m-170m vessels with a beam of 27.5 metres and 17,000 gross tonnes. Now we’re regularly receiving vessels that are up to 190m long, with a beam of 32.5 metres and a gross tonnage of 30,000 tonnes – and that’s unloaded. The extra bollard pull of the **Waimata** offers the port and its workers a greater safety margin when manoeuvring these vessels in the restricted area of the harbour. “Our tug masters have already completed simulator training, but this is a much more powerful vessel for them to operate,” said Mr Gaddum. “The team starts training immediately and we expect the **Waimata** to be in full operation within a few weeks.” (Source: *Pacific.Scoop*)

## TURKEY BUILDS NEW TUGBOAT FOR TURKMENISTAN

The international sea port of Turkmenbashi city on the Caspian Sea received a tugboat "**Seyil**", built on the Turkish shipyard, the state news service "Turkmen Dovlet khabarlary" said. The new tug boat 30 meters long and over 10 meters wide is designed for operational transfer of ships from parking places on the roads to places of mooring, which will significantly reduce the time for loading and unloading. “The design of the vessel meets all special requirements, technical and economic indicators of the tugboat are notably improved: management tools have been automated, safe

working conditions of the crew during all modes of operation of the vessel have been provided,” the statement said. “This allows the ships of this type to work in specific environmental areas, which is particularly important for the ecosystem of the Caspian Sea,” said the statement. In August, it was reported that the port of Turkmenbashi received 2 tugs - "[Alem](#)" and "[Jahan](#)", which were also built in Turkey as part of government's order. In recent years, Turkmenistan has purchased a lot of different types of vessels, the largest of which are "Sumbar", "Hazar", "Jeyhun", "Bitarap", "Etrek", "Alaja", "Kenar" oil tankers. Due to this, the country's annual volumes of cargo transportation by sea grow, and the number of foreign ships entering the port of Turkmenbashi also increased. Earlier it was reported that the Turkish "Gap Inshaat", which is part of the "Chalyk Holding", was announced the general contractor for the project worth about \$2 billion for the construction of a new seaport in Turkmenbashi, as a result of an international tender. The project involves the creation of the complex of constructions, including terminals, ship-building and ship-repairing plants, coastal infrastructure facilities in Turkmenbashi. Turkmenistan borders on the Caspian Sea with Azerbaijan, Russia, Kazakhstan and Iran. In recent years, regional transport projects here intensified. (*Source: Trend News Agency*)

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## STANDARD OF EXCELLENCE





### R.J.BALLOTT AT THE OLD DOCK



A surprise visitor to the Svitzer Canada dock (formerly Ectug, formerly MIL Tug, formerly Foundation Maritime) early this morning is the [R.J.Ballott](#). Built in 1956 for Foundation Maritime as [Foundation Victor](#) it served Ectug as [Point Victor](#), Pitts International as [Kay Cole](#), McKeil as [Kay Cole](#) and Jerry Newberry and McNally as [Jerry Newberry](#) until purchased by Sealand Shipping Services Ltd of Baie Verte, NL last year. It is now named for the late father of the owner, a long time tug master for Foundation and Ectug. A large tug for its era, with a dependable Fairbanks Morse engine (now upped to 1800 bhp) it is still a useful tug

and the new owner has found a variety of work for it. Carrying rock from Wallace, NS to Caribou, PE, hauling the scrap barge for removal of the wrecked Miner at Scatarie Island and now headed for the Bay of Fundy to work on a power project, are among the many chores it is well suited for. Not just a harbour tug, it handled beautifully on its trip down to Halifax from Cape Breton last night, despite some lumpy seas and a tail wind. It was storing up this morning on the north side of the Svitzer dock, and had moved around to the south side this afternoon to make room for the pilot boat. This is very familiar territory for the tug - it was based at the same dock during its Foundation and Ectug years. Interestingly the only tugs to tie up at the Svitzer Canada dock in the past year have been former Ectugs, and both formerly from Sept-Iles. **R.J. Ballott** and **Océan Basques**. The latter tug supplanting **Point Victor** as **Pointe aux Basques** when it was built in 1973. **Point Victor** then came to Halifax where it worked sporadically. It was not as agile as the smaller 1200 bhp tugs, and was only used as a spare most of the time. When the twin screw **Point Vibert** came back from Baie-Comeau in 1977, on delivery of the Pointe-Comeau, **Point Victor** was declared surplus. (*Source & Photo: Mac Mackay-Tugfax*)

## HARMS BERGUNG'S AHT MAGNUS & AHT URANUS TOWING SAIPEM'S CASTORO 6 TO BURGAS

The 298t Bollard Pull Anchor Handling Tug **Uranus** was chartered together with the 192t Bollard Pull AHT **Magnus**, to tow Saipem's Semisubmersible Pipelay Vessel **Castoro 6** from Rotterdam to Burgas, Bulgaria. Both HFO-burner are owned, designed and managed by the German company Harms Bergung, Transport und Heavylift GmbH und Co. KG. 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 Sup Salvage Operations and Accommodation Vessel. The convoy steamed off into direction Black Sea on the 30th of July 2014. With an average speed of 4.5 knots AHT **Uranus** and AHT **Magnus** towed the Semisub with a length of 152m and 70.5m breadth to Burgas. Mid-August AHT **Magnus** was released from the tow to perform cargo runs in Trapani. Afterwards the **Magnus** went back to join the convoy. On the 3rd of September **Uranus** disconnected from the rig and proceeded into direction Varna, where she went in the Drydock to conduct her intermediate-class survey. AHT **Magnus** was as well released begin September and left the tow to proceed into direction Varna, where she went offhire and went on charter for Transocean, a leading international provider of offshore contract drilling services, to tow the Semisubmersible Rig Development Driller II from offshore Varna to Constanta. (*Press Release Harms*)

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### *AVERSA TOWED AWAY AS DEAD SHIP*

In the afternoon of Oct 7, 2014, the "**Aversa**" left the port of Gent after a detention of more than six months. A tug took the ship in tow to Turkey for repairs. The Ukrainian crew was repatriated on Aug 19 after having been supported with sufficient food, water and diesel by the seamen's house Stella Maris, OCMW Gent, shipping agents, both captains, the International Transport Federation and the Ukrainian embassy. The "**Aversa**" had arrived in the port on March 18 to deliver a cargo of 2,600 tons of linseed. By order of the Belgian Maritime Control of the Port State Control she was seized a day later as she was no longer seaworthy. The "**Aversa**" was subject to rust and had a leak at the height of the ballast tanks. Meanwhile, the ship was made seaworthy for a Transit to Tuzla as "dead ship". Another ship, the Cambodian cargo m/v "**Major**" (IMO: 8135100) remained under detention in Gent since Jan 15 due to cracks at the bulkheads. Currently five crew members are working on the repair of the ship. *(Source: Vesseltracker)*

### *PORT FLEET'S TUGS ESCORT 281M-LONG MSC VAISHNAVI R AT BIG PORT ST. PETERSBURG*



**Tugboats** of port services provider JSC PORT FLEET has successfully escorted the **MSC Vaishnavi R** (LOA – 281 meters) to Big Port St. Petersburg. This is the biggest boxship that entered ever the St. Petersburg port, the company told IAA PortNews. The vessel's dimensions: LOA - 281 meters, breadth overall -

32.2 meters. The towage operation was performed by three tugs of PORT FLEET, "**Leonid Bochkov**", "**Yevgeny Kocheshkov**" and "**Peterhof**". **MSC Vaishnavi R** was docked at Berth No 101 B/V of Container Terminal Saint Petersburg. *(Source: PortNews)*

## HERMAN SR. OPENS NEW OFFICE

The 1977 built Dutch registered with number 14857ZRott1977 tug **Gyas** 1977 is seen at the Groningen Scheepswerf at Waterhuizen and is undergoing a complete refit. The tug is built by the Scheepsbouwmaatschappij v/h H. Schouten – Muiden; Netherlands under number 808 and completed by Scheepswerf Padmos – Bruinisse;



Netherlands. She was delivered to Sleepdienst & Transportonderneming Gerrit J. Eerland LCM Zn – Rotterdam as **Eerland 25**. In 1988 to Bergings- en Transportbedrijf Van den Akker – Vlissingen and renamed **Joost de Moor**. In 1995 sold to Hanzestad Hijstransport BV - Hoogezand and renamed **Gyas**. In 2011 sold to Wagenborg Sleepdienst BV – Delfzijl. She has a length of 154 mtrs a beam of 4.86 mtrs and a depth of 2.49 mtrs. The two stroke V16cyl General Motors type 16V-71 engine has an output of 357 kW (485 bhp) results in a speed of 10 knots and a bollard pull of 5.5 tonnes. *(Photo: R&F van der Hoek-Lekko)*

## 1965 BUILT TUG BUGSIER 30 AS PRIVATE YACHT TOTO AT PALERMO



The 1965 built Italian registered former tug **Bugsier 30** was seen now as private yacht **Toto** (Imo 6508303) berthed at La Cala Marina, Palermo, Sicily on Thursday 2<sup>nd</sup> October, 2014. Built by F. Schichau GmbH – Bremerhaven: Germany under number 1732 and delivered to Bugsier Reederei und Bergungs AG – Hamburg; Germany. In 2000 sold to Ador.Ter.Mar Srl –

Palermo; Italy and renamed **Toto** She has a length of 22.99 mtrs a beam of 7.45 mtrs and a depth of 2.57 mtrs. The four stroke 6 cyl K.H.Deutz tyoe RBV6M545 diesel engine has an output of 777 kW (1,050 bhp). Results in a speed of 10.75 knots and a bollard pull of 13.7 tonnes. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

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## tugs & Offshore



### COMPLETION OF DELTA HOUSE SEMI-SUBMERSIBLE MOVE

Marine Contracting announced the successful towing of LLOG Exploration's *Delta House* Floating Production Semi-Submersible to its operating site in the Gulf of Mexico's Mississippi Canyon 254 field. The *Delta House* semi-submersible move project, originally



awarded to American Global Maritime, was led by Captain Jeet Kar who heads Marine Contracting Houston and involved detailed engineering and planning for the development of tow manual procedures and material specifications. Other activities included the vetting and approving of vessels, the procuring of towing equipment, and the coordination of activities with all parties and regulatory authorities, such as the US Coast Guard and Harbour Authorities, fabrication yard personnel and Tow Master services. Wolfgang Wandl, Marine Contracting's CEO said, "Marine Contracting is delighted to have coordinated such a successful operation in one of the region's most high profile fields. It is testament to the professionalism, practical know-how and smart engineering solutions delivered by our Houston team and represents a milestone in our Gulf of Mexico activities as we look to grow our business in the region." LLOG Project Manager, Mark Farrow continued: "This was a job well done by AGM and Marine Contracting with a tow-out that went very well. The preparation of the tow manual, tow rigging and vessel audits could not have been done without Marine Contracting's knowledge and expertise. We look forward to collaborating again in the not too distant future." The *Delta House* is a semi-submersible floating production system that will have an initial production capacity of 80,000 barrels of oil per day (BOPD) and 200 million cubic feet per day (MMCFD) of gas with peak capacity of 100,000 BOPD and 240 MMCFD of gas respectively. Initial production from the field is expected in the first half of 2015. The *Delta House* semi-submersible has a payload capacity of 9,300 tons. LLOG Exploration Company L.L.C. is a privately owned and operated oil and gas firm with corporate headquarters in Covington, Louisiana and offices in Scott, Louisiana and Houston, Texas. LLOG is one of the largest privately owned oil and gas companies operating in the Gulf of Mexico. *(Source: Maritime Professional)*

## LAST TRACTOR TUG DELIVERED FOR NEW PANAMANIAN LOCKS



The Panama Canal Authority recently took delivery of the 29m tractor **Cerro Ancon**, the last in a series of 14 such vessels for its fleet. Named after a hill in Panama, the **Cerro Ancon** was built by Spain's Astilleros Armon S.A. under a contract awarded in September 2011. Each of the 28.9m x 13.5 m tractor tugs has two 2,330 kW Schottel SRP 2020 Rudderpropellers. The **Cerro Ancon** has a bollard pull of 85 tons. These new tractor tugs will allow the Canal to offer a more

efficient service to the global shipping industry and strengthen the waterway's capacity for the operation of the Third Set of Locks when they open in 2015. Astilleros Armon, S.A began delivering the series of tugs in June 2013. It won the tender to construct the 14 tugs against worldwide competition from South America, Europe and Asia. The Panama Canal now has a fleet of 46 tugboats. The additional tugs will assist post-Panamax-size vessels that will be transit through the new locks. Locomotives currently assist ships through the existing locks. *(Source: MarineLog)*

## SEACONTRACTORS SUCCESSFULLY DELIVERS THE NEW DAMEN CRANE BARGE

After a voyage of 6400 nautical miles starting in Rotterdam Seacontractors' "**Sea Bravo**" successfully delivered the new Damen crane barge **CBa 6324** in Nueva Palmira, Uruguay, on 29th September 2014. The convoy is seen while sailing across Rio de la Plata. *(Press Release)*



## SEAGOING TUGBOAT ALEKSANDR KUCHIN COMMENCES OPERATION AT PORT SABETTA

Seagoing tugboat **Aleksandr Kuchin** commenced its operation in the water area of port Sabetta on



October 5, 2014, press center of FSUE Rosmorport says. The 232 KW tugboat provides the tugging support in the course of mooring operations and also can be used as a personnel launch. It took over two weeks to deliver the tugboat from Arkhangelsk to Sabetta due to severe weather conditions. The tugboat was built in 1987 in Azov and named after Russian polar explorer [Aleksandr Kuchin](#). Characteristics: class notation - K M L3R3Tug, length – 23.4 m, width – 5.88 m, depth – 2.6 m, draught– 1.88 m, crew – 6. Yamal LNG project envisages the construction of an LNG plant with annual capacity of 16.5 million tonnes per annum based on the feedstock resources of the South-Tambeyskoye field. According to the PRMS reserve standards, the proven and probable reserves of the South-Tambeyskoye field were appraised at 907 billion cubic meters of natural gas. Yamal LNG is currently owned by NOVATEK (60%), TOTAL (20%) and CNPC (20%). *(Source: PortNews)*

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## YESTERYEAR TUGBOAT ACTIVE



A classic West Coast tug. This is the steel-hulled [Active](#), built in 1888 in San Francisco with a 150 horsepower steam engine. In this photograph, however, she has a 640 horsepower diesel engine; she was converted in 1935. Her owner was the Puget Sound Tug and Barge Company, and she was used to tow huge log rafts, barges, and ships. West Coast tugboats are slightly different from their East Coast counterparts because of the conditions of their employment. The nature of the West Coast – long distance between ports

and long stretches of unprotected coastline – requires that the coastal tugs be bigger, more self-sufficient, and more powerful. The [Active](#) was 115 feet overall, and her large superstructure provided ample accommodations for her crew. That superstructure worked against her. Though the master had poor visibility aft, with only small windows in the aft bulkhead of the wheelhouse, and that view was obstructed by the wide funnel. The shape of the [Active](#)'s wheelhouse is a clue to her origin: West Coast wheelhouses were traditionally boxier than those on the East Coast, were less rounded in front, and had longer foredecks. *(Source: On the Hawser by Steven Lang and Peter H. Spectre)*

## ACCIDENTS – SALVAGE NEWS

### *SUNKEN CARGO VESSEL SCHELDT-RHINE CANAL ABOVE WATER*

This morning, 8th October 2014, at 06.00 the Salvage Company Hebo Maritiem Service with Multraship Towage & Salvage, in commission of Rijkswaterstaat, started the lifting operation of the sunken Polish cargo vessel **Isala** on the Scheldt-Rhine Canal near Nieuw Vossemeer. (my hometown) Around 07.00 the vessel raised from the bottom and levelled with the water of the waterway. The vessel hanging in the steel cables was emptied by salvage pumps of both salvage companies. Slowly the vessel raised till the damaged SB



part, with a hole of around a half meter, was above the water. During the lifting operation salvors closed the hole with mattresses to stop water leakage into the cargo hold. Around noon the vessel was afloat again en the hoisting cables were released. The planning is to transport the Isala to a yard in Schiedam; Netherlands. Last week, Thursday evening 2<sup>nd</sup> October the **Isala** collided, after a steering engine failure, with the Swiss passenger vessel **Amelia**. The two crew members of the **Isala**



were picked out of the water by the Amelia. The **Amelia** was reported no major damage. The cargo of 1,000 ton salt was lightered before the **Isala** was raised from the Scheld-Rhine Canal bottom. Also during the salvage operation an oil protection screen was around the wreck. The Polish owner wanted to organize the salvage himself, but Rijkswaterstaat took over instead. It was assumed that the **Isala** would be scrapped afterwards because the insurance cover was too low to cover the repair costs. For a full Photo report click [here](#) (*Reported by*

*Towingline-Hans van der Ster*)

### *FREJA DAMAGED IN ALLISION, TOWED KETCH SANK*

While towing the Danish ketch "**Skibet**", 9 gt (CS: OU 7940; built 1880) to Spodsbjerg in the morning of Oct 7, 2014, the "**Freja**" allided with the quay of the ferry port while entering this basin instead of the sheltered fishing port due to an engine failure. The patrol boat was damaged, but was able to back off again and leave the port. The "**Skibet**", however, sank with a cargo of wine which had been

loaded in Kiel on Oct 4 and which was bound for Copenhagen. The ketch had suffered a broken mast and water ingress in the engine room off Ærø at 2 a.m. and sent distress calls. The "[Freja](#)" took the vessel in tow to Langeland, but it finally foundered with only the masts showing above water. The "[Freja](#)" proceeded to Korsør where she docked at 4.30 a.m. (Source: [Vesseltracker](#))



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### NTSB RELEASES REPORT ON RESEARCH VESSEL SINKING



The National Transportation Safety Board (NTSB) issued the report of its investigation of the sinking of the oceanographic research vessel [Seaprobe](#) in the Gulf of Mexico on Jan. 18, 2013. The probable cause of the flooding and subsequent sinking of the vessel was the decision of the owner to delay making permanent repairs to the starboard-side exhaust trunk and covering six of the vessel's freeing ports, leaving the vessel susceptible to down flooding from boarding seas.

Contributing to the casualty was the owner's failure to comply with the vessel's safety management system and mandatory load line regulations. Read the full report [here](#) (Source: [Workboat](#))

### AM HAMBURG GROUNDED ON WESTER SCHELDT

The 230 meter long bulk carrier *AM Hamburg* ran aground off Terneuzen, Netherlands. The bulk carrier had departed from Dunkirk and was headed up the Wester Scheldt when it suffered a power blackout. The *AM Hamburg* drifted until it ran aground. Seven tugs were dispatched and were able to quickly refloat the *AM Hamburg* and safely anchored. No reports of injuries, damage or pollution released. *(Source: WreckLog; Photo: Tugspotters)*



## OFFSHORE NEWS

### *'WALK-TO-WALK' VESSEL LAUNCHED SUCCESSFULLY*



On October the 6th the 'Walk-to-Work' vessel **Kroonborg** launched successfully at shipyard Royal Niestern Sander. The 'Walk-to-Work' vessel will support the maintenance and service activities of NAM/Shell UK for the upcoming 10 years in the Southern North Sea. The new design, which will provide accommodation for up to 60 people has

been designed to provide a workspace, storage, hotel and a means of transport to and from offshore platforms, which will enable offshore activities on production platforms to be executed more safely, efficiently, effectively and in a more productive manner. This DP2 vessel is equipped with motion compensated elements, such as an offshore access system and a deck crane, a package of 'start-up' and intervention equipment and a deck area of 500m<sup>2</sup>. The vessel is expected to be delivered February 2015. *(Source: Wagenborg; Photo: Henk Zuur)*

### *NEW SEARCH FOR MH370 STARTED*

The hunt for missing Malaysia Airlines Flight MH370 entered a new phase on Oct 6, 2014, with the

resumption of the underwater search for the aircraft. The Malaysian-contracted. "GO Phoenix" has now arrived in the area and begun its work scanning the ocean floor for the jet. The "GO Phoenix" will tow sensitive underwater equipment over



the seabed in the hunt for irregularities, such as large parts of the aircraft that could still be intact like the engines and fuselage. Australia and Malaysia are jointly funding the underwater search which will also include two other vessels, "Fugro Discovery" and "Fugro Equator" later in October. The "GO Phoenix" was expected to search for about 12 days before sailing to the Western Australian port of Fremantle to be resupplied. *(Source: Vesseltracker)*

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## MAERSK GABARUS - SOON TO BE HISTORY



The Anchor Handling Tug Supplier Maersk **Gabarus** sailed from St.John's, NL, on October 4 [TO BE CONFIRMED] for an appointment with the shipbreakers in Gent, Belgium. Thanks to Dean Porter's blog for bringing this news to our attention. Husky Oil Marketing Ltd

and Bow Valley Resource Services Ltd, ushered in a new age of sophisticated and large offshore boats for Canadian waters when they ordered six new suppliers. Previously offshore work in Atlantic Canada was carried out by older US built boats, or European boats, designed for the North Sea or some relatively small Canadian craft. These six boats, delivered in 1983 were purpose designed by the Vancouver firm of Cleaver & Walkingshaw\* for work off Nova Scotia and Newfoundland. Four of the boats were built by Hyundai Heavy Industries of Ulsan, North Korea and two were built in Canada. The Canadian built pair, from Bel-Aire Shipyard in North Vancouver, and Vito Steel Boats in Delta, BC, were different in detail but otherwise sisters, and all featured a distinctive hull form and highly geometric bridge. To say that they are unique is an understatement. **Maersk Gabarus** was one of the Hyundai group and as **Gabarus Bay**\*\* arrived in Halifax July 25, 1983 for the first time. Two other Hyundai sisters, **Chignecto Bay** and **Mahone Bay** arrived here December 27, 1983 together towing the jack-up rig *Rowan Gorilla 3* from the Gulf of Mexico. The last in the group, **Trinity Bay** arrived around December 31, 1983. The Canadian pair **Placentia Bay** (Bel-Aire) and **Bonavista Bay** (Vito) had already arrived together June 23, 1983. When Husky Bow Valley went on to other things, the boats were put up for sale and in a surprise move A.P.Moller swept them up en bloc in 1988, and established themselves in St.John's as The Maersk Co Canada Ltd, since becoming Maersk Supply Service Canada Ltd. Maersk renamed all the boats by simply adding "Maersk" and subtracting "Bay" . **Maersk Gabarus** ex **Gabarus Bay** is the first of the boats to go for breaking up. It is due in Gent on October 14. It is replaced in St.John's by Maersk's latest new vessel Maersk Clipper a 6,490 grt behemoth with 15,000 bhp and 150 tonnes bollard pull. For more on her watch Dean's blog: <http://www.shipshots.blogspot.ca/> (Source & Photo: Mac Mackay-Tugfax)



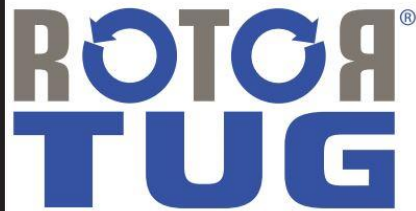
### SWISSCO SIGNS TRIPLE CHARTER FOR OFFSHORE SUPPORT VESSELS

Swissco has secured chartering contracts worth a combined \$17.3m for three offshore support vessels (OSVs) in the Middle East. The two new workboats and one anchor-handling tug supply vessel will be deployed in the Middle East over a three-year period for an existing Swissco client. All three have already commenced their charters. "The Middle East continues to be a key source of oil for the global economy. Increasing investments into oil exploration and production in the region will have a knock-on



effect on the demand for rigs and offshore support vessel services. With our diversified fleet of vessel, we are well-positioned to meet this demand," said Mr. Sam Kwai Hoong, Chief Financial Officer of Swissco. Swissco Holdings, an international marine services provider, is listed on the Singapore Exchange Mainboard. (Source: SeaShip News)

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 The logo for Rotor Tug features the word "ROTOR" in a blue, sans-serif font with a circular arrow graphic around the letter 'O'. Below it, the word "TUG" is written in a larger, bold, blue, sans-serif font.

Navigation risk reduction

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### DINA STAR GETS CONTRACT EXTENSION



Reach Subsea has secured a contract extension for the vessel **Dina Star**. Reach Subsea says that charterer for **Dina Star** has exercised an option to extend the contract in October. The operation continues in the High North areas. Dina Star, which has ice class 1B and de-ice, has under this contract served as a multipurpose vessel (MPSV). **Dina Star** is a DP2 light construction / ROV vessel with a new 150T crane, supporter ROV

and LARS from 1. March 2014. **Dina Star** was built by Kleven Yard in Norway in 2013. Offshore operations are conducted by Reach Subsea. *(Press Release)*

### FIRST CONTRACT FOR REEF SUBSEA IN GERMAN WATERS

Reef Subsea has been awarded a contract with AREVA Wind GmbH, to provide field support in the Global Tech I wind farm. The charter starts early October and is anticipated to continue until at least February 2015, with the option to extend the contract further. This significant project will utilise the **Reef Despina**, a multi-purpose, environmentally friendly DP2 construction support vessel, and will see the Reef Subsea team providing



vital field support to AREVA Wind for the commissioning of eighty 5MW AREVA offshore turbines spread over 100km of coastline. Duncan MacPherson, Chief Executive Officer at Reef Subsea, said: "We are delighted to have secured this work scope with respected client, AREVA Wind GmbH. We

look forward to working with AREVA to add value to the Global Tech I project and build a long-term, mutually favourable relationship. This is the first project Reef Subsea has secured in German waters and we see it as an excellent opportunity to continue building on our exemplary track-record; as well as being the first step in our strategy to ensure we are in the optimum position for future German wind farm projects.” This project win will conclude a busy year for the [Reef Despina](#), Reef Subsea recently reported the safe and timely delivery of the Bøyla and Sierra L5 projects which, when combined with this latest assignment, has resulted in the utilisation for the vessel for the full duration of 2014, including the forthcoming winter period – a very satisfying achievement. (*Press Release*)

## CYPRUS HALTS PEACE TALKS AS ANKARA PLANS TO DEPLOY SEISMIC VESSEL



The ongoing ethnic conflict between Greek and Turkish Cypriots has deepened as the peace talks have stumbled over the Turkish side’s plans to deploy a seismic vessel into Cypriot waters. Greek Cypriots are accusing Turkey of trying to undermine the ethnically divided island’s sovereign offshore gas exploration plans. In a statement issued last night, Cyprus’ president Nicos Anastasiades said he was

suspending the reunification talks between the two sides. To remind, the reunification talks began earlier this year. *Maritime dispute* Turkey is planning to deploy a seismic survey vessel this month in what Cyprus claims to be its Exclusive Economic Zone. To remind, the Eni/Kogas joint venture last week began drilling for gas in the Block 9, offshore Cyprus, using the “Saipem 10.000” drillship. On that occasion, the self declared state of the Turkish Republic of Northern Cyprus (TRNC), issued a statement condemning the “illegal” oil and gas exploration activities of the Greek Cypriot Administration in the Eastern Mediterranean. The Cypriot Turks’ state, recognized only by Turkey, said that it would, as previously agreed with Turkey, send a seismic exploration vessel to the areas in which Turkish oil company TPAO was given exploration licenses by the TRNC to conduct exploration “on behalf of the Turkish Cypriot people, the co-owners of the natural resources of the Island.” “Based on the results of the data received from the seismic exploration, it is anticipated that drilling platforms will also be sent to the relevant areas,” reads a statement by TRNC issued on October 3, 2014. “I am really sad that due to the developments I was compelled to decide the suspension of my participation in the procedure of the talks,” Cyprus president said. Last Friday Turkey advised mariners it was reserving areas offshore Cyprus for seismic surveys by Barbados Hayreddin Pasa vessel (photo) from October 20 to December 30. According to Cyprus Mail, the area “reserved” by Turkey is located in the Block 9, where Eni and Kogas are currently drilling. The newspaper says that while the area does not overlap with the part where the “Saipem 10000” is drilling for Eni/Kogas, it borders it and it may be an obstacle for Eni/Kogas future wells in the block. *Talks suspended* Greek Cypriots describe the Turkish plans as a provocation in an attempt to harm



the island country's legitimate gas exploration activities. Nicos Anastasiades, the president of Cyprus, yesterday issued a statement saying that due to Ankara's action, he was forced to put the peace talks on ice. "I want to reassure our Turkish Cypriot compatriots that I remain committed and will work with all my strength to achieve a solution to the Cyprus problem. What is necessary at this time is the implementation of confidence building measures and not measures that create more mistrust between the lawful citizens of the island, through actions that violate international law," Anastasiades said "I have repeatedly stated that the natural wealth of the Republic of Cyprus belongs to the state and the achievement of a solution would help so that the entire population of Cyprus will benefit on the basis of population ratios." "However, at the time that the Greek Cypriot side proposes measures for building confidence in order to create a new momentum in the ongoing dialogue and for the real intentions of the parties involved to be revealed, Turkey, ignoring the benefits that she herself would have from the solution of the Cyprus problem, proceeds with actions that flagrantly violate the sovereign rights of the Republic of Cyprus, strongly undermining the efforts to find a just, viable and functional solution for the benefit of all Cypriots." "I am really sad that due to the developments I was compelled to decide the suspension of my participation in the procedure of the talks," Anastasiades concluded. *State department view* Jen Psaki, a spokesperson for the U.S. State Department said that "...we recognize the Republic of Cyprus's right to develop its resources in its exclusive economic zone. We continue to believe the island's oil and gas resources, like all of its resources, should be equitably shared between both communities in the context of an overall settlement. It's important to avoid actions that may increase tensions in the region, and we certainly support – continue to support, under UN auspices, efforts to reunify the island as a bi-zonal, bi-communal federation." *EPP party president astonished* The President of the European People's Party (EPP), Joseph Daul, made the following statement after a briefing he received yesterday by the President of the Democratic Rally (DISY), Averof Neofytou, and the leadership of DISY about the escalation of military activity from Turkey, including the dispatching of military vessels close to Cyprus' Exclusive Economic Zone (EEZ) and, in particular, close to locations where ENI-KOGAS is currently drilling for natural gas: "I am astonished by the recent military threats of Turkey, an EU candidate country, against the Republic of Cyprus, an EU Member State, and its right to utilise its EEZ. Turkey's threats undermine the EU's energy security and show sweeping contempt towards the sovereign rights of an EU Member State. Moreover, Turkey's actions have seriously harmed the UN-sponsored peace talks. Now, more than ever, there is a need for a comprehensive settlement of the Cyprus question based on UN Security Council resolutions and on the principles upon which the EU is founded," underlined the EPP President. "Therefore, I call on Turkey to immediately end its threats against Cyprus and to start behaving as an actor for stability, rather than for instability, in the eastern Mediterranean. Cyprus' central role in the EU's energy security is absolutely necessary and irreversible," Daul concluded. (*Source: Offshore Energy Today*)

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## MARINE PLATFORMS COUNTING DAYS TO 'AFRICAN INSPIRATION'

In April 2013, the Nigerian company Marine Platforms Limited ordered a Havyard 857 subsea vessel. On 5 November, Havyard's shipyard in Leirvik in Sogn will hand over the ship to the Nigerian company, and on the following day the ship will be named and duly celebrated in Fosnavåg in Møre og Romsdal county. When the contract between



Havyard and Marine Platforms was signed, many years had passed since the last time a Norwegian shipyard delivered a vessel to an African shipping company. "We already knew of Marine Platforms because they had bought an offshore vessel from one Norwegian shipping company and chartered one from another", says Havyard CEO Geir Johan Bakke. "When I met Taofik Adegbite, who is a co-founder, owner and CEO of Marine Platforms, he made a good impression on me right from the start. The first impression has been confirmed, and we have cooperated very well throughout the project. There have been challenges along the way, and we have to admit that the challenges relating to financing have been somewhat greater than for most projects, but our cooperation has always been very constructive and solution-oriented. On the basis of our experience and the relationships we have built, we have great faith in the possibility of achieving more in cooperation with Marine Platforms and in the African market in future," says the CEO. *Open ship, naming ceremony and shipping club* As usual, Havyard writes, Norway's Minister of Finance Siv Jensen (photo below) has a tight schedule planned for her visit to Fosnavåg. First she will attend a conference hosted by Fosnavåg Shippingklubb. The plan is to hold the conference on board the 'African Inspiration', and it will begin with a speech by Siv Jensen and focus on the business opportunities for Norwegian enterprises in the Nigerian oil industry. Jensen will then serve as godmother and name 'African Inspiration', before concluding her visit to the Sunnmøre region by a meeting with some of the local enterprises. The locals and other interested people will also have the opportunity to take a closer look at Havyard's newbuild in Fosnavåg before the conference. The lower and upper secondary schools in Herøy municipality will receive a special invitation to visit the newbuild. Havyard 857 'African Inspiration' is a high-quality state-of-the-art subsea vessel, and such vessels will always attract a lot of interest in 'the offshore capital of Norway'. *The shipping company* Marine Platforms Limited is a Nigerian company that offers a range of services to the Nigerian and international offshore oil industry. Their services include well services, deepwater subsea solutions and the leasing of ships for various offshore assignments. Taofik Adegbite founded the company together with two other partners and is now head of the company. Marine Platforms' head office is in Lagos, and it has an operations base near Port Harcourt on the south coast of Nigeria and a technical operations office in Aberdeen in Scotland. The company was voted Nigerian enterprise of the year in 2013. *Havyard Ship Technology build 115 'African Inspiration'* A Havyard

857 Subsea IMR (Inspection Maintenance and Repair) ship that will be used for installation, maintenance and repair work on oil installations on the seabed. Designed by Havyard Design & Solutions in Fosnavåg and built at Havyard Ship Technology in Leirvik in Sogn. Length: 113 m; Breadth: 22 m; Cabin capacity: 120 persons; Cargo deck: 1,200 sq. m; Offshore crane with active heave compensation: 250 tonnes. *(Press Release)*

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## POSH CANCELS MEXICAN TIE UP



PACC Offshore Services Holdings (POSH) has canned its planned Mexican tie up. The proposed acquisition, announced this July, by Grupo Pegaso of interests in POSH’s joint ventures in Mexico has been aborted. No reason was given for the cancellation of the venture. POSH, partly owned by Malaysian Bulk Carriers, has approved a capital expenditure budget of

\$291.5m to support its fleet expansion programme. *(Source: SeaShip News)*

## NEW EMERGENCY RESPONSE BOAT FOR CHARLESTON

The first commercial vessel in North America to be powered by triple Volvo Penta IPS drives was christened today in Charleston, SC. A new offshore emergency response craft, the Fort Ripley is a U.S. Coast Guard-certificated 64-ft. aluminum boat owned by harbor salvage support company Southeast Ocean Response Services Inc. Designed by C. Raymond Hunt Associates and built by Gladding-Hearn Shipbuilding, Duclos Corporation, Somerset, MA, the multi-mission capable Fort Ripley will provide be able to perform offshore firefighting, salvage and emergency response, providing coverage between Morehead City, NC, and St. Augustine, FL. It will also serve as a fireboat in Charleston Harbor, a supply boat for ships at anchor and an additional launch for the Charleston Pilots and other marine operators in the region. “Fort Ripley is a truly revolutionary boat,” says Ron Huibers, President, Volvo Penta of the Americas. “The combination of the Hunt-designed hull and our IPS drives with DPS sets a new standard in terms of speed, maneuverability,

fuel economy and seaworthiness to meet multiple mission requirements. This vessel represents the future of the next generation of multi-purpose response boats.” The Fort Ripley is equipped with three IPS drives, each powered by a commercially rated Volvo Penta D13-700 diesel engine. Each of the independently steerable IPS drives has dual counter-rotating forward-facing



propellers to maximize efficiency and increase maneuverability. The IPS can be controlled from the wheelhouse or either of the two aft docking stations using a three-axis joystick. The Dynamic Positioning System (DPS) provides fully automatic hands-off precise station-keeping under GPS control. The triple engine configuration allows the center engine to decouple from the drive and power a 3,500 gal/min fire pump while the two outboard drives easily maneuver the vessel or maintain position automatically using DPS. “We chose the Volvo Penta triple IPS system because it has the power we need to get offshore to the scene of an incident rapidly, while also having the versatility to provide dedicated power to the fire pump as needed,” says John Cameron, President, Southeast Ocean Response Services. “Certainly, the predicted 30 percent improved fuel efficiency, which we actually exceeded in trials, along with the EPA Tier 3 technology, made this system the obvious choice.” In addition to its 3,500 gal/min dual-monitor foam firefighting system, Fort Ripley features a diver platform, dual-purpose breathing apparatus recharging system, 1,000-pound crane, four-ton deck cargo capacity, VHF and satellite voice communications, day/night cameras with satellite data uplink, and a PYROLANCE steel-penetrating nozzle system. It is U.S. Coast Guard certificated for a 12-person response team. *(Source: MarineLog)*

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## WINDFARM NEWS

### *AUSTAL DELIVERS EIGHTH WFSV TO TURBINE TRANSFERS*

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Austral delivered its eighth wind farm support vessel, **Beaumaris Bay**, to UK-based Turbine Transfers Limited. The contract for the 21 metre catamaran was awarded in August 2013 and valued at approximately £2.3 million (A\$3.9 million), with the vessel constructed at Austral’s Philippines shipyard. Austral Chief Executive Officer Andrew Bellamy said the positive performance of the support vessels demonstrates that Austral’s products are well suited to this industry. “We continue to see opportunities in the wind farm vessel market and have the right production cost base in the Philippines to compete for commercial vessel contracts and successfully leverage our intellectual property with a proven design,” Mr Bellamy said. Austral was first awarded a contract by Turbine Transfers in July 2011 to build three 21 metre wind farm support vessels and was subsequently contracted in January 2012 to build a 27 metre advanced TriSWATH support vessel. A further

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contract was awarded in October 2012 for three 27 metre catamarans. The latest 21 metre catamaran will be used by Turbine Transfers to support wind turbine installation and maintenance activities in European waters. *(Press Release)*

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## OFFSHORE WIND WAVES TO DAMEN FCS 2610

**Damen FCS 2610** passing by our office at Las Palmas Building in Rotterdam, the Netherlands. Damen recently received an order from *SeaZip* for two more of these vessels, after the company took over its first couple of the FCS 2610. Among offshore wind service suppliers that own this type of vessel are also Rix Sea Shuttle, Offshore Wind Services, Sure Wind and Njord Offshore. With the **FCS 2610**, Damen has created a new standard in



the market for offshore service vessels. The vessel offers reduced peak accelerations of up to 75%, reduced added resistance in waves of up to 60% and has already transferred maintenance crew to turbines in wave heights of 1.9 metres. *(Source: Offshore Wind)*

## YARD NEWS

### NEVSKY SHIPYARD WINS TENDER FOR CONSTRUCTION OF FOUR RESCUE TUGBOATS

Nevsky Shipyard has won the tender for construction of four rescue tugboats with the capacity of 2.5-3 MW. The shipyard had proposed to fulfill the contract for 7.9 bln. The delivery is to take place on December 24, 2018. The first tugboat is to be delivered to Astrakhan, the second one – to Arkhangelsk the third – to Novorossiysk and the fourth – to Petropavlovsk-Kamchatsky. The competition was held by the Direction of State Customer. Besides Nevsky Shipyard, the following shipyards applied for participation in the tender: Shipbuilding Plant Vympel, OJSC (Yaroslavl region), United Shipbuilding Corporation OJSC. USC was not allowed to participate because of incorrect documentation. Shlisselburg, St. Petersburg based Nevsky Shipyard LLC, is a subsidiary of North-Western Shipping Company (part of UCL Holding). Nevsky Shipyard is one of the oldest enterprises of water transport in Russia's the North-West. The company has been engaged in shipbuilding since 1952. The company builds mixed sea-river class vessels of various types and purposes and provides ranged repair services. Nevsky Shipyard's slipway allows launching and lifting for repair 140-m-long vessels with dock weight of up to 3,000 tonnes. *(Source: PortNews)*

### KEPPEL NANTONG SHIPYARD LAYS DOWN KEELS OF TWO SUPPLY VESSELS FOR FILANOVSKY FIELD PROJECT IN CASPIAN SEA



Keppel Nantong Shipyard (China) laid down the keels of two supply vessels for Filanovsky field project in the Caspian Sea, says press center of Russian Maritime Register of Shipping which supervises the construction. The vessels had been ordered by LUKOIL and will be operated by BUMIARMADA (Singapore) under long-term charter agreement. The new vessels are designed to supply resources to the Vladimir Filanovsky field development facilities in the northern part of the Caspian Sea and to ensure their safe operation.

The project envisages equipping the vessels with systems to extinguish fires on fixed offshore platforms and at the transshipment terminal, as well as equipment to deal with oil spills. Main particulars: maximum length – 80.00 m, width - 16.50 m, depth - 6.20 m, summer draft - 3.80 m, deadweight – 1,000 t, class notation - KM Arc4 [1] AUT1 ICS FF3WS DYNPOS-2 Supply vessel. Technical survey during construction is being implemented by the RS Branch Office in

Shanghai. Completion of construction is scheduled for September 2015. Russian Maritime Register of Shipping (RS) actively participates in the development of V. Filanovsky oil and gas condensate field - the largest field as regards to oil stock being discovered in recent 10 years. *(Source: PortNews)*

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### *ROLLS-ROYCE TO DESIGN OSV FOR ISLAND OFFSHORE*

Rolls-Royce has won a £7 million (\$11.25 million) order to provide design, integrated power and propulsion systems and equipment for an offshore service vessel for Norwegian ship owner Island Offshore. The offshore service vessel will be built at VARD shipyard in Brevik, Norway and is due for delivery in



January 2016. In March this year Island Offshore placed an order for two Rolls-Royce designed vessels, due for delivery in 2015 from the same shipyard. The latest Rolls-Royce designed offshore support vessel will encompass an integrated power and propulsion system incorporating main engines, reduction gears, controllable pitch propellers, bow and stern thrusters, steering gears, deck machinery, dry bulk system and an automation and control system. Jørn Heltne, Rolls-Royce, Senior Vice President – Sales, Ship Design & Systems, said: “We are honoured and delighted to announce this contract, the fifth this year with Island Offshore, and look forward to the continuation of a long lasting relationship with both Island Offshore and the VARD Group.” *(Press Release)*

### *AMPELMANN OPENS NEWS FACILITY IN ROTTERDAM HARBOR*

Last week Ampelmann officially opened a new manufacturing facility located in the former Submarine Wharf, part of the old RDM shipyard in Rotterdam harbor. The new production hall with 3,200 m<sup>2</sup> provides enough space for the construction of new Ampelmann’s motion



compensation systems that enable safe access at sea from a ship to a fixed offshore structure. At present, more than 35 systems are operating in all parts of the world and the company has achieved more than 800,000 safe transfers. This new production facility was officially opened by Jan van der Tempel, CEO of Ampelmann in the company of business partners, friends and family members. *(Source: Offshore Wind)*

## WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
  - [Sunken cargo vessel Scheldt-Rhine Canal above water](#)
  - [Cargo ship fully loaded with salt sinks after collision on Scheldt-Rhine Canal](#)
  - [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'](#)
  - [URAG places order for two ASD tugs 2411](#)

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