



TUGS & TOWING NEWS

IRBIS LEAVING FOR RUSSIA



Today 21st October the Damen new building Shoalbuster 2709 Ice under yard number 571685 **Irbis** (Imo 9688881) was seen leaving the Netherlands bound for Russia. The picture was taken under unfavourable weather circumstances with a lot of wind and rain near Sliedrecht and the Dortse Kil. The tug is St. Vincent and

Grenadines registered with call sign J8B5150. This standard vessel has a length of 26 mtrs a draft of 2.6 mtrs. The total engine output is 1,640 bkW with a speed of 10.5 knots and a bollard pull of 28 tons. She is classed Russian Maritime Register of Shipping *(Source & Photo: R&F van der Hoek-Lekko)*

Advertisement

Nav-Light[®]

The bright spot in the marine world | www.wkmcornelisse.com | +31 (0)34 55 17 122

MB-135 ACCEPTANCE DELIVERY

The state acceptance committee has accepted the tugboat “**MB-135**” of the project PE-65 building No 505. Assignment: towing of vessels and floating objects in harbor areas and open seas performing of escort operations at the speed of 10 knots firefighting operations at floating and shore objects; oil

and petroleum content products spill removal; rescue and salvage operations; ice-breaking of up to 0.8 m ice at the speed of up to 5 knots.

Technical information:

Length max: 34,4 m;
Width max: 12,1 m;
Draft: 4,4 m; Speed: 13,5 knots; Bollard pull: 63 t. Classification KM Arc4 R1 Aut1 FF3WS EscortTug by Russian Maritime Register of shipping. Propulsion system Z-drive US 255 FP, Rolls-Royce, FPP into nozzles;



Powerplant 2*1864 kW, 1600 r/min, Cat 3516B; Powerplant 2*1864 kW, 1600 r/min, Cat 3516B; Full load displacement is 860 t. **Deck equipment:** bow double-drum anchor-towing-mooring electro-hydraulic winch M 140-180-2T-2B-1C-FEH RED Fluidmecanica providing escort services, 20 t of bollard pull and 1860 kN of brake holding force; aft electro-hydraulic towing winch CHR-20-180-1T-1C-EA RED Fluidmecanica, providing 20 t of bollard pull and 1800 kN of brake holding force; towing hook providing 650 kN of bollard pull with quick release device; cargo crane Fluidmecanica HLRM 45/5 S with lifting capacity of 19.5 kN at the boom of 13.5m. In order to fulfill fire-fighting operations the tugboat is equipped with external firefighting system made by FFS (capacity is 1500 m³/h, 2 water monitors, water curtains system). (Source: Pella)

GRIPHON-8 DELIVERED



The tugboat **Griphon-8** of the project 90600, building No 944 has been delivered to the Customer, the Tug Company “Griphon” Ltd. At this point all required arrangements has been held for its passage to area of operation. The tugboat is intended for towing and berthing operations in harbor, roadstead’s and coastal areas which comply with R3 navigation area, refloating of ships and vessels, firefighting operations at floating and

shore objects, oil and petroleum content products, cargo transportation, ice breaking and erosion

operations. Technical information: Length max: 25,4 m; Width max: 8,8 m; Draft: 3,5 m; Speed about: 12 knots; Bollard pull: 25 t. Classification KM Arc4 R3 Aut3 Tug by Russian Register of shipping. Propulsive system Z-drives US 205 P 20 SP, Rolls-Royce, propellers without nozzles. Powerplant 2x1193 kW at 1600 r/min, Cummins KTA 50M2. Deck equipment: bow electro-hydraulic anchor-towing-mooring winch Fluidmeccanica providing 10 t of bollard pull; towing hook Fluidmeccanica providing 470 kW t of bollard pull; cargo crane. *(Source: Pella)*

Advertisement



THE RIGHT PARTNER...

- # Chartering Tugs / Workboats
- # Assistance- & Supply Services
- # Inland- & Seagoing Towing

www.wijngaarden.com

ONE OF McALLISTER'S LATEST "TATE McALLISTER"

Built in 2014, by Washburn and Doughty Associates of East Boothbay, Maine under number 110 as the **Tate McAllister** for McAllister Towing and Transportation of New York, New York. The tug is the first Tractor tug built for McAllister by Washburn and Doughty. Named for the actor Tate Donovan. Who is a fifth generation family member. Son to Eileen McAllister



Donovan and John Donovan. Nephew of Brian McAllister and cousin to McAllister President Buckley McAllister and CFO Eric McAllister. Designed "in house" by Washburn and Doughty the design is based upon the yard's previous 92(ft) by 32(ft) designs, of which there have been twenty two tugs constructed. The increased length and beam of the new design allow for increased horsepower while maintaining the maneuvering characteristics and handling capabilities. Powered by two EMD 12-710 diesel engines rated at 3,000 horsepower with Lufkin gearboxes at a 9:1 ratio. Each turning 1,600 RPMS with Schottel 1515 z drives, outfitted with 102(in) propellers for a rated 5,000 horsepower. Her electrical service is provided by two 99kW PowerTech 4045 generators powered by two John Deere diesel engines. The tug's capacities are 35,000 gallons of fuel, and 4,000 gallons of fresh water. The tug's firefighting equipment consists of 3,000 gallons of foam feeding the 5,300 gallons per minute SSS fire pump system with a remote controlled SSS 1,500 gallons per

minute monitors. Her deck equipment consists of a single drum JonRie 250 200 horsepower hawser winch mounted on the bow. Outfitted with 400(ft) of 8(in) Samson Saturn 12 hawser, and another single drum JonRie 250 200 horsepower hawser winch mounted on the stern. *(Source & Photo: Birk Thomas)*

BARNEY UPDATE, A VISIT TO THE SHIPYARD IN POLAND



Since the last update of **Barney** a lot has changed again. With the current the situation is now, the hull would be nice on schedule to be ready for transport. Push fender sitting all together including the bow thruster, and push fender is already attached to the hull. Accommodation is on the hull, and it has also been completely welded and has already been painted since last Monday 6-10-2014

both inside and outside. The bits and crane foundation neatly on their place, and are being welded to have these ready as soon as possible as well. As previously mentioned the construction of the hull is on schedule and would be to ready to go the Netherlands on time. However, it was decided to extend **Barney** by 3 meters. This is to ensure that the depth of 1.80 m with the desired 30 ton bollard pull can be guaranteed. Because the hull is this far in the stages of construction already, the extra 3 meters will come between the steering gear room and accommodation. This means that the hull has to be cut somewhere in the middle. Because all of this, the delivery of the **Barney** will be delayed and the completion in April will therefore probably not be made.



(Source: Herman Sr.)

MAN DIES ONBOARD TUG BOAT AFTER HEART ATTACK TRAGEDY

COASTGUARDS had to draft in emergency support after a man suffered a suspected heart attack and died onboard a boat off Port Talbot. The alarm was raised at the Port Talbot Deep Water Harbour on Saturday afternoon at 2.32pm. A call was made by the coastguard rescue team for the Sea King at RAF Chivenor to help rescue the man off the tug boat and help to take him to hospital.



A coastguard spokesman said: "The rescue helicopter, Port Talbot coastguard rescue team and Port Talbot RNLi Lifeboat were tasked. "A male had a suspected heart attack on board the tug **Dalegarth** in Port Talbot Deep Water Harbour. The casualty was pronounced deceased at the scene and was transferred to the Welsh Ambulance Service." The teams were on the scene for an hour. Rob Harris, lifeboat operations manager for the RNLi in Port Talbot, said the

man had been working for the Swansea tug firm Svitzer. Mr Harris said: "The man was taken ill and we were called because he was found collapsed in their mess room when he was having food. We administered CPR and first aid. As we got there was a man from the steel company doing first aid. We worked on him with the help of RAF Chivenor a paramedic came down on his winch line. Our crewman and paramedic worked on him for an hour to no avail. "Port Talbot lifeboat were asked to move the man to the waiting ambulance. We had a difficult couple of hours with this — it was a sad incident." Vanessa Wells, posted her sadness at the incident on the Facebook group Port Talbot Photos, and said: "The person on the tug boat had a heart attack and has passed away. Very sad x" Lynn Miles, also echoed her views on the Facebook group, and added: "I am saddened to hear this news, I have watched and admired the tug crews from the pier for years x" After it emerged the man had died onboard the tugboat, Ray Thomas, also of the group, added: "Very sad." (*Source : South Wales-Eveningpost; Photo: www.tugboats.de*)

Advertisement

**FIRST LNG FUELLED Tugboat Builders
in the World**

www.sanmar.com.tr

SANMAR

FORMER OTAGO TUGS RANGI AND KARETAI

As earlier reported the tug **Karetai**, departing Dunedin bound Lyttelton for drydocking where maintenance and survey work will be completed before heading to Bundaberg in Australia. The **Karetai** and her sister tug **Rangi** have now been sold by Port Otago to a Queensland towage company. The **Karetai** was built in 1975, gross tonnage is 205.5, powered by 2 x Blackstone diesel engines giving 2000 HP. (*Source: Tony Allard*)

RECENTLY DELIVERED TUG RED BEE

The Damen StanTug1606 with yard number 503178 tug **Red Bee** was recently delivered to her owner Repasa Remolcadores de Puerto y Altura S.A with the flag of St. Vincent & Grenadines. She has a length o.a. of 16.76 mtrs a beam o.a. of 5.94 mtrs and a depth at sides of 2.54 mtrs. Her basic functions are towing, mooring, pushing and survey operation. The two Caterpillar C18 TA/B



develops a total output of 894 bkW (1,216 bhp). She achieved 16.1 ton bollard pull. Her speed is 11.3 knots The tug is classed Bureau Veritas I X Hull • MACH TUG Coastal Area incl. tonnage certificate[]
(Source: Damen)

RECENTLY DELIVERED TUG RED ANT



The Damen StanTug1606 with yard number 503179 tug **Red Ant** was recently delivered to her owner Repasa Remolcadores de Puerto y Altura S.A with the flag of St. Vincent & Grenadines. She has a length o.a. of 16.76 mtrs a beam o.a. of 5.94 mtrs and a depth at sides of 2.54 mtrs. Her basic functions are towing, mooring, pushing and survey operation. The two

Caterpillar C18 TA/B develops a total output of 894 bkW (1,216 bhp). She achieved 16.1 ton bollard pull. Her speed is 11.3 knots The tug is classed Bureau Veritas I X Hull • MACH TUG Coastal Area incl. tonnage certificate[] (Source: Damen)

RECENTLY DELIVERED TUG KAIRI

The Damen built ASD 2810 with yard number 512353 tug **Kairi** (Imo 9705201) was recently delivered to her owner Arc Towage Limited[] with the flag of Trinidad & Tabago and call sign 9YLU. She has a length o.a. of 28.67 mtrs a beam o.a. of 10.43 mtrs and a depth at sides of 4.60 mtrs. Her basic functions are Towing, mooring and fire-fighting operations. The two Caterpillar 3516C TA HD

/C develops a total output of 3,730 bkW (5,000 bhp). She achieved 59.7 tons bollard pull ahead and 56.2 astern. Her speed is 13.8 knots ahead and 13.6 knots astern. The tug is classed Lloyds Register of Shipping X 100 A1 Tug, Fire Fighting Ship 1 with waterspray (2400 m³/hr) [X] LMC UMS IWS□ (Source: *Damen*)



Advertisement

DAMEN

STANDARD OF EXCELLENCE



TWO ASD TUGBOATS SUCCESSFULLY DELIVERED



On the afternoon of October 22nd 2014, two 2 x 1,618 kW ASD tugboats, built for Tangshan Cao Feidian Tug Co.,Ltd, were successfully delivered from Zhenjiang Shipyard (Group) Co., Ltd, starting their sail smoothly. (Source: *Zhenjiang*)

YESTERYEAR TUGBOAT MARS

The **Mars**, a modern American oceangoing tug, one of the few remaining in the U.S. tug fleet when this photograph was taken in 1971. Because of economics and the unions, American ocean tugs carry smaller crews than their European counterparts and have less luxurious accommodations. Yet the

Mars has the size and power for her class – 127 feet long and 7,000 horsepower. The Mars was designed and built in 1970 to tow barges for Puget Sound Tug and Barge Company between Seattle and southeastern Alaska and also for offshore oil work in Alaska. She has proved most successful, averaging 12 knots while towing a 400 foot barge on her first trip. She has twin screws and triple rudders – one each behind the screws and another between them. Her low freeboard makes her wet in a seaway, though she is a good seaboat. The introduction of



the Hydro-Train from the Pacific Northwest to Alaska in 1963 marked the beginning of regularly scheduled barge service to that distant state. It became known as the floating railroad, with departures every 16 days. Within a year, five barges were sailing every three days. Since then, the barges have grown in size; today they carry 64 railroad cars at once. This concept has also been carried over to roll-on/roll-off barges. Now anything that rolls – such as trucks and trailers – can be brought into Alaska by tug and barge. This is the least expensive method of commercial transport, since the distance is so great from the lower 48 states and the roads are so poor. Today, tugs like the **Mars** make a round trip in 12 days at an average speed of 12 knots. Big tugs often see worldwide service. This photograph of the Mars was taken in New York after a passage from Puerto Rico with an oil barge. She later went over to the North Sea as an anchor handling tug. *(Source: On the Hawser by Steven Lang and Peter H. Spectre)*

ACCIDENTS – SALVAGE NEWS

BARGE ALLIDED WITH BRIDGE



The "**Taifun**" allided with a bridge spanning the Elbe in Hamburg-Harburg on Oct 20, 2014. The wheelhouse was crushed, one man suffered slight injuries and was taken to hospital. The accident was caused by the exceptional high tide. The steel construction of the bridge was dented, but no structural damages were found during an inpection. The vessel was freed with the low tide.

(Source: vesseltracker)

Advertisement



Ship Delivery

TOS is an international service provider in energy & maritime manpower, onshore professionals and ship deliveries.







Energy & Maritime Manpower

Contact us: +31 10 436 62 93 • www.tos.nl Your source for Manpower

TUG LOST BARGE

The "En Avant 20" lost a barge in the evening of Oct 21, 2014, approximately 70 kilometers northwest of Den Helder in severe storm. The 135 meter long barge with 15,000 tons of stone on board went adrift and threatened two platforms in the North Sea. The Dutch Coastguard sent the emergency tug "Ievoli Amaranth". In wind Forces of eight Beaufort the barge passed the platforms and drifted towards Texel. At



midnight it was about 20 kilometers from the coast. Svitzer Salvage and the Noordzee Helikopters Vlaanderen were waiting for a possibility to transfer a crew aboard. The " Ievoli Amaranth " managed to connect a towing wire with the assistance of a Coast Guard helicopter in the morning of Oct 22. It was decided to pull the barge to Ijmuiden. (Source: Vesseltracker)

NICOLA DISABLED

The 95 meter long, 5050 dwt general cargo vessel *Nicola* became disabled off Pentland Firth, Scotland. The Nicola had suffered engine failure and gone adrift near Strathy Point. The crew alerted authorities who dispatched the Coastguard tug *Herakles* to the scene. The tug took the *Nicola* under tow and proceeded to Scapa Flow. No reports of injuries to the 8 crew, damage or pollution released. (Source: WreckLog) MV *Nicola*, the 95 meter long general cargo ship flagged in Curacao, which broke down and was drifting in the Pentland Firth last night, 19th October, around 5 miles offshore Dounreay, was anchored in the middle of Scapa Flow earlier tonight by the ETV *Herakles*, which is now, 22.53, almost back to her current base in Kirkwall. With winds potentially



up to storm force forecast for the Northern Isles tonight as Hurricane Gonzalo makes landfall in the north of the United Kingdom, it has been an urgent job to get this disabled ship to the safety of shelter in Scapa Flow in good time. Gusts of up to 80 mph are possible over these islands tomorrow, 21st October. The Maritime and Coastguard Agency had, of course, in its 'modernisation' plan, intended to scrap both

Emergency Towing Vessels [ETVs] from northern waters. It was the possibility of just such an incident as this one that forced a governmental rethink. The potential for environmental damage resulting from a developing incident of this kind in these important northern waters is substantial.

(Source: ForArgyll)

TOWING DISABLED DUTCH CARGO SHIP MYRTE OFF SCOTLAND AFTER FIRE

A Dutch cargo ship was adrift overnight in the North Sea after a small engine room fire disabled the vessel off Shetland's Fair Isle. According to media reports, the Dutch-flagged general cargo ship MV *Myrte* suffered an engine room fire late Tuesday (Oct. 21) afternoon while underway approximately 12 miles southeast of Fair Isle, leaving the ship without propulsion with nine crewmembers onboard. A harbor tug from Sullom



Voe, the MV *Tystie*, was able to attach to the vessel Wednesday morning and is towing the disabled ship to Britain's Lerwick Harbour. The 7,100 DWT MV *Myrte* was traveling from Invergordon to Lerwick with a cargo of pipes for the oil industry when it broke down, BBC reports *(Source: BBC;*

Photo: Flickr)

OFFSHORE SUPPLY TUG BADLY DAMAGED AFTER COLLISION WITH LPG TANKER ROYAL JADE



LPG tanker *Royal Jade* collided with offshore supply tug **X PRESS 27** (Imo 8711485) on Fujairah Road on Oct 17, UAE, Gulf of Oman. **X PRESS 27** said to be badly damaged, vessel partially sank, crew rescued, three of them were injured. The E Press 27 has a length of 30 mtrs a beam of 8 mtrs and a draft of 2.50 mtrs. The Crewboat was built in 1987 by Aluminium Boast at Crown Point.La; USA as the Aberer Fourteen. (Source: *Vesseltracker*; Photo: *Will Weijsters-*

Shipspotting)

Advertisement

SUNKEN BARGE SALVAGE STOPS TRAFFIC ON CHICAGO RIVER

The U.S. Coast Guard said it is restricting vessel traffic on the Chicago River to allow for salvage of a sunken barge. All cargo has been removed from the sunken barge in the Chicago River between the Lake and Randolph Street bridges and divers are currently in the water to conduct a survey of the barge's hull. The barge has been secured so that a



50-foot clearance can allow for vessel traffic to transit. Once the divers complete their survey, the company intends to formulate a salvage plan to either move the barge to another location or lift it out of the water. Coast Guard assets are on scene to monitor vessel traffic while divers are in the water. Personnel from Coast Guard Marine Safety Unit Chicago have coordinated waterways management controls over the Chicago River since the barge broke free from its mooring Friday afternoon and sank in the river. The barge was loaded with 750 yards of clay dirt. No injuries or pollution are reported. (Source: *USCG*; Photo: *chicagotribune.com*)

BULKER SINKS ON YANGTZE



A bulk carrier, **Kui Xia 609**, sank on the Yangtze River yesterday 21st October 2014, due to its hull collapsing near Yichang of Hubei. The vessel was carrying about 5,000 tons of titanium ore from Chongqing to Zhenjiang. All the 10 crewmembers onboard have been rescued. Currently the local

maritime safety authority is investigating the accident. *(Source: SinoShip News)*

OFFSHORE NEWS

TURKISH SHIP INTRUDING ON CYPRUS OFFSHORE GAS

Cyprus said on Monday a Turkish research vessel had encroached on an area off its southern coast where it is searching for gas, and it was preparing counter-measures in an escalating row over rights to hydrocarbons in the eastern Mediterranean. Cyprus, a member of the European Union, has become particularly



keen to develop offshore gas reserves as a potential source of revenue since it was compelled to seek an international financial bailout in early 2013. Greek Cypriot authorities said the Turkish vessel **Barbaros**, which collects seismic data, entered their exclusive economic zone on Monday morning and intended to stay in the area according to a maritime advisory issued in early October. "This is a clear violation of Cypriot sovereign rights," said Nicos Christodoulides, the Cypriot government spokesman. He described it as the "most serious" escalation of a dispute that has long simmered since the declaration of a breakaway Turkish Cypriot state in north Cyprus in 1983. There was no immediate response from Turkish authorities. Turkey, which backs the Turkish Cypriot entity, does not recognize the jurisdiction of the Nicosia government in the exploration area off the Southeastern tip of Cyprus. The row has already triggered a suspension of peace talks between Greek and Turkish Cypriots on the island partitioned by a 1974 Turkish invasion that followed a brief coup engineered by the military junta then ruling Greece. "When the reasons we cited for suspending participation in the talks cease to exist, we will go back to negotiations," Christodoulides said. He said Cyprus would probably announce on Tuesday a series of counter-measures. They would be "political, diplomatic and legal," Christodoulides said, without elaborating. He did say, however, that they would not

involve the closure of any checkpoints along the U.N.-monitored ceasefire line between the Greek and Turkish Cypriot sides of the island. Greek Cypriots running Cyprus's internationally recognized government see the presence of the vessel as a direct slight to its sovereignty, since it has already licensed parts of its sea zone to multinationals to search for gas. Italy's ENI has a drilling rig in the area. Although there have been disputes over Cyprus's attempts to tap offshore hydrocarbon wealth before, Cypriot officials said this was the first time a foreign vessel with a clear mandate to carry out seismic research had been deployed. A Cypriot defense ministry source said that in addition to the **Barbaros**, two support vessels and a Turkish navy frigate were about 20 miles south of Cape Greco, the easternmost part of Cyprus's southern coast. A U.S. company, Noble, found an estimated 5 trillion cubic meters of gas south of Cyprus in late 2011, straddling a median line with Israel where major discoveries have been made in the past decade. France's Total has also signed a concession to drill for gas with the Nicosia government. Greek Cypriots say any hydrocarbon wealth discovered will be shared with the Turkish Cypriots in the event of a peace deal. *(Source: Marex)*

Advertisement

ALPHATRON
Alphatron Marine

For more information: www.alphatronmarine.com



ALPHAFIBER COURSE GYRO COMPASS ALPHACONNECT TELEPHONE EXCHANGE ALPHABRIDGE ALPHAMINIC COURSE GYRO COMPASS ALPHABRIDGE TUGBOAT VERSION

View the youtube film of the Alphabridge for tugboats on <http://www.youtube.com/watch?v=hQj6hFDcHW4&feature=plcp>

C-RETRIEVER'S KIDNAPPED CAPTAIN SUES CHEVRON AND ECO



Captain of the Edison Chouest's hijacked supply vessel **C-Retrieveur** Wren Thomas has filed a lawsuit against Edison Chouest Offshore (ECO) and Chevron USA for gross negligence and failure to take appropriate remedial measures to protect its employees from pirates. According to the lawsuit petition, defendants "knowingly, intentionally and willfully sent their employees, including Captain Thomas into an area where pirates were attacking vessels and specifically targeting

ECO vessels" showing "a willful, wanton and conscious disregard for the safety of Captain Thomas and other officers and crew of the **C-Retrieveur**." **C-Retrieveur** was hijacked and its captain and chief engineer kidnapped off Nigeria in October 2013. Thomas claims that despite several death threats and warnings from pirates before the attack, Chevron and ECO failed to develop a protocol to deal

with such attacks and failed to replace their communication systems with more secure lines. As explained in the lawsuit, **C-Retriever** was not equipped with a citadel, a specially fortified safe-room on the vessel engineered for protecting officers and crew in the event of a pirate boarding. “Captain Thomas and the majority of his crew attempted to evade capture by taking refuge in the vessel’s Bulk Tank Room. However, after six hours, the pirates were able to breach the room and open gunfire on Captain Thomas and his crew. To avoid loss of life, Thomas and his engineer were forced to surrender, “ the petition reads. Captain Thomas was held hostage in a camp in the Nigerian swamps for 18 days where he was subjected to physical torture. Injuries inflicted during his captivity have prevented Captain Thomas from coming back to his previous job. ECO paid ransom to pirates to get Thomas and his chief engineer released. The two companies have not commented on the lawsuit. *(Source: World Maritime News)*



OCEAN INSTALLER EXPANDS TO AUSTRALIA

Norway’s Ocean Installer has opened an office in Perth, Australia to meet client demand for subsea construction services. “This is the beginning of our presence in another promising region in line with Ocean Installer’s growth strategy. The Asia Pacific- and Oceania region represent significant growth opportunities in the years ahead,” says Ocean Installer CEO Steinar Riise. Ocean Installer, a provider of



subsea services to the offshore oil and gas industry, has recently hired Bijan K. Mahapatra to lead the office in Australia. Mahapatra has more than 30 years of experience in the offshore subsea engineering and construction industry where he has held senior leadership positions working for companies like McDermott, Bouygues Offshore, Clough Offshore, Riise Underwater Engineering and more recently with SapuraKencana. “With Ocean Installer’s experience and Mahapatra’s local knowledge and network, we are well positioned to expand our operation and business in the region,” says Riise. *(Source: Offshore Energy Today)*

NOBLE ENERGY HIRES ‘MOKUL NORDIC’ IMR VESSEL

Nordic Maritime, an offshore service operator, today announced a five year time charter for its DP2 IMR Subsea vessel, **Mokul Nordic**, which has been awarded by Noble Energy, the international



energy provider. “At Nordic Maritime, we are delighted to have won this long term charter contract directly with a highly reputed international oil company, Noble Energy. This is a major achievement for us and together with our co-owner of this vessel, MDL Energy, we see this as a potential to grow our fleet of medium size IMR Subsea vessels in the years going forward,” said Kjell Gauksheim, Executive

Director of Nordic Maritime. **Mokol Nordic** is a DP2 VS470 MKIII subsea service vessel capable of ROV / IMR operations. “**Mokol Nordic** will complete the charter it is now performing with the Norwegian oil major, Statoil, on 1st November 2014, and will immediately mobilise to the Mediterranean to start the long term charter with Noble Energy.” “The vessel will be performing ROV operations as well as environmental and field development surveys during her five year charter period for our client” he added. “This contract was won in competition with several other candidates and we have committed to Noble Energy to develop a local content of crew training program onboard **Mokol Nordic** in close cooperation with our local partner and agent, KH Maritime Ltd” said Kjell Gauksheim. **Mokol Nordic** is specially customised and equipped to perform IMR/ROV work. The vessel has a 100-tonne active heave compensated offshore knuckle-boom crane and built-in swell compensation systems to 2,000m of water depth. Compliant with SPS 2008 Code & Clean and Comfort class notation, **Mokol Nordic** can accommodate 60 people, offers full cargo deck capacity, and logistical support to extend full usage flexibility. *(Source: Offshore Energy Today)*

Advertisement

BOGAZICI

BEST QUALITY
TUG BOAT
&
OFFSHORE VESSEL
BUILDER

www.bogazicishipping.com



REACH SUBSEA WINS ROV CONTRACT WITH EIDESVIK OFFSHORE

Reach Subsea has entered into a 3-year contract with Eidesvik Offshore for provision of ROV services on **Viking TBN**, a subsea construction vessel to be delivered from Kleven Yard in March 2015. The scope of services from Reach Subsea include two new work ROVs with full crewing, and

is expected to yield annual revenues of approximately NOK 40 million (\$6.1 million), whereof NOK 10 million (\$1.5 million) is guaranteed by Eidesvik. In addition, Reach Subsea will under the agreement with Eidesvik market the **Viking TBN** as a subsea spread for own projects, thereby increasing the company's base of marketable assets to 5



vessels in 2015. Also, the **Viking TBN** – a large subsea vessel with a length of 145 meters and a 400 tonne crane – adds diversity to the vessel base and contributes to increasing the company's addressable market, the company said in the release. CEO Jostein Alendal says: "This contract is essentially a collaboration agreement where Eidesvik contributes a state of the art large subsea vessel, and Reach contributes first class equipment and highly qualified subsea personnel. We believe the combination will be a competitive alternative for our customers, and expect to prove this through contract awards in the near future." (*Press Release*)

DEEP SEA SUPPLY IN DOUBLE CHARTER WIN



Deep Sea Supply, a Cyprus headquartered owner of offshore support vessels, has secured charter extensions for two PSVs with Brazil's Petrobras. The contracts for the two vessels, PSV **Sea Halibut** and PSV **Sea Bass**, have been extended for 1 year with an option to extend for another 1 + 1 + 1 year. The new firm period of the contract ends in July 2015. The company did not disclose the value of the contracts, but only said the daily rates are as per existing

contracts. Both Sea Halibut and Sea Bass are Platform Supply Vessels of a UT 755 L type that can accommodate 22 persons. (*Press Release*)

SOLD TO BREAKERS

It has been reported that the 1973 built St. Vincent and Grenadines registered with call sign J8TJ8 Offshore Supply Vessel **Walvis 8** (Imo 7343853) has been sold to India breakers. She was owned by

Panfield – Lagos; Nigeria and managed by Walvis International Ci. Ltd. – Lagos; Nigeria. The vessel was built by Peters Schiffswerft Wewelsfleth – Germany as the Georgeturm. In 1995 sold and renamed Dea Master. In 1997 sold and renamed Walvis 8. She has a grt of 1.049 tons and a dwt of 936 tons. *(Photo: Jacob Versteeg)*



Advertisement

DMT[®]
MARINE EQUIPMENT

TAILORED TO YOUR NEEDS
ROBUST & INNOVATIVE
RELIABLE & LOW MAINTENANCE

WINCHES | DECK EQUIPMENT | OFFSHORE SOLUTIONS | MEGA YACHTS | SPECIAL PROJECTS
www.dmt-winch.com

LAUNCHING VOS PRIDE AND VOS PRIME



We are pleased to announce that the launching has taken place, at Fujian South East Shipyard (FSES) in Fuzhou, China, of Vroon's first two multi-purpose platform-supply vessels (MPSV), **VOS Pride** and **VOS Prime**. **VOS Pride** and **VOS Prime** are the first two in a series of ten sister vessels, ordered during 2012 and 2013 by Vroon Offshore Services.

All ten MPSVs have full (under-deck) supply capabilities, that include stainless-steel tanks for the carriage of methanol, but also provide accommodation and work space for up to 40 client staff. The

unique vessel concept is based on a free deck space of 720 sqm, which can also be equipped with a walk-to-work system or active heave-compensation crane, while leaving ample space for a variety of extra services. These new-generation vessels are based on a KCM design. In close cooperation, KCM, Vroon's Newbuilding Engineering Department, the world-renowned yacht designer KER Yacht Design & Engineering and Force Technology in Copenhagen worked together to fully optimise the design in order to ensure favourable motion and sea-keeping ability and efficient fuel consumption (both in DP mode and during transit). To further enhance on-board comfort for clients' personnel and crew members, the latest developments in computational noise and vibration analysis were incorporated. **VOS Pride** and **VOS Prime** are expected to be delivered by FSES in the Spring of 2015, followed by four sister vessels later in 2015 and an additional four in 2016. *(Source: Vroon)*

DEEP SEA SUPPLY TAKES DELIVERY OF PSV 'SEA SWIFT'

Deep Sea Supply, a Cyprus-based owner of offshore support vessels, has on Thursday October 23 taken delivery of the newbuilding Platform Supply Vessel 'Sea Swift'. The vessels 'Sea Swift' is a Ulstein PX 105 design built at Sinopacific Shipyard. Main



characteristics of the vessel are: 4.700 dwt, 1000m² deck area, clean design, diesel electric propulsion and the X-bow design which significantly reduces fuel consumption. Following the delivery of 'Sea Swift', Deep Sea Supply has 15 AHTS vessels and 25 PSVs in operation, in total 40 vessels. *(Press Release)*

EMAS WINS \$70M IN NEW CONTRACTS



Ezra Holdings' Subsea Services division, EMAS AMC, has won multiple new awards from various energy companies valued at over US\$70 million. The scope of work includes subsea installation of umbilicals, flowlines and jumpers, as well as provision of services to support rigs. Work has

started for several projects, with the others slated for offshore execution from Q4 2014 to Q2 2015. "I am delighted to see that our customers are leveraging our subsea expertise and placing their trust in

our solutions and services. With this slate of multiple contracts that span across the US Gulf of Mexico and Asia Pacific regions, EMAS AMC is continuing its winning momentum and reaffirming our strategy on growing our subsea business,” said Lionel Lee, Ezra’s Group CEO and Managing Director. The Group also reported revenue growth of 18% to US\$1.5 billion for the full year ended 31 August 2014 (“FY14”), at the back of five recurring quarters of operational profitability contributed by EMAS AMC, setting another new record from the US\$1.3 billion achieved in the previous corresponding period (“FY13”). Adjusted PAT rebounded from a loss of US\$26.6 million in FY13 to a profit of US\$41.2 million in FY14. *(Press Release)*

WINDFARM NEWS

ZPMC SIGNS WIND FARM INSTALLATION VESSEL DEAL

Shanghai Zhenhua Heavy Industries (ZPMC) has signed a contract with CCC Third Harbor Engineering for the construction of China’s most advanced wind farm installation vessel. The vessel with a 1000-ton capacity will be equipped with the latest jack up system developed by ZPMC. It will feature a hydraulic lifting system that uses cylindrical legs enabling it to work in water depths of up to 40 meters.



Compared with conventional rack and pinion lift system, the new system lasts longer and is highly reliable, which makes it suitable for frequent lifting of installation vessels and platform. In addition, ZPMC R&D team developed a second-generation hydraulic pile gripper to better cope with offshore operation conditions, thus improving performance in piling precision. ZPMC has long been involved in the field of wind power equipment. It offers an 800-ton offshore wind farm installation vessel and platform. *(Source: Offshore Wind)*

Advertisement

**ROTOR
TUG**

Navigational risk reduction

ALARP

(As Low As Reasonably Practicable)

ISLAND TIGER CATAMARAN WINDFARM CREWBOAT FOR SALE

International Marine Consultancy announces the sale of the **Island Tiger** catamaran windfarm



crewboat. The 2010 built vessel is MCA Workboat Cade Cat 2 classed. She has a length of 16.00 mtrs a beam of 6.30 mtrs and a draft of 0.90 mtrs. The two Scania D12 main engines develops an output of 650 hp each to Ultra Dynamics UJ451 Waterjets. Which give the vessel a maximum speed of 23 knots by a continue operating speed of 20 knots with a range of 350 nautical miles. She has a deck area forward of 8.5 m² and aft 25 m². A Capstan: 500 kg and a Hydraulic Crane : Hiab 033-T, 500kg at 6m radius. Her Accommodation consist 2 Berths,

Galley, Mess, Shower/WC, Changing Area. Hot & Cold FW, Fridge/Freezer and a Storage Windturbine Spares & Consumables below deck. Complement : 12 passengers and 2 crew. The passengers are seated in 12 individual suspension seats. All details given in good faith but without guarantee. Further details and price information available against named interest. Vessel located UK where inspectable via our office (*Source: IMC*)

ISLAND PANTHER CATAMARAN WINDFARM CREWBOAT FOR SALE

International Marine Consultancy announces the sale of the **Island Panther** catamaran windfarm crewboat. The 2011 built vessel is MCA Cat 2 classed. She has a length of 17.00 mtrs a beam of 6.30 mtrs and a draft of 1.10 mtrs. The two Scania D16V8 main engines each to Ultra Dynamics UJ451 Waterjets which give the vessel a maximum speed of 23 knots by a continue operating speed of 20



knots. She has a deck area forward of 12 m² and aft 15 m². A Hydraulic Crane Palfinger Marine PK 2300M. Her Accommodation consist 2 Berths, Galley, Mess, Shower/WC, Changing Area. Hot & Cold FW, Fridge/Freezer. Complement : 12 passengers and 2 crew.. All details given in good faith but without guarantee. Further details and price information available against named interest. Vessel located UK where inspectable via our office (*Source: IMC*)

Advertisement


**ANY SHIP OR DESTINATION...
WE DELIVER**

**SHIP DELIVERY
CREW MANAGEMENT
MARITIME RECRUITMENT**

Redwise
GLOBAL SHIP DELIVERY & CREWING

www.redwise.com

TUCO DISCLOSES 11M WIND FARM SERVICE BOAT

Less than a week before the Offshore Energy 2014 Exhibition and Conference in Amsterdam the coming week, Tuco Marine discloses the newest vessel in the ProZero series of Fast Rescue Boats, Daughter Crafts and Workboats; The New ProZero 11m Wind Farm Service Boat. The new design is a dedicated service boat and crew transfer vessel for offshore wind

farms. The boat has been developed as a little sister to the ProZero 13m Wind Farm Service Boat presented earlier this autumn. The 11m meter vessel is constructed to be lifted on and off larger mother vessels featuring a davit system and the ProZero 11m Wind Farm Service Boat can be outfitted with hook systems of the owners choice. Besides single point hoisting the ProZero 11m Wind Farm Service Boat can be launched and recovered by a built-in slipway system in the transoms of the mother ships offshore. Tuco Marine directly targets the third round offshore service an accommodation vessels, serving the far offshore farms on deep waters. These farms are situated so far offshore that daily travel to and off shore is not possible and technicians are therefore accommodated on larger mother vessels or on accommodation platforms. This requires stabile daughter crafts that are capable of transporting personal from the accommodation units to and of the installations. The boat is constructed from carbon fiber composites due to the industry's increased focus on fuel efficiency obtained by less operational power needed. Further the low weight achieved by this construction, also makes it possible to fit the fairly large daughter craft to vessels not capable of handling heavier daughter crafts. The vessels features twin waterjet installation fitted to inboard diesel engines, and operates at a service speed above 30kts transporting 8 passengers and cargo. The ProZero series has been awarded funding under the topic Small Business Innovation Research for Transport under the EU Horizon 2020 programme. The funded project has its focus on creating innovation and minimizing the weight of workboats and Daughter crafts. "The ProZero series low weight results in a significant reduction in fuel consumption and thus much lower CO₂-emission and NoX-outlet. The vessels will simultaneously be able to go faster or achieve greater operating range ", says Managing Director of Tuco Marine Jonas Pedersen. *(Press Release; Image: Tuco)*

YARD NEWS

EASTERN SHIPBUILDING GROUP, INC. IS PLEASED TO ANNOUNCE THE RECENT SIGNING OF ADDITIONAL Z-TECH TUGS FOR BAY HOUSTON TOWING AND SUDERMAN & YOUNG TOWING.

Eastern Shipbuilding is again pleased to announce that in August 2014, Suderman & Young Towing Company and Bay Houston Towing Company each exercised one (1) additional Z-drive tug to be constructed with Eastern Shipbuilding Group, Inc. (ESG). These two (2) additional vessels brings the total to six (6) new Robert Allan, LTD. (RAL) Z-Tech 2400 Class Terminal &



Escort Tugs at Eastern's Panama City, Florida facilities. This RAL design is designated Z-Tech 2400 and Eastern's Hull designation numbers are as follows: G & H TOWING COMPANY will provide the onsite representation for both Owners as the Owners' Agent during the engineering, construction and delivery phases of these contracts. At delivery, G & H Towing will operate each vessel as it has in the past. Since 1934, it is one of the oldest and most progressive towing companies on the Texas Gulf Coast. G & H Towing operates an outstanding fleet of over 30 harbor tugs with state-of-the-art equipment. They operate harbor tugs in the largest ports in the United States Gulf Coast with operations in Houston, Galveston, Texas City, Corpus Christi and Freeport. Robert Allan, LTD (RAL) of Vancouver, B.C. will be providing the Z-Tech 2400 Class Terminal & Escort Tugs design and engineering. G & H Towing's fleet currently consists of eight "Z-Tech" tugs in operation. This "Z-Tech" incorporates the latest technology for escort service and ship assist. Each new Z-Tech 2400 features the following characteristics: Dimensions (Overall): 80'-0"x 38'-3"x 15'-9" Total



Horsepower: 5,150 HP @ 1,600 RPM Main Engines: (2) Caterpillar 3516C (B rating) Tier 3 marine propulsion diesel engines. Main Propulsion: (2) Schottel Model SRP 1215FP in Nozzles Z-Drives. Main Generators: (2) John Deere 4045AFM85 Tier 3, 99kW 480V @ 1800RPM marine diesel generator sets. Hawser Winch: (1) Markey Machinery Fairleader 50HP

Electric Hawser Winch, Model DEPCF-48S, 36” wide Drum Mid-drum brake holding capacity 300,000lbs. Classification: ABS 1A1, Towing Vessel, AMS and Escort Service ABS Loadline (SoC), Statement of Compliance Flag: United States of America Eastern Shipbuilding Group, Inc. is pleased to add these two (2) additional tugs to its order book. Each new contract continues Eastern’s long term commitment and history of being one of the most successful U.S. shipbuilders in the marine shipbuilding industry. Eastern will continue to provide better services and grow its facilities along with its strong workforce of men and women who are always eager for the next new construction, conversion or repair challenge. Eastern Shipbuilding Group, Inc. has over the years constructed twenty-one (21) Z-drive tugs of similar size and complexity for several customers in the United States. These new contracts maintain Eastern’s reputation for constructing and delivering vessels on-time and on-budget, and as one of the largest Z-drive tug new construction shipyards in North America. *(Press Release Eastern)*

Advertisement



M3 MARINE OFFSHORE BROKERS

- Chartering (Time & Bareboat)
- Sale & Purchase (including Newbuilding)

mail@m3marine.com.sg

M3 MARINE EXPERTISE

- OCIMF OVID & IMCA CMID Inspections
- IMCA Dive System Audits
- FMEA Authoring & Auditing
- DP Consultancy / Annual DP Trials
- Technical / Commercial Due Diligence

expert@m3marine.com.sg



M3 MARINE GROUP – One of Asia’s largest independent Offshore Ship Broking & Marine Consultancy Groups.

www.m3marine.com.sg 1 Commonwealth Lane #06-21, ONE Commonwealth Singapore 149544 Tel: +65 63274606

EASTERN SHIPBUILDING GROUP SIGNS OPTION CONTRACT FOR ONE ADDITIONAL 90’ INLAND WITH TOWBOAT FLORIDA MARINE TRANSPORTERS, INC.

Eastern Shipbuilding Group, Inc. is pleased to announce that Florida Marine Transporters, Inc. of Mandeville, LA exercised another additional 90’x32’x10’ “Canal Class” Inland Towboat to the six (6) vessel program currently under contract. In September 2014, Florida Marine Transporters, Inc. signed the 7th vessel and this additional towboat brings the total to sixty-two (62) vessels contracted. Three (3) of the



now seven (7) towboats have been delivered to Florida Marine since February 2014. This option vessel will be constructed from a design furnished by Gilbert Associates, Inc. of Boston, MA. This series of towboats originally began with a twenty-five (25) vessel contract with on-time deliveries starting in 2006. It has expanded to become the largest single builder single Owner new construction program with the same class towboat design in United States history. Installed in each

new vessel will be Tier 3 main propulsion engines and generators. The vessel is powered by two (2) Caterpillar 3512C Tier 3 diesel engines rated at 1,500 HP at 1,600 RPM provided by Louisiana Power Systems. The reduction gears are direct coupled Twin-Disc Model MG-5600 with a 6.04:1 reduction supplied by Sewart Supply, Inc. of Harvey, Louisiana. Electrical power is provided by two (2) 99kW John Deere 4045AFM85 99KW Tier 3 generator sets rated for 60 Hz, at 208 VAC provided by Kennedy Engine Company of Biloxi, MS. These diesel engines comply with the current EPA/MARPOL control of emissions of nitrogen oxides from marine diesel engines. Florida Marine Transporters began in 1992 with the vision of Mr. Dennis Pasentine, FMT's CEO to achieve excellence in the maritime industry. Together with committed shipmates and a strong work ethic, Florida Marine has developed into one of the largest United States inland marine companies, and proudly serves its customers with one of the youngest towboat and tank barge fleets in the industry shipping a variety of cargoes such as petrochemicals, chemicals, LPG, crude oil, agricultural liquids and dry cargo. Through the efforts of its experienced leadership team, and dedicated vessel and shore side employees, Florida Marine operates in a safe, environmentally sound, and efficient manner. Eastern Shipbuilding Group, Inc. continues to grow its two shipbuilding facilities in Panama City, Florida and has been in business since 1976 building, converting and repairing vessels in steel and aluminum of all types including tugs, barges, offshore support and construction vessels, research vessels, firefighting vessels, barges, ferries, passenger vessels, fishing vessels and towboats for both the commercial and government marine markets. Eastern Shipbuilding Group continues to remain a diversified shipbuilder. These new towboats will maintain Eastern Shipbuilding's role as one of the largest manufacturers of Inland Towboats in the United States. *(Press Release Eastern)*

WEBSITE NEWS

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

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

Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - [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](#)

Be informed that the mobile telephone number of Towingline is: +31 6 3861 3662

<mailto:jvds@towingline.com>

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

DISCLAIMER

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