



TUGS & TOWING NEWS

RT ENDEAVOUR; 2ND ART 80-32 ROTORTUG DELIVERED



Saturday, 15th November 2014, the second tug of the next generation Rotortugs®, named **RT Endeavour** sailed Hong Kong waters on her way from Cheoy Lee Shipyards Ltd to her new owner Elisabeth Ltd in Malta, who took over the vessel in Hong Kong. This Rotortug®, exclusively designed by Robert Allan Ltd, is the second in the series of four on order with Cheoy Lee shipyards Ltd.

The new ART series sets the new industry benchmark and established itself in a firm position on the high performance harbor- and escort tug markets. **RT Endeavour** combines high Bollard Pull over both working ends and superior steering force at all operational speeds with improved fuel economy and operational flexibility. Both in the indirect mode as well as in the direct mode performance is unmatched and built-in redundancy maximizes operational safety. Her second to none maneuverability, performance and safe operations provide the preferred tug design at terminals and floating production – and storage units. *(Press Release Rotortug B.V.)*

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TAPHUI II TUG FLOATING RESTAURANT IN WELLINGTON, NEW ZEALAND

The floating restaurant operating as the 'Boat Café' in Wellington, New Zealand is the ex-Auckland harbour tug **Aucklander** (1958/5030373) which was sold in 1986 by the then Auckland Harbour Board and arrived in Wellington on 12 October 1986 under her own power and still with the Auckland Harbour Board crest on her funnel. From her arrival until 1992 she was converted to a floating restaurant which included having her engines



removed and in 1991 was placed in her current location at Oriental Bay where she has been land locked since. Renamed in 1989 to **Tapuhi II** in remembrance of the Wellington Harbour Board tug **Tapuhi** which went to the aid of the stricken Union Steamship Company of New Zealand inter-islander passenger ferry **Wahine** (1964/6519584) that ran aground on Barretts Reef at the entrance to Wellington Harbour on 9 April 1968 during cyclone Gizelle with the loss of the ship and 53 people. Built in Scotland by Fleming and Ferguson of Paisley (yard number 784) the keel was laid 24 April 1957 and she was launched 12 November the same year. She was steam powered 2xT3 cylinder 1762 IHP with twin screws giving 10 knots. Dimensions of 39.55m loa, 10.85m beam and 4.05m draught. (It is interesting to



note the same builders produced the steam cranes **Rapaki** which was owned by the Lyttelton Harbour Board for its whole working life and is now at the Maritime Museum in Auckland and the **Hikitia** which was owned by the Wellington Harbour Board and is preserved in Wellington. Both were built in 1926.) Some considerable cosmetic changes were made during conversion but the

basic hull and funnel remain. The restaurant can be found at <http://www.boatcafe.co.nz/> (*Source: John Regan*)

A WIJSMULLER TUG BACK TO IJMUIDEN?

We are the interest group "A Wijsmuller tug back to IJmuiden?" (<https://www.facebook.com/groups/sleepbootsimson> & <http://museumsleepboot-wijsmuller.webnode.nl>). We aim to bring a tug of the Dutch towage company Wijsmuller back to IJmuiden. This will become a museum tug for education and history of the towage- and salvage company Wijsmuller. Like the Dutch towage museum in Maassluis (where several museum tugs are

located) IJmuiden deserves a reminder of the glorious towage company Wijsmuller. It's not too late to go looking for a former tugboat from Wijsmuller and therefore we need your help: If our records are correct, the following former Wijsmuller tugs still exist: The tug **Groningen** (now named: Portia, last location; Singapore); tug **Hector** (now named: Amazon, owner Matsas Greece); tug **Titan** (now named Titan A, last location Tahiti);



tug **Cycloop** (1952!) (now named Steady Mariner, last location Callao – Peru.). Our question; In order to get possession of one of these tugs we are looking for the owners of all of them except the Hector/Amazon.(owner is Matsas, a contact person is welcome!). We want to know or the Titan/Titan-A, Groningen/Portia and Cycloop/Steady Mariner still exist and if it's possible to get ownership of those tugs. Have you seen one of those tugs recently, do you know the current position or do you know who the owner is, please contact us at sleepbootsimson@gmail.com.

(Source: Jos Haver; Photo: Willem Koper)

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THE GROWING STRENGTH OF THE 'ORANGE FLEET'; IN THE PORT OF GDANSK

The sound of fog-horns that went off in the Port of Gdansk on November 6th, 2014 at 0850 CET heralded the good news. That was the way for the vessels of WUZ Port and Maritime Services Ltd to welcome their new "sister". A new tag boat "**Vega**" was moored at the Ziolkowskiego Quay, and upon completion of the formalities she will soon start her service in the port water regions of Gdansk. As was the case with the purchase by WUZ Port and Maritime Services of the tug boat "**Akul**"- the "**Vega**" has now returned home. She was built in 2006 by the Marine Projects Ltd in Gdansk to the order placed by the Estonian-Latvian company PKL Flote AS having its registered office in Riga. After several years in service in the port of Tallinn, "**Vega**" together with the operator's other property was taken over by a company comprised in the Finnish group Alfons Hakans Oy AB from



Turku. Now she is about to change her colours again, and the "orange fleet" will expand its capacity with the acquisition of another robust operating vessel. "**Vega**" is designed to operate in the harsh conditions of the Northern Baltic Sea. Its modern hull is equipped with two main Aquamaster US 205 thrusters with a total capacity exceeding 2,800 horse power. This provides this stocky-shaped tug boat (19 metres in length and 9 metres beam) with an excellent seaworthiness even in ice-bound waters. In addition to its many technical advantages, "**Vega**" ensures yet another operational strength - the fact that she was built by a Polish shipyard and equipped by companies having their branches in Poland provide the Gdansk-based operator with a guarantee of a cost-efficient operation and low-cost repairs. - This acquisition - said Romuald Daszuta, CEO of WUZ Port and Maritime Services in w Gdansk - is part of the company's strategy aiming to find solutions to ensure reliability and high quality

of towing services provided in the Port of Gdansk. On November 15th, 2013, the Polish flag was ceremonially hoisted on "**Akul**" (with a bollard pull of 70 tonnes) - the largest and strongest tug boat owned by WUZ Gdansk. "**Vega**" (with a bollard pull of 35 tonnes) will replace the old, well-worn tug boats "**Atlas II**" and "**Herkules II**". As part of the current modernization work, WUZ Port and Maritime Services Ltd - established in 1991 upon the privatization of the Commercial Seaport in Gdansk - will have the fleet of thirteen tug boats at its disposal. The vessels will provide towing services to more than 3,200 carriers - including world's largest container ships - calling annually at the Port of Gdansk. (Source: Port of Gdansk)



TUGS FACE DANGER AT SEA

They're used to rough seas, but not to the sort of dangers that lie ahead of them. CentrePort's long-serving little red tugboats, **Toia** and **Ngahue**, will each have three armed guards on board, on duty round the clock, as they make their way to their new home in Dubai, after they were sold to Delta Offshore International for an undisclosed sum. They are expected to sail out of Wellington Harbour this weekend on their 8 1/2-week voyage. Dutchman Nanne van Cranenburgh, who will skipper one of the tugs, said the armed guards would join the five crew on each tug as they crossed the pirate-infested waters of the Indian Ocean between Singapore and Dubai. A particular problem for crews of low-sided boats such as tugs was that they were easy targets for pirates intent on kidnapping crew members, van Cranenburgh said. Because of this, kidnapping and ransom insurance policies had been paid to protect the lives of the five crew members on each tug. Meanwhile, **Toia** has been renamed



Delta 200, and **Ngahue** as **Delta 300**. **Toia** first sailed into Wellington Harbour on February 22, 1972, after its delivery voyage from Whangarei. **Ngahue** was launched in Whangarei on October 15, 1977. It arrived in Wellington on December 3, 1977, and was commissioned in January 1978. The tugs are now registered in Kingstown. In recent years, CentrePort had bought the Asian-built tugs **Tapuhi** (2012) and **Tiaki** (2007), which each have bollard pulls of 68 tonnes - more than twice the 28-tonne pulls of **Toia** and **Ngahue**. The new tugs are more than capable of handling the many cruise liners of more than 300 metres long that call into Wellington Harbour. (Source : *The Dominion Post*)

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INLAND TOWBOATS: THE NEXT GENERATION PAPER

Inland towboats on all the inland waterways and Gulf Coast have traditionally been built using main engines connected to reduction gearboxes connected to long drive shafts passing through the towboat hull to a propeller held in place by a large support strut and large rudders in front and behind the propeller. This paper explores the possibility and recent applications of azimuthing stern drives (ASD's,



commonly known as z-drives). The advantages of using z-drives on inland towboats are decreased installation time, increased fuel efficiency, increased trip time efficiency, decreased major maintenance downtime, and higher customer satisfaction. Savings in fuel and trip time from ten

to thirty percent will be shown in both theory and actual towboat operation in the body of this paper. Results included herein show an average of 28% fuel savings and 11% trip time savings for a set of controlled experiments with unit tows. By Ed Shearer, P.E. and Greg Beers, P.E. The Shearer Group, Inc. Read the full paper [here](#)

TUGS RENAMED SPANJE



That tugboats not only suitable for towage and salvage of ships turned out again last weekend in the Netherlands. Many ships brought from Spain, the by children desiring, Sinterklaas. The temporarily renamed ships, in Spanje, arrived with Sinterklaas and his entourage to celebrate his birthday on 5th

December at family homes. On the pictures is seen The yearly arrival of “Sinterklaas” and his “helpers” into Maassluis on a hazy and wet morning on board the s.s. “**Furie**” who was renamed “**Spanje**” for the occasion (Photo: **Kees van Schie** ©). In Den Helder the Steam powered **Y 8122** (also temporarily renamed **Spanje**) arrived loaded with presents for all the Dutch children with Sinterklaas and his helpers. (Photo: **Ron Damman** ©)



AEP TOWBOAT TO BE CONVERTED TO HYBRID VESSEL



The U.S. Maritime Administration (MarAd) recently announced the award of a \$450,000 grant to AEP River Operations, St. Louis, MO, to convert the 8,000 hp towboat **Christopher M. Parsonage** into a hybrid vessel. The aim of the conversion is to reduce the boat’s fuel consumption and harmful diesel emissions, such as NO_x and SO_x. According to MarAd, the modification will provide the 180 ft towboat, which operates along the lower Mississippi River, with a hybrid generator set attached to

the main engine that will provide auxiliary power, which would normally be produced from the diesel generator. Built in 1998, the **Christopher M. Parsonage** has two EMD 16-710 G7B T2 main

engines. She is one of more than 60 towboats in AEP River Operations' fleet. AEP River Operations is no stranger to green initiatives. It is a member of the U.S. EPA's SmartWay Transport Partnership, which aims to reduce the environmental impact of transportation-related operations. Back in 2011, AEP River Operations worked with dozens of its vendors to modify the towboat **Donna Rushing** into an environmentally friendly vessel under a "Go Green" project. The project included the addition of everything from LED lighting to EPA Tier 3 compliant engines to burning biodiesel. The operational results from the **Christopher M. Parsonage** pilot project will support further work related to vessel air emissions, energy conservation, and efficiency, says MarAd. The study is expected to be completed by 2017. *(Source: MarineLog)*

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SKILLED TO BUY OMSA

SKILLED Group today announced that it will move to 100% ownership of the Offshore Marine Services Alliance joint venture (OMSA) and intends to combine OMSA and its existing Broadsword Marine operations to create a single marine services business with broad operational and project capability. SKILLED currently has a 50% interest in OMSA and will acquire the remaining 50% interest from PB Sea-Tow Holdings (BVI)



Limited (PB) for A\$6.9 million (net of A\$3.7 million incremental cash acquired), payable in January 2015. This represents 50% of OMSA's estimated contracted net cashflows for the period to end June 2015. In addition, SKILLED and PB will share equally in the outcome of a small number of contingent items that are part of OMSA's current business, including vessel demobilisations and outstanding contractual issues. OMSA has recently been awarded new work within its existing Gorgon Project contract. The transaction is expected to be EPS accretive and cash positive from completion. OMSA recently paid a A\$6.13 million dividend to each of SKILLED and PB. Commenting on the acquisition, SKILLED's Managing Director and Chief Executive Officer, Mick

McMahon, said, "As the Gorgon Project moves from its construction to operational phase, we are pleased that OMSA's systems, expertise and high quality team will become a fully integrated part of SKILLED." "There remains an attractive pipeline of operational and project opportunities in the offshore market, and we believe that the combination of OMSA and Broadsword will position us well to capitalise on these opportunities." "Together Broadsword and OMSA have a broad operational base and extensive capabilities, with synergies to be realised from sharing resources. There remains an attractive pipeline of operational and project opportunities in the offshore market, and we believe that the combination of OMSA and Broadsword will position us well to capitalise on these opportunities", McMahon said. The transaction will have economic effect from 1 November 2014. OMSA is a marine logistics business, currently providing tugs, barges and small vessel marine support services on the Gorgon Project, offshore W. Australia, under a contract that runs until December 2015. At present OMSA has 21 vessels working on the Gorgon Project, all chartered on 'back to back' arrangements with the client contract. SKILLED Offshore provides manning and related services to OMSA, which will continue after completion of this transaction. *(Press Release)*

SHIP OWNING PARTNERSHIPS HARMS OFFSHORE



The Hamburg based ship owning partnerships Harms Offshore AHT "**Orcus**" GmbH & Co.KG, Harms Offshore AHT "**Uranus**" GmbH & Co. KG, Harms Offshore AHT "**Janus**" GmbH & Co. KG, Harms Offshore AHT "**Ursus**" GmbH & Co. KG, Harms Offshore AHT "**Magnus**" GmbH & Co.KG und Harms Offshore AHT "**Taurus**" GmbH & Co. KG have decided to terminate the management agreements with Harms

Bergung Transport & Heavylift GmbH & Co. KG for good cause. As reported in the press, the limited partners had decided in the end of September to sell the vessels. Since a couple of years already the management of the partnerships is conducted by independent managing directors. Managing director Mr. Peter Thomas: "Already since 2012, when the founders Mr. Michael Albrecht and Mr. Klaus-Dieter Mayer were convicted by the criminal court in Augsburg to years of imprisonment due to embezzlement in connection with our shipowning partnerships, the trust of our investors was seriously affected." At that time, the two ship managers were arrested still in the courtroom, but the judgement was later suspended by the German Supreme Court due to a formal mistake and redirected to the criminal court in Augsburg. In summer 2014, Mr. Michael Albrecht and Mr. Klaus-Dieter Mayer were convicted again, this time to high suspended sentences and fines. Again, Mr. Albrecht and Mr. Mayer contested this judgement. It is presently heard in front of the German Supreme Court. Harms Bergung has made the attempt to prevent the shareholders' meetings by having applied for an injunction which, however, was rejected the Hamburg District Court. Managing Director Mr. Peter Thomas: "Harms has not called its pre-emption rights. By doing so, they would have been in a position to take over four of the six vessels. The operation of Harms would then not have been affected". According to the companies' register, Harms is holding a small participation of EUR 10,000 in each of the vessels. "Numerous investors have made it very clear to us

that they feel themselves precluded to determine freely how and when they wish to dispose of their ownership interest in the vessels" - this report by the management is supported by the investors' affirmative votes in favour of the sale of the vessels between 95% and 98%. The owners of the vessels "**Pegasus**" and "**Centaurus**" which are not for sale have also decided to terminate the management agreements with Harms due to numerous incidents. "The complete basis of the Harms fleet is based by 90% on investors' money - and now the market for a sale is favourable" explains Co-MD Thomas K. Rogalla the investors' intentions. "In a nutshell, the investors look for an advantageous exit, as half of the vessels have not even earned their depreciation" - this could be the explanation why the investors want to sell now. *(Press Release for and behalf of owners: Managing Directors Thomas K. Rogalla, Dirk Kaiser, Peter Thomas)*

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AFON MENAI COMMENCED TRAILS

The brand new build Neptun Ship Yard – Aalst with yard number NP444 tug **Afon Menai** (Imo 9751420) from Holyhead Towing commenced trails on the 18th November 2014, in the Rotterdam Europort Caland Canal. The Ultra Shallow Draft tug has a length of 25.91 mtrs a beam of 13.00 mtrs and a depth at sides of 2.50 mtrs. The Three Caterpillar C32 diesel engines develops a total output of 2,238 kW at 1,800 rpm. It is expected



that during the trails the tug will reach a bollard pull of 30 tons and a speed of 10 knots. *(Photo: Ruud Zegwaard)*

YESTERYEAR SALVAGE TUG ATR-7

ATR-7, one of the justly renowned salvage and rescue tugs built during World War II, Approximately 75 of the 165-foot ATRs were built, this one in 1943 at Boothbay, Maine. Wooden hulled and steam powered, they would appear to be throwbacks in oceangoing tugboat development, but their performance proved otherwise. ATRs served in every theatre of the war, from rescuing convoy dropouts in the North Atlantic to towing landing docks to the beaches of



Normandy. Their high freeboard, high bulwark, and raised forecastle head made them fine seaboats; their long, open after deck, nearly half the length of the vessel, gave them plenty of working space. They had four-cylinder, triple expansion engines and a 17 days fuel capacity. The end of the war saw quick dispersal of the sizable fleet of salvage and rescue tugs amassed by the United States. A few of the biggest and best were sold to domestic tugboat companies; a large majority were sold to foreign countries to help build up their decimated fleets; the few remaining were laid up in the

reserve fleets. They were sold for a little as \$1818 each, even though their original cost was about \$600,000. The sale of salvage and rescue tugs abroad played a large part in the swift ascendancy of some European nations in ocean towing, most notably the Netherlands and West Germany, to a lesser extent, Great Britain. Those countries used the war surplus tugboats as the nucleus of a modern, fast developing European tugboat fleet that easily made them leaders in the field. The large number of freeing ports just above the open scuppers of the [ATR-7](#) allowed the rapid draining of water from the after deck. The oval object on the port rigging is a life raft, which can be quickly launched by releasing its lashing. The end of the towing wires hand over the stern rail. (*Source: On the Hawser by Steven Lang and Peter H. Spectre*).

ACCIDENTS – SALVAGE NEWS

GREENPEACE: OIL RIG DAMAGED IN PECHORA SEA STORM

Rumors are flying like the storm that hit the Romanian built jack-up rig “[Saturn](#)” near the island Kolgoyev last Friday. Gazprom Neft denies it, but both Lloyd’s List Intelligence and Greenpeace Russia have released information indicating the old jack-up rig was damaged by the storm on November 7th. A lifeboat was lost and the helipad was damaged.



The entire crew was evacuated from the rig to a following support vessel, Greenpeace Russia says. The platform was under tow from the Dolginskoye field in the Petchora Sea towards Murmansk when it was struck by the storm. Russia’s State Marine Rescue Service confirms in an e-mail to the Moscow Times that the crew indeed was taken off the rig, but had returned now as “[Saturn](#)” is currently moored near Cape Kanin, taking shelter from the storm. While Greenpeace claims the

incident is another confirmation that Arctic drilling is jeopardizing the environment, the Bellona Murmansk group says this is an example of lack of public available information. "There is no information about the incident," says Andrey Zolotkov with Bellona Murmansk in a comment to BarentsObserver. He says the only information provided is the one from Greenpeace. "This once again demonstrates the way the company is putting a lock over information while they operate the platform. This is not like it should be when it comes to safety in the Arctic," says Zolotkov. Gazprom Neft operates the 26-years old Romanian owned rig "**Saturn**" under a two-year agreement for drilling the Dolginskoye field in the Pechora Sea. The field is believed to hold some 200 million tons of oil equivalents. The company partly confirms to the Moscow Times that the crew was partially evacuated and towing had been suspended. The press service of the company assures "there were no incidents or disasters at the jack-up rig." In 2011, the Murmansk-based jack-up rig "**Kolskaya**" sank while under tow in the Sea of Okhotsk during a heavy storm. 53 of the crew members, many of them from Murmansk, was killed. The "**Saturn**", handled by three professional tugboats from Norway, is in a better position than the "**Kolskaya**", which had been towed by icebreakers that were poorly suited for towing, says Mikhail Voitenko, editor-in-chief of news website the Maritime Bulletin to the Moscow Times. Greenpeace Arctic Oil Watch says in an e-mail to BarentsObserver that the two tug vessels, "**Stril Commander**" and "**Stril Challenger**" have arrived back on the scene after sailing west from the rig on Thursday. The two other vessels that stay with "**Saturn**" near Cape Kanin is the tug "**Strilborg**" and the rescue vessel "**Spasatel Karev**". (Source: *BarentsObserver*)

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SALVAGE TASK FORCE TO BE FORMED



A government-civilian task force for technical analysis of how to salvage the "**Sewol**" may begin work as soon as this week. The government was reviewing plans to form a task force comprising government officials and civilian experts. Participation from civilian experts was likely to be necessary while salvage companies were unlikely to be included in the task force as such organizations may lack objectivity. The technical review would require time due to the adverse conditions in the

location of the wreck off Jindo Island in the South Jeolla Province. The search for the missing passengers was ended on Nov. 11 with nine passengers still unaccounted for. Although the

government was now considering forming a task force, it had yet to decide whether the sunken ferry will actually be recovered. The central response team will take decisions regarding the management of the ship including salvaging after collecting opinions from families of the missing, experts and technical review. Oceans Minister Lee Ju-young emphasized on Nov 12 at the National Assembly that no decision on salvaging the vessel has been made. Factors likely to affect the decision include the area's fast currents and large differences in high and low tides that hampered the search for the missing. In addition, the time and cost of salvaging the vessel may cause some controversy. It was estimated that salvaging the ship was likely to cost more than \$90.1 million and take more than a year. *(Source: Vesseltracker)*

HELIX ESG'S Q4000 DAMAGED AFTER COLLISION WITH SUPPLY VESSEL

Early Saturday morning, 15th November 2014, a source tells gCaptain the offshore supply vessel **Odyssea Courage** collided with the semi-submersible well intervention rig **Q4000**, taking out one of its 70 person lifeboats. Literally, one of the lifeboats was left atop the OSV as a result of the collision. Helix ESG spokesperson Terrence Jamerson notes in an email, "The coast guard is allowing us to continue to work and are instructed to make arrangements to head to port for repairs as soon as practical." The **Q4000** now has 3



out of their 4 lifeboats operational. The following image shows the damage, submitted via an anonymous gCaptain contributor: According to our source, the OSV hit the rig in the stern while steaming ahead and the incident occurred between 0300-0330. The **Odyssea Courage** is 230 feet in length and is DP2 equipped and is now in Port Fourchon according to AIS data from MarineTraffic. We have reached out to both Helix ESG and Odyssea Marine for comment on the incident, but have not yet heard back. *(Source: gCaptain)*

SALVAGE CREWS RAISE SUNKEN TOWBOAT

Salvage crews continued work on raising the sunken towboat "**Maverick**" on Friday 14th November 2014, north of Lone Eagle Coal Dock along Route 3 south of Chester. Knight Hawk Coal Spokesman Jeff Smyth said the vessel, which sank on the Mississippi River in the early morning hours of Sept. 18, was found sitting upright on the bottom of the river. "They were able to get it out of the water on Thursday afternoon," Smyth said. "Their plan was to slowly raise it out of the muck, but it came up so easily, they were able to get it to the surface ahead of when they planned." Smyth said crews are currently cleaning river mud off the second deck of the vessel, which was owned by KC Marine Services, a subsidiary of Knight Hawk Coal. "The hull is still in the water, so it's not fully exposed," Smyth said. As to the cause for the sinking, Smyth said the swiftness of the river current flooded the

vessel. Two crewmembers, whose names have not been released, were rescued by towboat "Hortense B. Ingram" the night of the sinking. They were not injured. (Source: *Randolph County Herald Tribune*)



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FIRE ON ESTRELLA



The 135 meter long self-propelled tanker-barge **Estrella** caught fire while moored in Rotterdam, Netherlands. The fire broke out due to an electrical short in the vessel's bathroom. The local fire brigade along with multiple tugs responded to the scene. The fire fighters were able to extinguish the blaze a short time later. No reports of injuries or pollution released. (Source: *Shipwreck Log*; Photo: *flashphoto.nl*)

COSTA CRUISES FACING USD 247 MLN IN DAMAGE CLAIMS

Costa Cruises, an arm of cruise liner conglomerate Carnival Corporation, is facing USD 274 million in damage claims as officials from Italy's Tuscany region and the island of Gilgio take their claims to court. President of Tuscany Enrico Rossi told the Grosseto city court that the region plans to ask for €30 million (around USD 38 million) in damages from Costa for marring Tuscany's image that lead to

a drop in tourism of 7 pct, Italian daily LA Nazione writes. Rossi blamed the disaster that saw the tilted Concordia wreck sit at the Island of Giglio for over two and a half years before it was finally removed in July for losing 45,000 visitors. Carlo Scarpa, a consultant to Giglio's local government, filed for €190m (around USD 237 million) in damages to the same court, on the same grounds. According to Rossi, it will take years before Tuscany restores its image as a top tourist destination



which will in turn require substantial investment. The two officials spoke during an ongoing trial against Concordia's captain, Francesco Schettino. The captain is facing multiple charges including manslaughter and abandoning ship. Costa Concordia capsized in January 2012 killing 32 people. The grounding of the cruise ship, carrying 4,252 people at the time, is believed to have been caused by the captain's recklessness, as the ship came too close to the Giglio island where it got stuck and later collapsed. Costa Concordia wreck was towed to the Port of Genoa for scrapping at the end of July this year in what was dubbed as a historic salvage operation. Remains of what is believed to be the last missing victim were found early November and are pending DNA tests for confirmation. *(Source: World Maritime News)*

OFFSHORE NEWS

VOS PRELUDE OPERATES IN SNS POOL



For a period of five months Southern North Sea (SNS) Pool Manager Peterson Den Helder has taken out a charter contract for the platform supply vessel **VOS Prelude**. The PSV, owned by Vroon Offshore Services (VOS), is an UT 755LN type of vessel, built in 2010. The **VOS Prelude** is the sixth VOS platform supply vessel operating in the SNS Pool fleet of sixteen PSV's, together with the **VOS Base**, **VOS Power**, **VOS Producer**, **VOS Prominence** and **Pool Express**. *(Source and photo Paul Schaap)*

ISLAND OFFSHORE WELCOMES NEWBUILD "ISLAND CONDOR"

Island Offshore has taken delivery of its 10th vessel of Rolls-Royce UT 776 CD design, built at Vard Brevik in Norway. M/V **Island Condor** is a flexible offshore support vessel with good sea-keeping capabilities, excellent station keeping performance and low fuel consumption, Island Offshore said.

It has a length of 97 metres, a breadth of 20 metres and it has accommodation for 50 persons. Island Offshore adds that M/V **Island Condor** is prepared for future installment of a gangway system in order to take on walk-to-work duties within the wind farm industry as well as rig maintenance. It is also equipped with a mezzanine deck for future ROV installation as well as special product tanks. *(Source: Island Offshore)*



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

VOS ARTEMIS PREPARES FOR NEW CHARTER



Following a short-term charter in the Gulf of Thailand, **VOS Artemis** has recently returned to Singapore where she is currently preparing for her next period of employment. At a local yard, the new charterers have installed their equipment on board. **VOS Artemis**, an AHTS vessel, has been contracted to one of the largest global seismic operators worldwide

and will act as a source vessel during a seismic campaign off the East Malaysian coast. This new charter is scheduled to run until the end of the first quarter 2015, with extension options and is the fourth time Vroon Offshore Services Singapore has worked with this particular company. We take pride in meeting the required stringent safety and operational standards and appreciate the

charterer's trust in us to provide the necessary marine support to their operations. We look forward to a safe and successful campaign! *(Source: Vroon)*

DOF SUBSEA NETS \$58.9M IN NEW GIGS

DOF Subsea, a subsidiary of DOF ASA, has been awarded multiple contracts, with a total value of approximately NOK 400 million (\$58.9 million). The company says that the contract awards will improve the utilization of the subsea project vessels in the Asia Pacific, Atlantic and North America regions, however it did not disclose the name of



the clients. The scope of work includes subsea installation, IMR and survey work. DOF Subsea CEO, Mons S. Aase stated: "I am pleased with the contract awards, improving utilization of our vessels for fourth quarter 2014." DOF ASA is an international group of companies which owns and operates a fleet of modern offshore/subsea vessels, and engineering capacity to service both the offshore and subsea market. *(Source: Dof Subsea)*

GEOXYZ TAKES DELIVERY OF NEW VESSEL



GEOxyz has taken delivery of an offshore support and survey vessel "Geo Ocean II", the latest addition to the company's fleet. GEOxyz CEO Patrick Reyntjens said that the delivery of the vessel, named "Geo Ocean II", marks a new milestone in the company's growth. Reyntjens further added that, "With "Geo Ocean II" we will provide our clients cost-effective solutions for all kind of offshore support &

survey activities. "Geo Ocean II" will also give us the possibility for further growth in the offshore renewable and oil & gas market". According to the company, "Geo Ocean II" is a versatile Offshore Support & Survey vessel. She can accommodate 23 passengers and crew, has a survey room and accommodation facilities. GEOxyz says that the vessel is capable of serving the offshore industry in various tasks, such as: Geophysical survey work, ROV-operations, Seismic surveys, Guard operations, general Support, Geotechnical sampling, Environmental surveillance, etc. "Geo Ocean II" is classified by the classification society DNV and sails under Luxembourg Flag. GEOxyz is an independent company, specialising in hydrographic, geophysical & geotechnical surveys. *(Source: GEOxyz)*

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MERMAID'S SEASCAPE UNIT CHARTERED-IN A SUBSEA VESSEL 'WINDERMERE'

Mermaid Maritime Public Company Limited ("Company") wishes to announce that its subsidiary PT Seascope Surveys Indonesia ("Seascope") has entered into a five (5) year charter-in contract with an affiliate entity of Miclyn Express Offshore Ltd., for a 5 year old DP2 dive support vessel, the ex-**Windermere** ("the Vessel") at a cost of approximately USD 15 million per year. The



contract has a further option for an additional five (5) year extension. The Vessel is expected to be delivered to Seascope in December 2014 and will be renamed to '**Mermaid Nusantara**'. *Financial Effects* Assuming that the contracts had commenced and had been completed within the most recent financial year (the Company's last financial year ended 30 September 2013), the performance by the Company of the contracts would have had a non-material effect on the earnings per share of the Company (on a consolidated basis) and the net tangible assets per share of the Company (on a consolidated basis) for that financial year. *Interest of Directors and Controlling Shareholders* None of the directors or controlling shareholders of the Company has any interest, direct, or indirect, in the contracts. There are also no new directors proposed to be appointed to the Company in connection with the contracts. *(Press Release)*

BIBBY OFFSHORE SIGNS WITH TOTAL (UK)

Bibby Offshore, a provider of subsea installation and inspection, repair and maintenance (IRM) services to the offshore oil and gas industry, has announced a multi-million pound contract award by Total E&P UK Limited for services in the UKCS. The company did not state the value of the contract. The project, including associated project management and engineering, will be carried out



on the Ellon and Grant field, located in the North Sea, 270 miles north-east of Aberdeen, and in water depths of up to 135 meters. The scopes will see Total utilise two of Bibby Offshore's vessels, the dive-support vessel ("DSV") **Bibby Polaris** and the construction support vessel ("CSV") **Olympic Ares**, to deliver the services between July and September 2015. According to the company, this is the latest of a series of subsea services that Bibby Offshore has undertaken for Total in the North Sea since 2003. Barry MacLeod, Managing Director – UKCS, commented: "We are delighted

to be working with Total again to support their operations in the North Sea. Our longstanding relationship of over 10 years is a demonstration of our ability to consistently and successfully deliver complex and challenging projects for our clients." *(Source: Offshore Energy Today)*

LARGEST EVER LNG-POWERED PSV NAMED IN NORWAY

The largest ever LNG powered PSV was named in Norway last week. **REM Eir**, was christened in last week in Mjølstadneset, Norway having been constructed at Kleven Verft shipyard in Sunnmøre. It is equipped with 1,090 cu m of deck area, making it the largest by capacity ever constructed. Present at the ceremony was ceo of vessel owner Remøy Shipping, Karsten Sævik, as well as godmother of the



vessel Inga-Lill Sævik, Kleven ceo Ståle Rasmussen, Master Odd Gunnar Støbakk and Chief Per Atle Svanå, as well as 150 invited guests. **REM Eir**, to be chartered to Statoil, now joins Remøy Shipping's fleet of 13 vessels, comprising 10 PSVs, as well as one seismic vessel, a seismic support vessel and a Coastguard vessel. *(Source: Seatrade Global)*

PACIFIC RADIANCE SECURES \$140M CHARTER CONTRACT

Offshore vessel operator Pacific Radiance Ltd. has announced that it has secured a long term charter contract for one of its vessels ahead of its expected delivery in 2016/17. The contract is worth over \$140m including extension options, and was secured by joint venture company DOT Radiance Pte. Ltd. The vessel, in early stages of construction, will be chartered to a new client to perform offshore



support services in an emerging market. Pang Yoke Min, executive chairman of Pacific Radiance, said: “To have a contract signed for a vessel two to three years ahead of its delivery affirms our strong industry network as well as understanding of our clients' needs to build market relevant vessels.” Last week Pacific Radiance reported a 57% growth in net attributable profit (\$63.6m) for the nine months ended 30 September 2014. *(Source: Seaship News)*

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SEA TRUCKS GROUP WINS CONTRACT AWARD WITH AFREN

Sea Trucks Group (“Sea Trucks” or “The Group”), is pleased to announce the award of a significant installation contract for a development in Nigeria to West African Ventures, Sea Trucks’ principle Nigerian business. The contract was awarded by Afren and comprises the following subsea installation work: Installation of 60 km pipeline, PLEM, flexible riser and spool pieces as well as



transportation and installation of jacket, piles, bridges and topside, ranging between 240 t and 480 t. Sea Trucks will use two of its DP3 pipelay construction vessels to undertake the work. A number of the Group’s marine support vessels and barges will also be deployed in the project. Offshore activities are scheduled to commence in February 2015. *(Press Release Sea Trucks Group)*

“OLYMPUS” NAMED IN FOSNAVÅG



Satisfied customers keep coming back. For Havyard, the Indian shipping company Global Offshore Services is one of those customers. This weekend, their eighth vessel of Havyard design was christened in Fosnavåg. With an Indian ceremony as well, of course. Build number 116 from Havyard is called ‘Olympus’. It is the third in the series of Havyard’s 832 design, and, as mentioned, the eighth vessel to be delivered to Global Offshore Services. On Friday night, an

Indian ceremony was held on board, where the Indians blessed this impressive ship in accordance with their customs, before godmother Sun Wen of China wished the vessel good luck in the traditional manner. In addition to the invited guests many others also took the trip to see «Olympus» being named at quay in Fosnavåg in the lovely November weather. It is tradition for Global Offshore to name their ships after mountains. This time, it was the turn of the Greek mountain Olympus, which at 2,919 metres is the tallest mountain in Greece. *Long-standing cooperation* The cooperation between Havyard group and Global Offshore services started nine years ago when ship owner Aditya Garware met CEO Geir Johan Bakke. – After eight ship deliveries reations, as well as the ships have just become better and better, Garware says and adds that he has learnt a lot. The ship owner praises Fosnavåg and its inhabitants for the fantastic development in this region and the warm hospitality they have shown. The ship left Fosnavåg Saturday afternoon. – She is now heading for Aberdeen and the spot market. It may not be the best timing, but looking at the quality of the vessel I am sure that long term charters will present themselves quickly, adds a satisfied Garware. *Specialised in this design* Radek Kaminski has been project manager for the newbuild. ‘This is a type of vessel that Havyard specialises in, so there were no particular technical challenges in the building process. But, although it was a straightforward project, the vessel was built during a particularly hectic period at the shipyard, which required some extra coordination effort, since several ships were being built at the same time,’ he says. The project manager praises the cooperation with the shipping company. ‘The communication with Global Offshore has been excellent, as always. As a result of our long-standing cooperation, we have a very good understanding of each other’s wishes and expectations – in fact, we understand each other so well that Olympus is the first project we have carried out without an inspector present from the customer,’ says Kaminski, who adds that the shipping company arrived just a few days before to take part in the final testing and to prepare for the handover of the ship. *Havyard 832*



PSV "Olympus" Length: 72,19 m; Breadth: 17,6 m; Deadweight: ~4000 tonnes; Cabin capacity: 26 persons. *(Source: Havyard)*

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SEABIRD INKS W. AFRICA DEAL



SeaBird Exploration Plc has signed a Letter of Award for a 2D seismic survey in West Africa to be conducted by its Harrier Explorer vessel. The minimum survey size is 2,000 km with an estimated value of approximately USD 2 million. The project is expected to start during November 2014 and will

have an estimated duration of 20 days. SeaBird is a global provider of marine acquisition for 2D/3D and 4D seismic data, and associated products and services to the oil and gas industry. *(Source: Offshore Energy Today)*

GOLDEN ENERGY OFFSHORE TO MANAGE BLUE SHIP'S PSVs

Norway based Golden Energy Offshore has entered into management contracts for two PX121 designed platform supply vessels under construction at Ulstein Verft for Blue Ship Invest. The vessels are due for delivery in Q1 2015. According to Ulstein, a total of 30 vessels of the ULSTEIN PX121 has been ordered by various ship owners for construction at shipyards around the world. "Golden Energy Offshore is a fully



integrated ship owning company located in Ålesund, Norway with all management functions in-house and we look forward to working with Blue Ship Invest in providing full management for

these vessels for the benefit and success of both parties,” says Per Ivar Fagervoll, CEO in Golden Energy Offshore. He adds: “We are both proud and humble by this award which we believe recognizes our commitment to delivering safe, strong and reliable operational excellence through our teams both offshore and onshore. With a history dating back 85 years, the award of this contract is yet another “milestone” to the company.” *(Source: Offshore Energy Today)*

MERMAID MARINE AUSTRALIA CHANGES NAME



Australian offshore firm Mermaid Marine Australia has received shareholder approval to change its name to MMA Offshore. The change follows the company's \$550m takeover earlier this year of Jaya, a Singapore-based offshore vessel operator and shipbuilder. MMA wanted to avoid any confusion and conflict with Thailand's Mermaid Maritime, which provides subsea and drilling services for the

offshore oil and gas industry and is listed on the Singapore Exchange. *(Source: SeaShip News)*

CAPE TOWN CALL FOR PACIFIC GANNET

The Singapore-flagged offshore service tug **Pacific Gannett** (4,078-dwt, built 2014) which was launched into service earlier this year, called at Cape Town this past week. The large and powerful 6,437 brake horsepower vessel has an overall length of 84.65 metres and a beam of 18m and has berths on board for 48 personnel. Apart from the usual gym, **Pacific Gannett**, owned by Swire Pacific, even boasts a small hospital. On the background is seen Cape Town's Table Mountain *(Photo: Aad Noorland)*



NOC STARTS SEISMIC SURVEY IN MEDITERRANEAN SEA

Libya's National Oil Corporation (NOC) has announced that GX Technology, a wholly-owned

subsidiary of ION Geophysical Corporation, will start the first phase of seismic data acquisition on November 19, 2014 for the LibyaSPAN™ multi-client 2D regional survey in the Libyan territorial waters of the Mediterranean Sea. The survey is being conducted as part of a joint agreement between National Oil Corporation (NOC), North Africa Geophysical Exploration Company (NAGECO, wholly-owned by NOC), and ION – GX Technology (ION-GXT). BGP has been selected



as the seismic acquisition contractor and will be utilizing their R/V DFKT1 vessel. The whole program covers 21,000 km of 2D regional survey onshore and offshore Libya and will be completed in 6 phases. According to the company, this first Phase of the project will encompass 7,718 kilometers of new high-end long-offset seismic data covering the entire Libyan offshore region. The NOC says that LibyaSPAN is being developed in anticipation of future license rounds in Libya to help oil and gas companies evaluate large regions and focus on areas with the highest chance of success. Bashir Garea, NOC Exploration Manager, commented: “We’re pleased that this valuable program is moving forward. LibyaSPAN will provide a comprehensive picture of the Libyan geology, tying all of the major basins and providing the deep imaging essential to understanding new exploration plays. It will provide good data for future license rounds and successful exploration activities.” The company said that final delivery of the fully-imaged dataset and regional interpretation is scheduled for late 2015. *(Source: Offshore Energy Today)*

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DEEPOCEAN LAYS KEEL FOR NEW CABLE LAYER

DeepOcean UK, a subsidiary of DeepOcean Group Holding BV, has announced the symbolic keel laying ceremony has taken place in Galati, officially launching the construction phase of its new cable lay vessel. DeepOcean says that the vessel, yet to be named, will be taken on a long term charter from Maersk, and will extend DeepOcean’s capabilities in the larger cable laying end of the



market, representing a new focus on interconnector projects, in addition to the oil and gas and renewables sectors. On Wednesday November 12, a key milestone was achieved in the progress of the project, when the formal keel laying ceremony took place in the Damen shipyard in Galati, Romania. In keeping with shipbuilding tradition, a

commemorative plaque incorporating 3 special coins was welded to a corridor section of building block number 116, DeepOcean said. "The vessel is designed to meet the high standards demanded by North Sea Oil and Gas customers." The ceremony was attended by the shipyard workforce attached to the project, alongside representatives from Damen, Maersk, DeepOcean and Lloyds Register of Shipping, who certified the milestone achievement. Tony Inglis, DeepOcean UK managing director, said: "This next generation cable lay vessel in combination with our survey and trenching capabilities will enable us to bundle our services for customers in the offshore power cable and umbilical markets. The versatile new vessel will be well suited for installation and burial projects using its 7,000 tonne carousel from land-fall to deepwater and also in remote geographical locations. "The vessel is designed to meet the high standards demanded by North Sea Oil and Gas customers. We are delighted to be working with Maersk Supply Service and Damen to bring this high capability vessel to the market." *(Source: DeepOcean; Photo: Damen)*

CONRAD ANNOUNCES THIRD QUARTER 2014 RESULTS AND BACKLOG

Conrad Industries, Inc. (OTC Pink Sheets: CNRD.PK) announced today its third quarter and nine months 2014 results and backlog. For the quarter ended September 30, 2014, Conrad had net income of \$4.5 million and earnings per diluted share of \$0.74 compared to net income of \$6.5 million and earnings per diluted share of \$1.09 during the third quarter of 2013. The Company had net income of \$17.7 million and earnings per diluted share of \$2.96 for the nine months ended September 30, 2014 compared to net income of \$18.5 million and earnings per diluted share of \$3.10 for the nine months ended September 30, 2013. The Company's financial reports are available at www.otcmarkets.com During the first nine months of 2014, Conrad added \$175.5 million of backlog to its new construction segment compared to \$185.6 million added to backlog during the first nine months of 2013. Backlog at September 30, 2014 was \$135.0 million compared to \$152.3 million at September 30, 2013, \$152.9 million at December 31, 2013, and \$173.0 million at June 30, 2014. Conrad Industries, Inc., established in 1948 and headquartered in Morgan City, Louisiana, designs, builds and overhauls tugboats, ferries, liftboats, barges, offshore supply vessels and other steel and aluminum products for both the commercial and government markets. The company provides both repair and new construction services at its five shipyards located in southern Louisiana and Texas. *(Press Release Conrad Industries)*

CMM ORDERS 5 OIL SPILL RESPONSE VESSELS

Compagnie Maritime Monégasque SAM has recently secured contracts with Petrobras Brazil to

charter five new-build Fast Oil Spill Response Vessels with a new and innovative, highly fuel-efficient Damen axe-bow design. CMM has secured contracts with Petrobras to charter five new-build Fast Oil Spill Response Vessels using a new innovative and highly fuel-efficient Sea Axe design by Damen Shipyards Group, allowing the vessel to reach



offshore oil platforms in half the time it takes traditional Oil Spill Response Vessels. The vessels have unrivalled speed, stability and operability in deep seas. Three vessels will start operating by end of December 2015 and two by end of June 2016. The four-year firm contract has a value of \$130 million and is mutually extendable for a further four-year term. All of the vessels are being built by Damen, and will have state-of-the-art guidance and propulsion systems with built-in redundancies.



Christophe Vancauwenbergh CMM's CEO said: "This is our second Brazil project and we look forward to further building and developing our partnership with Petrobras. CMM's track record in managing and executing projects of this nature, working closely with the client, was key to our success in securing this contract."

(Press Release Damen)

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

- [Inland Towboats: The Next Generation -Paper](#)
- [Boskalis raises 2014 net profit outlook to EUR 450 million](#)
- [ALP Maritime Services B.V. MOA to purchase six modern long distance anchor-handling and towing vessels](#)
- [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](#)

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