



TUGS & TOWING NEWS

ART 80-32 ROTORTUG®, THE NEW INDUSTRY BENCHMARK DELIVERED TO ELISABETH LTD



Monday, 27th October 2014, the first tug of the next generation, named **RT Discovery**, was delivered by Cheoy Lee Shipyards Ltd to her new owner Elisabeth Ltd in Malta. This new Robert Allan Ltd designed 80 tons harbour/escort tug with the proven Rotortug® propulsion configuration is the next chapter in the successful story of this

strong co-operation. **RT Discovery**'s maneuverability and strength provide operators with maximum tugboat safety during operations and enhance the operational possibilities enormously. The **RT Discovery** has a continues bollard pull of over 86 tons and a maximum speed of 13.5 knots ahead and sailing astern, and is doing 7,5 knots sidestepping. In our continuation to provide the best tug for the job and in our aim to make tugboat operations as safe as reasonable and practical possible, we emphasize this new ART 80-32 Rotortug® will be a major contribution to achieve NINA (No incidents, no accidents) status for operators. The ART 80-32 will change the game again and sets a new industry benchmark. *(Press Release Rotor Tug BV)*

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THE GREAT LAKES TOWING COMPANY ENSURES ICE BREAKING DOMINANCE THROUGH MAJOR FLEET OVERHAUL PROGRAM

The Great Lakes Towing Company has replaced the resilient Tugs [North Dakota](#) and [Kentucky](#) with the recently upgraded and highly dependable Tugs [Indiana](#) and [Arkansas](#) in preparation of the upcoming 2014/2015 winter ice breaking season. This ensures the first-class harbor assist, towing, and ice breaking services that lakers and salties expect in the Port of Duluth will continue for years to come. Tug Captain Dean Olson in the Port of Duluth explains that, “The level of



professionalism at The Towing Company is greater than that of competitors. We offer 24/7 service with experienced full-time crews, so our customers always receive consistent and dependable service.” As an employee of The Towing Company, Tug Captain Dean Olson has called the Port of Duluth home for over 42 years. Olson remembers starting his career in Duluth as a deckhand on the Tug [Arkansas](#). It’s a true homecoming for Olson to see the Tug [Arkansas](#) return to Duluth. The steadfast and committed harbor fleet in Duluth now includes the Tugs [Indiana](#) and [Arkansas](#), giving it “fresh legs” for the upcoming ice breaking battle, after undergoing major repairs and upgrades over the past several months. The Company also plans to replace the Tug [Minnesota](#) before winter sets in. The Tug [North Carolina](#) is in great shape, and will remain the “first tug out” when ice breaking services are called for. Tugs [North Dakota](#) and [Kentucky](#) were the 14th and 15th tugs upgraded as part of The Company’s Major Fleet Overhaul Program. *(Press Release Great Lakes Towing Company)*

GREENPORT CAPTAIN, CREW SAVE SAILORS OFF RHODE ISLAND COAST

A Greenport fishing boat captain and his two crew members rescued four people from heaving seas and high winds when their 55-foot-long tugboat capsized and sank off the Rhode Island coast last night. All four men were unharmed, despite spending nearly a half hour in the stormy water, according to multiple sources who praised Sid Smith, captain of the [Merit](#), and his crew members, Gary Detrick of Greenport and Ernie Nicholson of Rhode Island. “He executed a flawless pickup of these guys,” said Phil Capolupo, co-owner of SRS New England, which owned the boat. “The guy really is a hero. He was in the right place at the right time, but then he did the right thing on top of that.” Four people had been aboard the [Karen Jean](#), a tugboat towing a 110-foot-long barge, around 6:30 p.m. when the boat began taking on water listing at a 45-degree angle about a mile-and-a-half offshore. “It was disgusting out last night,” said U.S. Coast Guard Lt. Karen Kutkiewicz. “They must have gone down quick.” The Coast Guard Cutter [Sanibel](#) from Woods Hole, Mass.; Cutter [Tiger Shark](#) from Newport, R.I., Cutter [Sitkinak](#) from Bayonne, N.J., and Station Point [Judith](#) responded to the mayday call, Lt. Kutkiewicz said. But the Coast Guard had trouble getting through the rough seas and had to launch response boats from port to race to the scene. Thankfully, she said, Mr. Smith was



nearby. Mr. Smith said he and his crew had been planning to return to Newport, R.I. last night to beat the storm, but a chain on one of the fishing nets broke, forcing them to turn into Point Judith. A few hours later as they headed into port — with winds gusting 45 miles per hour and seas about 8 feet high — they heard a distress call. “The wind was really picking up and I heard this guy make a mayday call,”

Mr. Smith said. “I looked at where we were and I knew it was s—y out. I knew we were close.”

(Source: *Suffolk Times*)

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 A blue and white offshore service vessel is shown at sea, moving from left to right. The vessel has a white superstructure and a blue hull. The word "SEAZIP" is visible on the side of the vessel. The sea is blue with white waves.

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ASD TUG DELIVERED FROM GREEK OWNERS TO SWEDISH BUYERS

Arena Offshore Brokers Ltd.-Istanbul is pleased to announce the delivery of a ASD tug from Greek owners to Swedish buyers. The 1998 Spanish built has a length of 34.75 mtrs a beam of 10.80 mtrs and a draft of 4.61 mtrs. The two Deutz SBV8M628 main diesel engines develops a total output of 3,292 kW (4,412 bhp) and result in a bollard pull 51.5 tons. The tug is complete rebuilt in 2012. She is classed Lloyds Register of Shipping.



(source: Arena Offshore Brokers) *Red:* According the picture and information it looks that this is the tug **Vagia II** (Imo 9148764) the former **Fairplay 22**.

NYPA SET TO REPLACE TWO TUGBOATS IN ITS NIAGARA FLEET



Two new tugboats will join the New York Power Authority fleet to support operations at the Niagara Hydroelectric Power Plant. The new boats will replace two of the plant's existing vessels — the Daniel Joncaire and the Breaker — part of a fleet of four vessels that play an integral role in the winter operation of NYPA's Niagara plant and the Sir Adam Beck Pump Generating Station, owned by Ontario Power Generation. At its Oct. 15 meeting, the NYPA Board of Trustees awarded a more than \$4.9 million contract to Great Lakes Shipyard of Cleveland to fabricate the new boats, the Daniel Joncaire II, scheduled for delivery in 2015, and the Breaker II, scheduled for delivery in 2017. (The costs of the tugboat replacement project will be equally shared with Ontario Power) The NYPA board's action followed its award last year to Bristol Harbor Group of Rhode Island to engineer and design the two new tugboats. "The tugboats play an essential role in keeping the Niagara River water intake structures of the hydroelectric plants clear of ice blockages during the winter," said Harry Francois, NYPA Western New York regional manager. "This helps to ensure continued flow of water for clean, low-cost hydropower generation for Western New York businesses and other customers. So we look forward to christening the new boats, which are highly visible symbols of the power generating process." Every winter, the Power Authority works with Ontario Power Generation to prevent ice on the upper Niagara River from impeding power production and causing flooding of shoreline property. The boats are used to install and remove an 8,800-foot-long floating ice boom, consisting of steel pontoons linked together and anchored to the river bottom at Lake Erie's outlet to the Niagara River. The boom accelerates the formation of the natural ice arch that forms most winters near the head of the upper Niagara River and also stabilizes the arch once it has formed. The boom prevents the buildup of ice, yet allows water to continue flowing downstream. The tugboats are also used for in-service maintenance, inspection and repairs of the ice boom and to patrol the river and break up ice, as needed. The decision to replace the Daniel Joncaire and the Breaker — more than 30 years old and more than 50 years old, respectively — stemmed from a NYPA 2012 study to evaluate the condition of the boats. The study determined that the boats had exceeded their service lives as towing vessels. Several options for refurbishment were evaluated, but based on the cost and the extensive modifications required, NYPA determined that the boats should be replaced. The contract award to Bristol Harbor stemmed from a competitive-bid process. *(Source: Niagara Gazette)*

AUSTRALIA WANTS OLD DANISH ICEBREAKERS

Three Danish icebreakers **Danbjørn**, **Isbjørn** and **Thorbjørn** may soon be home ported in Hobart,



Australia, and headed for service in Antarctica. The Australian Maritime College and the Adelaide Nautical College & College On Murray are hoping to buy the vessels. While the Australian government has decided to build a new icebreaker to work in the South Pacific and

Antarctica, these vessels are hoped to bridge the gap until the new icebreaker enters operation in around five years. The plan is for the Adelaide Nautical College to use the vessels to provide support to emergency response, search and rescue operations as well as assist in combating pollution at sea. The three ice breakers are currently based in Frederikshavn in Denmark. They have not been in service for over 15 years, but they have had a permanent skeleton crew assigned to take care of them. The diesel-electric, 67m **Thorbjørn** was built in 1980 and has only seen around 300 days of active icebreaking during its entire service life. The vessel is equipped with a towing winch and stern notch designed to receive and hold the bow of another ship by the towing line, making it possible to tow a vessel up close through difficult ice conditions. **Thorbjørn** is equipped with a Wärtsilä air bubbling system which reduces the friction between the hull and ice or snow by hull lubrication, thus improving its icebreaking capabilities. The sale is expected to be completed later this year. (*Source: Marex*)

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HARMS BERGUNG INSTALLS ULTRASOUND EMITTING TRANSDUCER ON AHT MAGNUS AND AHT URANUS

The use of ultrasound for industrial cleaning purposes has been known for a long time. Almost any dirt and residues can be removed from almost any surface nowadays. Contrary to a conventional cleaning with ultrasound does not remove dirt or residues but destroys any basis for fouling its mean the biofilm. This biofilm acts as the basis, so to speak as the feed, for the growth of algae, microorganisms, barnacles and mussels. If the film is destroyed, the feeding base of the fouling is deprived and the installation stays clean from the beginning. Harms Bergung is one of the first companies in the offshore business which has installed such system on board their vessels. The Ultrasound emitting transducer technology is used for bow thrusters, box coolers and sea chests. Currently the system is installed on two of their eight Anchor Handling Tugs and is going through a test phase. Once the test phase is successfully accomplished the other Anchor Handling Tugs of the

Harms fleet will be equipped as well with the ultrasound emitting transducer. This technology contributes substantially to the environmental protection as no biocide-containing treatments like antifouling coatings or chemicals are needed. Recognizing that Environmental Protection is one of the highest priorities, it is Harms Bergung policy that all Employees strictly adhere to current legislation, regulations and recommendations, relevant to pollution prevention on land and at sea. Harms Bergung's compliance with ISO 14001 incorporates a protocol for continual improvement in minimizing its environmental impacts during the company's orders of business, achieving levels suitable to all applicable limits required by law as observed by the Company's Management. A target of ZERO releases to the environment, including oil and chemical spills has been set. Reporting of any such spill is encouraged and recorded. On environmental issues, Harms Bergung operates a plan based on: Reducing the quantity of polluting substances discharged into the environment, increasing use of environmentally acceptable materials, the use of modern equipment and technology in place of those that are considered to be harmful, minimizing the impact of all Harms Bergung activities on the environment, recycling and the use of recycled products wherever possible, increasing environmental awareness amongst employees, to administer this plan, the company has incorporated procedures within the Safety Management System. All vessels of the fleet are in compliance with MARPOL regulations, which include all relevant certificates issued by the



classification society DNVLG. As already announced above, Harms Bergung as well as the vessel are certified according the ISO 14001 norm. Sample audits are getting conducted in the head quarter as well as the vessels to stay in compliance with ISO 14001. *(Press Release Harms)*

MTB WORKBOATS 2015 – DUBROVNIK 16TH -19TH SEPTEMBER

Are you an Owner/Operator of a fleet of Workboat vessels? Do you operate any of the following: AHTs, OSVs, PSVs, Dredgers, Barges, Pontoons, Floating Cranes, Trawlers or Fishing Vessels? Would you like to make the best use of your time when meeting with Suppliers? MTB Workboats will give you the opportunity to meet with Global Suppliers from within the industry for 2 days of business focussed meetings and 3 evenings of networking.

After the fantastic success of MTB Workboats in Barcelona, we are taking our 2015 forum to the beautiful city of Dubrovnik from the 16th – 19th September. To make the meetings as beneficial for you as possible, we ask you the types of Suppliers you would like to meet with. You are guaranteed a minimum of 15 business meetings over the 2 days and everything is prescheduled



so you know exactly who you will be meeting with. What better way to network with 60+ suppliers all in one place and at one time?! (*Press Release Copelandevents*)

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SALVAGE TUG ARRESTED



Singapore's admiralty sheriff has detained a South Korean salvage tug, according to court documents seen by TradeWinds. The Dongbank Shipping-owned 6,600-bhp **Dongbang Pallas** (built 1990) was arrested on Thursday lunchtime. The South Korean-flagged vessel was arrested on the instructions of local law firm Oon & Bazul LLP. AIS data shows the ship

presently moored off Singapore's east coast in position 01° 25.94'N, 103° 87.04'E. The exact details as to why the ship has been arrested remain unclear, but it is likely to be related to outstanding payments for services. Dongbank Shipping acquired the **Dongbang Pallas** in July 2013 from Singapore's Posh Fleet Services Pte for an undisclosed sum. The ship is the sixth vessel to be arrested in Singapore waters since the start of October in what is possibly a reflection on deteriorating market conditions. (*Source: Tradewinds*)

PIRATE GANGS LAUNCH ATTACKS IN NIGERIA'S OIL DELTA

Pirates have launched a spate of attacks in the creeks of Nigeria's oil-producing Niger Delta region since last Thursday, killing three policemen and abducting at least nine people, security officials said. Most of those kidnapped were local workers in Africa's biggest oil industry, where piracy in the surrounding waterways and seas is on the rise again after a brief lull, bucking a global trend that has seen pirate attacks fall elsewhere. In the most recent attack, gunmen on a boat opened fire on police escorting a barge operated by Italian oil company ENI along the Santa Barbara River, killing three

policeman. "Sea pirates attacked and killed three of our men. They were escorting an Agip (ENI) barge when they were attacked. We have recovered their bodies and the gunboat," police commissioner for Bayelsa state Valentine Ntomchukwu said by telephone. A security source said the boat's driver had also been kidnapped. ENI officials were not immediately available for comment. Earlier on Friday, unknown gunmen attacked a boat and abducted six personnel from a local oil services company in the Nembe local government area. On Thursday, around seven pirates on a speedboat boarded a supply vessel, kidnapping the ship's master and its chief engineer. Piracy and kidnapping are expected to increase further as Nigeria prepares for an election next February, intelligence experts say. This is because elections increase the demand for funding, which some politicians obtain through their links with criminal networks. Security in the Niger Delta is generally better than it was in the last decade, when the oil industry saw near daily militant attacks on oil installations and frequent kidnapping of oil workers, owing to a 2009 amnesty with militants. But piracy and oil theft remain a major security headache. *(Source: Marex)*

8000HP MULTIFUNCTIONAL TUG SUCCESSFULLY LAUNCHED

On the morning of October 26th 2014, a multifunctional tug named **Yi Hang Jin Shun**, which is built for China Communication Construction Company Ltd First Marine Office. The tug is 68.6m in length (MLD), 15m in width (MLD) and 5.5m in draft. The continuous power rate of its main engine is 6570kw. Boasting a sailing speed of 14.5m, maximum continuous towing force of 1100kN, two main generators, one stern propeller and a bow thruster, the tug also can be operated in unrestrictive area. The tug can be applied for the dispatch, oil-supply, water-supply and typhoon-resistant requirement of non-mainframe self-propeller engineering vessels. It is also a good assistant for other towing work and pulling in and off the shore of some big vessels. It complies with the CCS class notations as CSA Tug, Offshore Supply Ship, Ice Class B, FTP, PSPC(B), CSM AUT-0. Related leaders from CCCC, SCC and CCCC First Marine Office attended the launching ceremony. *(Source: Zhenjiang Shipyard)*



PELLA SHIPYARD LAUNCHES RESCUE TUG MB-121 OF PROJECT 02980 FOR RF NAVY

On October 24, 2014, Shipyard Pella (Leningrad region) launched a multipurpose rescue tugboat **MB-121** of 02980 (PS - 45), building No 801, the shipyard's press center says. This tugboat is the first vessel of the new project in the series being built for RF Navy. The vessel was launched with the use of the launching canal, special hydraulic engineering facility of the shipyard where final phases of

construction take place. Assignment: Multifunctional towing of vessels, floating objects and structures in ice and open water; supply of marine objects with equipment and materials, transportation of special staff and cargoes, assistance in technical operations fulfilment at remote sea objects; rescue operations, assistance of distressed vessels, search, rescue, evacuation and lodging of people, delivering of medical aid; rescue duties in shipping, marine oil and gas recovery areas; firefighting operations at floating and shore objects, firefighting of fuel oil burning into water; oil and petroleum content products spill removal; servicing in transport operations in harbor, shallow and shelf coastal zones; maintenance of underwater technical operations; breaking of ice with the thickness of up to 1 m at the speed of 2-5 knots; escort operations at the speed of up to 10 knots. *Technical parameters:* length overall – 48 m, width overall – 13 m, draught max – 5.4 m, speed – 14.5 knots, bollard pull – 80 t. Leningrad Shipyard Pella was founded in 1950 and privatized in 1992. The holding incorporates a head company and a number of subsidiaries. The shipyard specializes in construction of tug boats for Russian customers. (*Source: PortNews*)

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BOUCHARD TRANSPORTATION ACCEPTS 2014 AMS TUG & BARGE SAFETY AWARD FROM AMERICAN MARITIME SAFETY INC.



Bouchard Transportation Co., Inc., the nation's largest independently-owned ocean-going petroleum barge company, was honored by American Maritime Safety, Inc. ("AMS") with the 2014 AMS Tug & Barge Safety Award on Thursday, October 23, 2014. The award, accepted by Morty Bouchard IV, Vice President of Operations & Sales, recognizes the implementation of outstanding compliance programs that serve to enhance crewmember efficiency and the safe operation of tug and barge vessels in the U.S. coastal waters. AMS is a non-profit maritime trade association, which facilitates the maritime industry's compliance with international shipping protocols and U.S. Coast Guard regulations. The AMS consortium is comprised of more than 400 vessel owners and operators. It is the leading maritime industry association in the United States specializing in

regulatory compliance, particularly with respect to drug and alcohol and harassment prevention policy. (*Press Release Bouchard*)

YESTERYEAR TUG LOWER T

The **Lower T**, a small harbour and river tug built in 1966 at Port Arthur, Texas, is owned by the Thums Long Beach Company. At only 44 feet in length between perpendiculars, this is indeed a small tug. Yet she has 450 horsepower, which gives her the power to tow sand and gravel barges and engage in some ship work. The **Lower T** does not have a typical layout for an American tugboat – She has an open deck aft, which is more often seen on European tugs. This openness simplifies towing but precludes accommodations – the **Lower T** has room only for a galley and a head under the wheelhouse. A distinct advantage is the good visibility that this design affords the pilot. The stack is quite narrow and runs high up the mast to discharge the engine exhaust. This photograph shows some of the essential elements of a modern harbour tug – the air horns and radar on the wheelhouse roof and the VHF antenna and towing lights on the mast. (*Source: On the Hawser by Steven Lang & Peter H. Spectre*)



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ACCIDENTS – SALVAGE NEWS

USCG MONITORING BARGE ADRIFT IN BEAUFORT SEA



U.S. Coast Guard personnel and Canadian federal agencies, including the Canadian coast guard, Transport Canada and Environment Canada, are monitoring a 134-foot barge drifting in the Beaufort Sea after it broke free from its tow in Canadian waters during a severe storm Monday. U.S. Coast Guard authorities were notified on Tuesday that the barge was drifting westward in the Beaufort Sea toward U.S. waters, based on computer drift models. Canadian and U.S. Coast Guard Sector Anchorage response personnel

are working with the owner to develop a response plan, and are standing by to assist. The self-propelled, unmanned barge, carrying 950 gallons of diesel fuel, broke free from the vessel towing it and began drifting west with the wind. The barge's owner, Northern Transportation Corporation Limited, notified the Canadian coast guard, who immediately issued a Notice to Shipping to advise mariners. A Canadian aircraft located the barge in U.S. waters, drifting west, and began developing a

response plan with the owner. U.S. Coast Guard aircraft from Air Station Kodiak will also be deployed to the Arctic Slope to continue tracking the drifting barge. The visual confirmation of the barge indicated that the fuel tanks on board were intact and did not show any evidence of discharge. Coast Guard Sector Anchorage command center watchstanders are broadcasting information about the drifting barge to mariners operating in the Arctic. "We have a long history of working with our Canadian partners to accomplish these joint environmental protection missions," said Cmdr. Shawn Decker, chief of response, Sector Anchorage. "As the barge's owner and Canadian coast guard forces continue to respond, we will stand by to assist in mitigating any possible environmental impact." Weather on scene is reported as 40 mph winds and 12-foot seas. (*Source: MarineLink*)

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RICKMERS DUBAI – KINGSTON – WALCON WIZARD ACCIDENT INVESTIGATION REPORT

This reports the MAIB's investigation of the collision between the multi-purpose cargo ship *Rickmers Dubai* with the un-manned crane barge *Walcon Wizard* which was being towed by the tug *Kingston* in the south-west traffic lane of the Dover Strait TSS. The accident occurred as *Rickmers Dubai* was overtaking the tug and its tow. Immediately following the collision, the towline caught on *Rickmers Dubai* and *Kingston* was towed



stern-first through the water until the towline ran free from its tow winch. *Walcon Wizard* was badly damaged and *Rickmers Dubai's* hull was punctured above the waterline. The hydraulic system for the tow winch on board *Kingston* was also damaged. There were no injuries and there was no pollution. The report found that: * *Rickmers Dubai's* OOW was alone on the bridge and he did not see *Walcon Wizard*. He did not keep a visual lookout or monitor the radar. Instead, he relied solely on AIS information for collision avoidance, which neither *Kingston* nor *Walcon Wizard* were transmitting. * The OOW was relatively inactive throughout his watch and did not take note of safety broadcasts issued by Dover Coastguard which included information regarding the position and

movement of **Kingston** and its tow. * The towline secured to the winch on board **Kingston** could not be released from the wheelhouse, highlighting ambiguities in the regulatory requirements for the release of towlines. Read or download the complete report click [here](#) (Source: MAIB)

NEW KATERINA ON FIRE



The 289 meter long, 170082 dwt bulk carrier **New Katerina** caught fire with berthed in Amsterdam, Netherlands. The fire started on an excavator working the vessel's hold. The **New Katerina**, loaded with coal, released dense smoke. The crew was able to escape the vessel with no injuries. The local fire brigade, assisted by fire boats, were able to bring the blaze under control a few hours later. No reports of pollution released. (Source: WreckLog)

OIL RIG WENT ADRIFT IN STORMY WEATHER



The "**Safe Bristolia**" which was being towed from the Northsea to Hanøytangen off Bergen by the "**BB Troll**" and "**Odin Viking**" got in bad weather and got in difficulties so that the captain therefore prompted the evacuation of non-essential crew for safety reasons on Oct 27, 2014. At 2:18 a.m. a Sea King helicopter took off with 15 of the 53 crew members from the rig on board. They were accommodated in a hotel in Bergen. The platform was

located about 28 nautical miles from the shore and dropped an anchor to slow down the drift. The platform was approaching the coast with 1-1.5 knots. At 02.30 a.m. the "**Odin Viking**" got the rig

under control again and was working to establish a new towing connection. The operation was to be continued at daylight when a 750 meter long wire was to be recovered allowing the vessels to continue the tow into Hanøytangen. *(Source: vesseltracker)*

OFFSHORE NEWS

LAUNCHING VOS PARADISE

We are pleased to announce that today, Tuesday 28 October, the launching took place at Cosco Guangdong Shipyard in China of **VOS Paradise**. **VOS Paradise** is the second of six PX121-type PSVs being built at this Shipyard. The vessels will be delivered to Vroon in 2015/2016 and are intended for operation in European waters by Vroon Offshore Services in Den Helder.



(Source: Vroon)

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FOURTH OF A TOTAL FIVE PURPOSE BUILT OFFSHORE CHASERS ENTERS SERVICE

Rederij Groen's entire SRSV fleet built by Damen Maaskant Shipyards Stellendam. Dutch offshore services company Rederij Groen has taken delivery of the '7-Waves', the second of a total three identical Seismic Research Support Vessels. Once the third of these so-called offshore chasers will join the fleet in January 2015, all of Groen's five custom built chasers will have been built by Damen yard Maaskant. Prior to ordering the three 35-metre Seismic Research Support Vessels of this current '7'-class in November 2013, Rederij Groen of Scheveningen (the Netherlands) had already commissioned the Maaskant-built SRSV's 'Astra-G' and 'Aquarius-G'. These 40 metre sister vessels were delivered early 2013. "We have ordered the latest three chasers on the basis of the satisfactory performance to design by these first two newbuilds", owner and director Henk Groen comments. "It doesn't end here", Frits van Dongen, director of Maaskant Shipyards Stellendam (the Netherlands) adds. "Before the 'Astra-G' and 'Aquarius-G' were commissioned – as the first purpose built offshore chasers ever, worldwide! – Rederij Groen's Seismic Research Support Vessels involved converted



fishing trawlers. As these were converted by us, we can honestly say that we've built most of their fleet of offshore chasers." *On guard* Also called guard vessels, their major task is to ensure that other shipping, mainly fishing ships, will keep distance from seismic survey vessels engaged in offshore exploration. So to literally chase them off, hence: chasers. The trawlers' nets might otherwise damage the costly seismic equipment being trailed. The 'Astra-G' and Aquarius-G' were

designed from scratch by Maaskant, Groen and Saltwater Engineering together. A design from Vestvaerftet in Denmark was chosen for the new series of three at the request of charterers Dolphin Geophysical. Whereas the 35 metre Danish design resembles the fishing trawler more, the 40-metre Dutch design offers more free deck space. The general deck arrangement is, however, similar to Groen's first two SRSV's, which has proven to be efficient. The '7-Oceans' (delivered by Maaskant Shipyards in July 2014 as the first of the series), the '7-Waves' and the third sister vessel due in January 2015 have two Veth azimuth stern drives (ASD), each driven by a 500 kW electric motor. A 90 kW bow thruster is fitted. Power is supplied by three Caterpillar C18 generator sets of 525 kVA. The electronic system complies with an A4 service area, for operations in Arctic waters. Main characteristics: LOA: 35.00 m; Beam: 8.70 m Depth: 4.40 m; Gross Tonnage: 370; Speed: 12 knots; Crew: 6 + 8 spare accommodation; Classification: Lloyd's Register Ice class; Flag: Panama; Owner: Rederij Groen B.V. Scheveningen. (Source: Damen)

EMERGENCY RESPONSE VESSEL "NENE HATUN" LAUNCHED AT SEFINE SHIPYARD

Turkey's first emergency response vessel (ERV) that has been built by the Sefine Shipyard at Yalova Region of Turkey, has been launched on a ceremony that has been participated by a large number of invitees including Turkey's Transport, Maritime Affairs and Communications Minister Lütfi Elvan. Amongst the other participants were the



General Director of Coastal Safety Yasar Duran Aytas, Istanbul Governor Selim Cebiroğlu, AK party Yalova Deputy Temel Coskun, Shipbuilders' Association President Murat Kiran a large number of invitees. First time built in Turkey, the ERV is 87 meters in length, 19 meters in breadth. Speaking

at the launching ceremony, Minister Lutfi Elvan said that the total cost of Nene Hatun ERV project was 31 millions and 141 thousand EUROS. Elvan stated that such projects has been vital for the Turkish Shipyards during the period of crisis. (*Source: Turkey SeaNews*)

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Océan Foxtrot - CANADIAN REGISTRY CLOSED



Groupe Océan has sold the veteran tug-supplier and jack of all trades **Océan Foxtrot**. The versatile vessel served them well for nearly twenty years in a variety of tasks including barge work, offshore, seismic standby, ship assist, salvage, cable repair and working in ice. It has ventured as far north as Greenland for Groupe Océan, and worked in the

Beaufort Sea for Canmar. Under Océan ownership, it was also available for bareboat charter, and Miller Group of Newfoundland was one such operator. Built in 1971 by Cochrane + Sons Ltd in Selby, England, the 5280 bhp boat was originally named **Polar Shore** for Offshore Marine. In 1977 it went to Dome Petroleum's Canadian Marine Drilling as **Canmar Supplier VII**. Québec Tugs acquired it in 1995. Groupe Océan was formed in 1998, bringing together Québec Tugs and other marine interests. After an extended layup in St.John's, Newfoundland, a sale was completed earlier this fall, and the boat's Canadian registry was closed October 3. It is now rumoured that the as yet unnamed new owners plan to use the tug to tow the near-derelict **Comorant** out of Bridgewater, NS. That unfortunate ex Italian trawler and ex Royal Canadian Navy dive ship has been an eyesore on the La Have River for many years, and no one will be sad to see it go. However it could prove to be another in the string of ill-timed of late season tows gone wrong. The laker **Miner** fetched up on a beach in Nova Scotia after parting its tow line from an ill-equipped tug and is costing tax payers millions to remove. The derelict cruise ship **Lyubov Orlova** disappeared at sea when it was towed out of St.John's - again by a poorly suited tug. The tug **Craig Trans** was finally sold by the Port of Halifax after it (and its crew) were abandoned here after running up costs for pilots, agents, berthing and repatriation. It has been on its way to tow away a scrap ship in December. Lets hope that Transport Canada is able to prevail on Foxtrot's new owners and prevent another fiasco. (*Source: Mac Mackay-Tugfax*)

N-SEA OFFSHORE BAGS GBP 100 MLN IN CONTRACTS THIS YEAR

N-Sea Offshore Ltd, has secured major contracts to the value of over £100 million, since the beginning of the year. N-Sea is known for its innovative work in the North Sea as an independent offshore subsea contractor. The company has secured a significant number of major, long-term contracts in the UK and across North-West Europe, providing IMR expertise through innovative cost-reducing



operations, to a variety of major operators and operational service companies. The announcement has come at a time of significant growth and investment for the company. Following N-Sea's recent UK expansion into larger premises, the company continues to increase its technical capabilities and staff. N-Sea's chief operating officer, Roddy James said: "2014 has seen N-Sea's success continue to grow, with the UK side of operations expanding considerably in a short space of time. The value of contracts won this year illustrates N-Sea's game-changing technical capability, the excellent reputation we have within the oil and gas industry, and our commitment to reducing our clients operating expenditure." N-Sea specialises in IMR services for the international oil and gas, renewable and telecom/utility industries, as well as for civil contracting communities. With particular focus on safe and efficient operations, N-Sea provides offshore and survey services to major operators and service companies alike. *(Press Release)*

WINDFARM NEWS

HUMBER GATEWAY OWF SITE HUMS WITH VESSEL ACTIVITY



Last week was seen **Iceni Venture** being hauled out on the 27th October, for outfit. She is the first South Catamaran 22 mtrs built by South Boats IOW Designers and builders of offshore wind farm crew transfer vessels and commercially operated catamarans. The vessel has a length of 22.80 mtrs a beam of 7.73 mtrs and a depth of 3.91 mtrs with a displacement of 53 tons. She will be classed DNV ✕ 1A1 HSLC R1 Windfarm Service 1 *(Source: South Boats)*

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SEACAT SERVICES UNVEILS FIRST TANK-TESTED 26M CATAMARAN

Class-leading offshore energy support vessel operator Seacat Services today unveils **Seacat Intrepid**, the first DNV GL certified 26m-crew transfer vessel to profit from a unique workboat tank testing programme. With preliminary sea trials now complete, the official unveiling of **Seacat Intrepid** marks a turning point in the evolution of workboat craftsmanship and design.



Seacat Intrepid is the first British-built workboat to benefit from a three-year offshore wind farm workboat research and development programme that capitalises on an improved understanding of wind, wave and weather conditions within European waters. This, combined with service and design refinements that have been introduced following continual feedback from clients and crew, make this 26-metre class-leading workboat a benchmark for future European workboat builds. As the demands of servicing offshore wind farm developments increase, it's essential that workboats and their crews adapt to longer operational hours at sea. It's because of this, for example, that **Seacat Intrepid** now boasts a fuel capacity of 26,000 litres and a wider foredeck – thereby increasing the number of operational hours served between fuel stops and enabling the accommodation of 20-foot equipment containers. Both of these areas have been consistently cited as elements within the workboat industry that have needed focus and improvement. Further enhancements that have also been made as a direct result of the three-year research and development tank-testing programme have included an increase in raft height from the wet deck to the sea, reducing wave impacts, decreasing internal noise levels within the cabin and providing a smoother ride. Further cabin refinements have also been made within the interior of the vessel to make use of additional space and increase functionality and comfort for service technicians and crews while working far out at sea. “**Seacat Intrepid** is the very first workboat to benefit from this unique, three-year research and development tank-testing programme,” said Ian Baylis, Managing Director Seacat Services. “And, while a huge amount of work has been undertaken behind the scenes to bring this 26-metre class certified workboat to the water, the benefits to the service technicians that will be spending time at sea with her are clear. **Seacat Intrepid** is arguably the most advanced and capable offshore energy

support vessel available to charter. The changes are significant but the familiarity – both in terms of service and facilities onboard – makes her instantly recognisable to our clients and crews.” Baylis added, “This first 26-metre workboat is another important step forwards for Seacat Services – and with our second 26-metre vessel already in build, it marks an important moment in the evolution, development and history of European offshore energy workboats.” Before heading directly onto winter charter, **Seacat Intrepid** will be officially inaugurated by Chris Brammall, Economic Development Project Officer at the Isle of Wight Council, later today. Chris is the project lead for the Solent Offshore Renewable Energy Council, (SOREC), which supports regional commercial activity and growth. Chris Brammall said, “The Isle of Wight Council recognises that offshore renewable energy is vital in the development of a healthy economy on the Isle of Wight. “Today we see two fine examples of what island companies can achieve within this industry. South Boats IOW rightly have an international reputation for the manufacture of work boats to service offshore wind farms, while Seacat Services have acquired a reputation that is second to none for the supply of crewed vessels to the sector. Both companies have worked with SOREC and demonstrate the strength here on the Island of the supply chain to the offshore renewable energy industry. ” **Seacat Intrepid** departs the Isle of Wight tomorrow for her first winter charter, joining two sister workboats to work with an important European wind farm developer and operator. *(Source: Seacat Service)*

YARD NEWS

ARCELORMITTAL TO SUPPLY STEEL PLATES FOR PEMEX FLOTEL



ArcelorMittal's heavy plate mill in Gijón (Asturias, Spain) will supply more than 5,000 tonnes of steel plates to help build a floating hotel for 700 people. The huge residential complex is being built by the Spanish shipyard Navantia for the Mexican oil company Pemex, which will use the floating hotel to provide accommodation for workers on offshore oil rigs operating in the Gulf of Mexico. The 'flotel' is expected

to be delivered by mid-2016. To make the employees' long periods at sea more comfortable, the complex will include leisure areas, a conference room, a gym, a healthcare area with sick bay and consulting rooms, kitchen and dining room facilities for everyone on board, as well as offices, changing rooms and workshops. The flotel will also have two large 20m-high cranes with the capacity to hoist up to 20 tonnes. The vessel will be equipped with a telescopic gangway to allow the employees to easily pass from the offshore operating facilities and it will include a helideck for transport to shore. The 7,000-tonne vessel will be 131.2 metres long and 27 metres wide. For Navantia, construction will take more than 1 million man hours and more than 150,000 hours of engineering, ensuring a guaranteed two-year workload for the shipyard. Navantia is a Spanish state-

owned shipyard belonging to SEPI (a state-owned holding company attached to the Ministry of Finance and Public Administrations). According to the company's press release, ArcelorMittal Asturias' heavy plate mill is the only facility of its kind in Spain. The mill is supplied with steel slabs with a maximum thickness of 28 centimetres, produced at the company's steel shop in Avilés. After being reheated to 1,000 °C, the slabs are rolled in successive rolling passes in the four-high mill stand, into steel plates that are up to 22 metres long, 3.3 metres wide and with a minimum thickness of 5 millimetres. The steel plates produced by ArcelorMittal Asturias have been used by the maritime industry for more than 40 years, supplying ocean liners, trawlers, tankers, bulk carriers, fishing and tourism boats. *(Source: Press Release)*

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DE BEERS ORDERS SPECIALIZED SHIP FROM KLEVEN

Kleven signed a contract with diamond company De Beers Marine Namibia, part of De Beers Group, on the building of a highly specialized vessel for deep water mineral exploration. The first of its kind vessel will be of **MT 6022 design** from Marin Teknikk. This design is proven in the offshore construction segment, but the new build for De Beers will include a wide range of tailor made equipment and features. "Underwater mineral



exploration is a new segment for Kleven, and we look forward to working closely with De Beers on the realisation of this highly advanced vessel. We have had a strong cooperation with Marin Teknikk for many years, developing a number of prototypes together, and our offshore experience and expertise combined with De Beers competence and innovative strategy on this field has led to the development of this unique vessel," says Ståle Rasmussen, CEO of Kleven. The contract is divided into two separate phases, with final subject to building approval to be made Q1 2015. The vessel will be built at Kleven Verft in Ulsteinvik, Norway, and is to be delivered in June 2016. Including this last order, Kleven's order book now holds 18 vessels at a total value of around \$1.8 billion. *(Source: MarineLink)*

U.S. NAVY CONTRACT 12 RAPID RESPONSE SKIMMERS



Kvichak Marine won a US Navy contract for 12 **30-ft. Rapid Response Skimmers** (RRS) for delivery over the next 18 months, with options for up to 30 additional skimmers to be delivered through 2019. The Kvichak RRS is Navy's tier one response asset, and these craft will supplement the Navy's current fleet of over 85 units in operation in Navy ports worldwide since 1994. With over 20 years of continuous production and development, the Kvichak RRS is an

extraordinarily well proven technology with an exceptional record for safety, performance and durability. The rapid-response, shallow-water capable craft is ideally suited for use on oil spills in waterways, bays and harbors. This all-aluminum vessel is 30'-3" long, with a beam of 9'-8", a draft of 2'-6", and is easily trailerable. Powered by twin 90hp outboards, the RRS has a response speed of up to 17 knots and features an enclosed two person pilothouse for operator comfort. Adaptable to a variety of marine spill scenarios, this highly specialized vessel works well in many recovery configurations, from free skimming through towed-boom applications, and is able to recover a very wide range of spills from light sheens to very viscous weathered oil products. The skimmer's oil recovery system includes a KVICHAK/MARCO CI-1 Filterbelt oil skimming module, a KVICHAK/MARCO U-040 Capsulpump offload system with 50' hose, and a recovered oil capacity of over 1,200 gallons. The recovered oil tank configuration allows segregation of small volume spills to simplify post-spill decontamination. Onboard hydraulic power is supplied by an under-deck diesel HPU. *(Source: MarineLink)*

GREAT LAKES SHIPYARD TO BUILD TWO NEW TUGS FOR NEW YORK POWER AUTHORITY

Great Lakes Shipyard, Cleveland, Ohio, has been contracted by New York Power Authority (NYPA) to build and deliver two (2) new tugboats for the Niagara Power Plant's winter operations in Buffalo, NY. The new tugs will augment and replace aging vessels that are used for the installation, removal, and maintenance of the Lake Erie-Niagara River Ice Boom and various associated marine construction projects. The new tugs will be specially reinforced with heavy stems and shell reinforcement for operations in seasonal ice. The design of the conventional drive tugs includes elevated pilothouses for improved visibility when maneuvering, as well as a spacious work deck aft to facilitate ice boom connections. The tugs are designed to comply with proposed Subchapter M of Title 46 of the Code of Federal Regulations for inspected towing vessels. Delivery of the first tug is scheduled for September 2015. The tug construction contract, valued at nearly \$5 million, is the company's second major order from the Power Authority. In 2010, Great Lakes Shipyard built the agency's new 80' x 34' Ice Boom Operations Barge, including the supply and installation of a new

Terex 80-ton pedestal mounted lattice boom crane. Like the barge, the naval architecture and marine engineering firm of Bristol Harbor Group, Inc., Bristol, RI, (BHGI) was contracted by NYPA to develop the contract design documents for the vessels and provide consultation during both the bid and construction phases. BHGI assisted NYPA during the bid process, and will be acting as NYPA's on-site



representative during the fabrication process, performing quality assurance and certification functions. Great Lakes Shipyard is an affiliate of The Great Lakes Towing Company, which has a 2-tugboat operation of its own in Buffalo. A familiar site on the Buffalo River and along Buffalo's waterfront, the Towing Company has been providing harbor support services, including ship assist, ice breaking, and emergency rescue services, to the local shipping community for more than 115-years. In fact, when the Towing Company was organized in 1899, The Hand and Johnson Tug Line, based in Buffalo at the time, was its first acquisition and their fleet became the cornerstone of the Towing Company's Lakes-wide service. "We are very proud of this rich heritage and the Towing Company's longstanding contributions to Buffalo's maritime community, and we are delighted to be awarded this contract by New York Power Authority to build beautiful new tugs for its ice boom operations" said Joe Starck, president of the company. NYPA is the nation's largest state power organization, operating 16 power generation plants in various locations in New York State. Among those facilities are the Niagara Power Project's Robert Moses Niagara Power Plant and the Lewiston Pump-Generating Plant. These plants utilize water diverted from the upper Niagara River to produce electrical power for NYPA customers. In a joint effort with the Ontario Power Generation utility, NYPA is responsible for installation and removal of an 8,800-foot-long floating ice boom designed to accelerate the formation of the natural ice arch that forms most winters near the head of the Niagara River and also stabilize the arch once it has formed. The ice boom reduces the severity and duration of ice runs into the Niagara River, thereby lessening the probability of large scale ice blocking in the river and ensuring continued hydropower generation. In addition, it reduces the probability of ice damage to docks and other shore structures. *(Press Release Great Lakes Shipyard)*

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NAVIERA ORDERS TWO DAMEN CREW SUPPLIERS



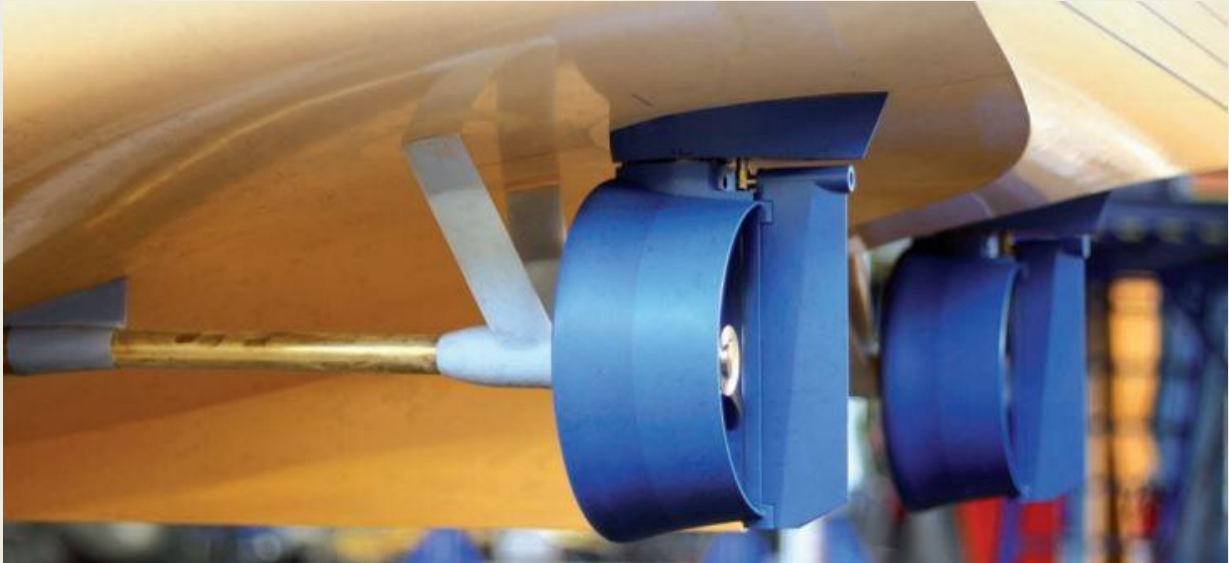
Dutch Damen Shipyards has received an order to deliver two fast crew supply vessels to its Mexican client Naviera Integral. The contract signing ceremony was held earlier today during the Offshore Energy 2014 event, being held in the Amsterdam RAI, The Netherlands. Under the contract, Damen will deliver two vessels of their newly launched **Fast Crew Supplier 4008 series**. The fast crew suppliers will have their hulls

built in Poland, and the outfitting and finishing works will be done in the Netherlands. Kommer Damen, chairman of Damen Shipyards Group, and Juan Pablo Vega Arriaga, chairman of Naviera Integral, put pen to paper on the contracts today at the Damen Shipyards stand at the Offshore Energy 2014 Conference & Exhibition. The vessels, of 41.20 m length o.a., will be delivered in 2016. The units will be operating in the Mexican part of the Gulf of Mexico, taking crews to offshore oil rigs and platforms. The new Fast Crew Supplier 4008 series will offer accommodation for 90 passengers. *(Source: Damen)*



THE NEW BECKER STEERABLE NOZZLE

Improved thrust generation and manoeuvrability. Becker continued the development of advanced propulsion and manoeuvring solutions for offshore applications by examining performance capability in a comprehensive tank test program on a PSV design in cooperation with Conan Wu. After cavitation tunnel tests showed remarkable improvements in thrust generation and manoeuvrability by the new Becker steerable nozzle (BSN) design, Becker took the next step to investigate a complete system of hull-propulsor interaction under different conditions in seaway, under current and wind influences. Beside a general comparison to state-of-the-art solutions, proven on offshore vessels such as azimuth thrusters and fixed nozzle rudder arrangements, the tests should also show the system's capability for DP2 using only one stern thruster. The final results will soon be reviewed, but a preliminary report clearly showed that the Becker steerable nozzle is easily able to generate sufficient lateral force in order to substitute at least one stern thruster. Compared to an azimuth thruster, the Becker steerable nozzle provides a simpler propulsion train from engine to propeller with fewer mechanical losses, but with additional appendages such as stern tubes and



brackets outboards. the influence of these appendages and the overall delivered power were investigated as well. *(Source: Becker)*

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NEVSKY SHIPYARD SIGN CONTRACT FOR CONSTRUCTION OF FOUR RESCUE TUGBOATS



Nevsky Shipyard LLC and Direction of State Customer of marine transport development programmes have signed a contract for construction of **four 4 rescue tugboats of project MPSV12**, the shipyard's press center says. Nevsky Shipyard earlier 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 Arkhangelskm the third – to Novorossiysk and the forth – to Petropavlovsk-Kamchatsky. The competition was held by the Direction of State Customer. Major characteristics: LOA – some 79.85 m, width overall - 17.36 m, depth 6.70 m, осадка по КБЛ - 3.20 m, maximum draught - 4.50 m, deadweight with maximum draught – about 1,820 t, maximum capacity of main engine - 2X2,600 KW, speed – 14 knots. Class notation of Russian Maritime Register of Shipping: KM Arc5 [1] AUT2 FF2WS DYNPOS-2 SalvageShip. Apart from 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 participated because of incorrect documentation. (*Source: PortNews*)

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - [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’](#)
 - [Eastern Shipbuilding Group, Inc. Delivers the Kimberly Hidalgo to Florida Marine Transporters, Inc.](#)
 - [Damen to supply 5 metre Optima nozzles for ALP/Teekay ocean tugs](#)

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