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BUYING, SALES, NEW BUILDING, RENAMING AND OTHER TUGS TOWING & OFFSHORE INDUSTRY NEWS

TUGS & TOWING NEWS

A CLASSIC REPOWER



The good tug **Falcon** was built by Modern Marine Inc. in 1978. In the intervening years companies that employed her have changed hands a number of times. In 2013 Vane Line Bunkering of Baltimore, Maryland purchased Kirby Marine’s Philadelphia bunkering division. The people at the parent company, Vane Brothers, immediately began plans to update and upgrade the classic 75x25-foot tug. Central to this was

the repower of the vessel. They arranged with Cummins Power Systems to replace the boat’s pair of aging Detroit 12V71s with modern Cummins K38-M engines. The US EPA compliant Tier 2 engines, each delivering 1000 horsepower, have proven themselves in the first few months of operation and, together with other upgrades, promise the **Falcon** many more years of productive work life. With over a century in the maritime business and dozens of tugs working at various ports along the US Atlantic coast, Vane Brothers continues to expand their fleet and services through steady, managed growth. *(Source: Alan Haig-Brown; Photo: Courtesy of Vane Brothers)*

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CAPTAIN KEES VEL PASSED AWAY

Vandaag bereikte mij het droevige bericht dat oud Smit Kapitein Kees Vel is overleden. Kees was een bekwaam en markant man in de wereld van de Zeesleepvaart. Ik heb het genoeg gehad een aantal reizen met hem te mogen maken. Een bijzondere reis was die met de "Rode Zee" in 1981. Een reis vanuit Piraeus naar Huelva om daar de ponton Genmar 104 beladen met de Sedco 250 op te halen voor Luanda (Angola). Na het lossen van de Sedco 250 vertrokken naar Japan. In Kaapstad werd de ponton Satecna 3 geladen op de Genmar 104, waarna de reis, als één sleep, zonder te hoeven bij bunkeren werd vervolgd naar Nagasaki, Japan. Een reis waarbij een totaal van 15682 mijlen werd afgelegd.

Kees mocht 77 jaar oud worden



Op de rouwkaart staat een gedicht dat zeer toepasselijk is voor Kees en de zeeman

*De zeeman is een eigenaardig wezen
Hij leeft een ander soort bestaan
Hij bevaart de zeven zeeën
Is altijd ver van huis vandaan*

*De vrijheid is zijn hoogste goed
Niemand die hem daarin mag beletten
Wie het toch proberen wil, pas op
Voor een zeeman gelden andere wetten*

Zijn laatste wens:

Inpakken en Wegwezen!

****** Kees Rest in Peace *****

VIETNAM LAUNCHES ADVANCED COAST GUARD VESSEL, STARTS BUILDING ANOTHER

The Vietnam Coast Guard (VCG) Command launched a 3,500 horsepower vessel in the central city of Da Nang on Saturday morning, after holding a keel laying ceremony for another the same day. The first vessel, numbered **9004**, is a salvage tug and can operate in all kinds of weather and rough seas.



It can travel at sea for 30 days on end. Song Thu Corporation, under the Ministry of Defense, also organized a keel laying ceremony for the vessel **DN 2000** number 4 at the Song Thu port in Da Nang the same morning. According to Major General Nguyen Quang Dam, Commander of the VCG, the **DN 2000** line is currently the country's most versatile and advanced coast guard vessel. The ship meets all international standards for vessels of its kind. Having a 12,016 horsepower engine, the ship is designed to sail at a maximum speed of 21 nautical miles per hour in a range of 5,000 nautical miles and survive gusts of the 12th level. The construction of the ship, which can operate for 40 days on end, is expected to be complete within 12 months following the keel laying ceremony, Dam added. When launched, the **DN 2000** will officially be deployed by the VCG to boost its patrol and safeguarding of the country's sovereignty over its seas and islands. It will also transport troops and carry supplies for the forces tasked with protecting Vietnamese seas and islands. During the keel laying ceremony, Kommer Damen – chairman of the Netherlands' Damen Shipyards Group, presented two high-power flashlights and four seawater purification systems to the Vietnam Coast Guard Command. *(Source: Tuoitre News)*

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NTSB FINDS SINKING OF BALTIMORE TUGBOAT RESULT OF MATE'S MISJUDGEMENT

The National Transportation Safety Board found that a tugboat sank, spilling diesel fuel off Locust



Point last year, after a mate misjudged the location of a collapsed pier, according to a report released Tuesday. The mate operating the harbor assist tug **Kaleen McAllister** first knew something was wrong on the evening of May 4, 2013, when he felt "a rumble under the hull" as he pulled away from the boat's berth at Pier 1, he told the NTSB, a federal agency that investigates transportation accidents.

The sunken pier — which collapsed in the late 1990s, leaving its pilings behind — was a "known and charted hazard," but one the mate mistakenly thought he'd cleared, according to the NTSB's accident brief. Mike Reagoso, vice president of Mid-Atlantic operations for McAllister Towing, which owns the **Kaleen**, said the company was "really happy that no one was injured in the whole scenario," but declined to comment on the NTSB's findings. The tug remains in the company's repair yard in New York, Reagoso said. The NTSB said the company estimated damages at \$1.5 million, but Reagoso said he couldn't confirm that. Tugs are the workhorses of the harbor, guiding larger boats and barges to berths — often around hazards above and below the water's surface. The mate of the Kaleen, who was not named in the NTSB report, told investigators he had navigated the waters around Pier 1 about 500 times before the accident, and the boat's master told them he'd seen other masters and mates maneuver tugs through the same space where the 109-foot Kaleen ran into trouble. When the mate first felt the rumble, the report says, he called the master to the wheelhouse and then went to the engine room with the deckhand, where they discovered "rapid flooding." By the time the master had maneuvered the tug back to the pier, the flooding was "outpacing pumping" and the boat began to list. Emergency personnel, including the Coast Guard and Baltimore Fire Department, responded with more pumps. "As the vessel continued to sink deeper and list, however, it became clear the pumping would fail," the NTSB report found. "The crew then worked to cover the diesel fuel tank vents with plastic and tape to minimize oil pollution." Those efforts were hampered as the tug rapidly took on water, creating an electrocution risk, the NTSB found. About 40 minutes after the first sign of trouble, "the tug had sunk and an oil sheen was observed." An oil spill response team arrived and placed booms around the boat, which was entirely submerged but for the top of its wheelhouse. A total of 2,400 gallons of diesel fuel leaked into the harbor. The tug remained submerged for three weeks before being refloated on May 25, 2013. Divers found a 3-foot-by-1-inch hole in the tug's hull plating. The master, mate and deckhand all tested negative for drugs and alcohol following the sinking. The NTSB did not include any recommendations with its brief. Environmental groups recently called for a broad review of tug and barge transport of crude oil through Baltimore's waters — expressing concerns about leaks hurting the Chesapeake Bay's sensitive ecosystem — but declined to comment on the Kaleen's release of diesel fuel. (Source: *The Baltimore Sun*) <http://www.baltimoresun.com/business/bs-bz-ntsb-tug-report-20141125-story.html>

NAVRUZ TRANSFERRED FROM BAUTINO TO BAKU

Floating Hostel “*Navruz*” departed today, on 26.11.2014 from Bautino Port, Kazakhstan to Baku Port, Azerbaijan (Caspian Sea) for planned dry docking services. The F/H “*Navruz*” is towed by AHT “*Aral*” and escort tug AHT “*Meric*” (sister ship). All 3 vessels are being operated by Enka Insaat ve Sanayi A.S, Kazakhstan. F/H “*Navruz*” was built in Finland, in 1986,



offshore personnel capacity 400 person, there is a helideck available on deck. AHT “*Aral*” and AHT “*Meric*” (sister ship) were built at Kooiman shipyard, The Netherlands, in 2003 and 2004. Capacity 30 BP. *(Source & Photo: Mevlut Koseaglu)*

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FUSIE SMIT EN SVITZER NIET AAN DE ORDE



Maritiem dienstverlener Koninklijke Boskalis Westminster ontkent dat er fusiegesprekken zijn met de Deense Maersk Groep over een mogelijke samenvoeging van de havensleepdiensten *Smit* en *Svitzer*. 'Dat is niet aan de orde', verklaart een woordvoerder van het beursgenoteerde bedrijf uit Papendrecht tegenover het FD. Woensdagochtend schreef zakenblad Merger

Market dat beide concerns hun sleepactiviteiten in Europa zouden willen bundelen. Eerder dit jaar hadden analisten van ABN AMRO ook al gezinspeeld op een fusie omdat er weinig overlap is tussen de twee partijen en er veel synergievoordelen te behalen zijn. Boskalis heeft in andere regio's, zoals in Azië en Latijns-Amerika, de havensleepdiensten van Smit wel ondergebracht in samenwerkingsverbanden met onder meer Keppel en SAAM. Maar in de Europese havens werkt Smit zelfstandig. Svitzer heeft in het verleden interesse getoond om de havensleepdiensten van Smit over te nemen voordat Boskalis het Nederlandse bedrijf in 2010 inlijfde. In een recent interview met het FD zei de topman van Svitzer, Robert Uggla, geen voorkeur te geven aan een joint venture met Smit. De suggestie van Merger Market dat Boskalis mogelijk een overname van Svitzer zou overwegen, lijkt analisten van ABN AMRO niet waarschijnlijk. 'Beide ondernemingen kunnen beter waarde toevoegen door een samenwerking te zoeken.' Boskalis heeft eerder dit jaar aangegeven uit te willen breiden op het vlak van de dienstverlening aan de offshore olie en gaswinning. Twee weken geleden nam het bedrijf een belang van 15% in de Nederlandse bodemonderzoeker Fugro. *(Source: Financieel Dagblad)*

BOLLINGER DELIVERS THE CGC WILLIAM TRUMP THE 11TH FAST RESPONSE CUTTER TO THE USCG

Bollinger Shipyards, Inc. has delivered the **William Trump**, the 11th Fast Response Cutter (FRC) to the United States Coast Guard. The announcement was made by Bollinger Chief Operating Officer, Ben Bordelon. "We are extremely happy to announce the delivery of the latest FRC built by Bollinger, the **William Trump**, to the 7th Coast Guard District in Key West, FL. We are looking forward to honoring and celebrating the heroic acts of William Trump at the vessel's commissioning." The



154 foot patrol craft **William Trump** is the eleventh vessel in the Coast Guard's Sentinel-class FRC program. To build the FRC, Bollinger used a proven, in-service parent craft design based on the Damen Stan Patrol Boat 4708. It has a flank speed of 28 knots, state of the art command, control, communications and computer technology, and a stern launch system for the vessels 26 foot cutter boat. The FRC has been described as an operational "game changer," by senior Coast Guard officials. The Coast Guard took delivery on November 25th, 2014 in Key West, Florida and is scheduled to commission the vessel in Key West, Florida during January, 2015. Each FRC is named for an enlisted Coast Guard hero who distinguished him or herself in the line of duty. This vessel is named after Coast Guard Hero, Motor Machinist's Mate First Class William Trump. Because of his valor in action in the assault phase of the landing at Normandy, William Trump was awarded a Silver Star. *(Press Release Bollinger)*

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TWO SVITZER TUGS ARRIVED IN VLISSINGEN



Last week Friday the cargo vessel Calypso arrived at the Damen Scheldepoort Yard with on board the Damen tugs **Svitzer Eston** and **Svitzer Bargate**. Both vessel built at the Damen Vietnam yard will be discharged from vessels cargohold next week and are planned for drydocking for general inspection till the 4th December 2014. A Svitzer crew fly over from the U.K. to pick up these tugs to sail to the UK with a planned ETD the 5th/6th December. *(Photo: Lawrie White)*

SMIT MARINE OUTLINES OPERATIONAL GROWTH PLANS

The Prince Rupert Port Authority's ongoing conference series, 'Trade Talks' featured its newest participating business last week, and it's one that not only has a presence here in town but across the globe. SMIT Marine, a harbour towing and salvage company, had Gregory Malcolm, Northern B.C. assistant operations manager, and Jeff Melegrito, operations manager, speak in front of a sizable crowd at the Port Interpretive Centre on



Thursday night to shed some light on the company's operations and plans for the future. "Globally, SMIT operates in 15 countries with 40 port locations and we have around 250 vessels," explained Malcolm. "We have three main operations worldwide – so that's salvage, towage and external operations and management." SMIT Marine, a division of Royal Boskalis Westminster since 2010

and a marine service company for 170 years, has made Prince Rupert home as one of its seven B.C. ports and the transitional phase locally is paramount to its success in the future. “[Prince Rupert’s] Capt. Mike Stevenson is retiring after 50 years and we’ve got big shoes to fill with Mike,” said Malcolm. “He’s seen it all and luckily Jeff and I have been able to shadow him for a couple years and gain as much knowledge as possible. Hopefully we can bring that [expertise to the company].” Melegrito added in the presentation that many of the business’ young skippers are in their 20s and 30s to replace the pilots and captains retiring in the next 10 years. “We also hire deckhands who are currently going to school now and will try for their captain’s licenses,” said Melegrito in the presentation. “Ten vessels service Northern B.C. - two 1800s [horsepower ships] in Kitimat and we currently have a new build in Vancouver – it’s another tractor tug that should be ready by Aug. 2015 and maybe we’ll see it up here,” he added. Currently, the company operates at several different terminals in Prince Rupert and its fleets have transformed as the decades have gone by. Gone are the smaller, less-powerful crafts and in vogue are the much larger, more efficient tractor tugs that can carry far more weight and have less of an impact on the environment, said Malcolm. “For trends in the shipping industry, ships tend to be getting bigger with larger economies of scale. [They’re] more efficient and more environmentally-friendly. They can bring over more cargo on a [single] ship versus multiple ships, so with larger ships we need larger tugs to do our assists,” he said, adding that the technological and industrial advances have come so far that tractor tugs with 6,000 horsepower are replacing some with mere hundreds. As for the liquefied natural gas industry, SMIT is well-versed in towing capabilities for those ships not in Northern B.C. but around the world. “SMIT provides tug assists, escort services and terminal operations expertise to LNG terminals in 16 countries right now,” said Malcolm. *(Source: Northern View)*

MARTINE P ENTERING VALLETTA FOR THE FIRST TIME



The 2012 built United Kingdom registered with call sign 2FIL4 Utility vessel **Martine P** (Imo 9640762) was entering Grand Harbour, Malta for fuel and provisions while underway to Port Said, Egypt on Friday 28th November, 2014. The vessel is owned and managed by GSS Plant Ltd – Rhu, Helensburgh; UK. She is an Euro Carrier 2611 built by Neptune Marine Service BV under number 405. Her length is 26.48 mtrs beam

11.00 mtrs and depth 3.50 mtrs. The two diesel engines develops a total output of 1,940 kW (2,636 hp) and a speed of 10 knots. She is classed Bureau Veritas I Hull Mach special service/ Multi-purpose ship Unrestricted Navigation. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

TWO OIL RIGS LEAVING VALLETTA

The 2001 built Italian registered with call sign IBVP and Augusta Offshore SPA owned offshore tug/supply ship **Asso Ventiquattro** (Imo 9235294) towing the ssdr **Transocean Amirante** assisted by local tugs bound to Rig Area and the 2014 built Singaporean registered with call sign 9V9515 and



Swire Pacific Offshore OPS owned offshore tug/supply ship **Pacific Duchess** (Imo 9631424) towing the ssdr **Atwood Southern Cross** bound to Turkey from Palumbo Malta Shipyard Ltd on Monday 24th November, 2014. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

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YESTERYEAR SALVAGE TUG ALICE L. MORAN

The super tugs built in the 1960's and 1970's were almost all foreign owned by Japanese, Dutch, British, Scandinavian and German concerns. The closest the United States came to challenging the foreign domination of ocean towing was with the **Alice L. Moran**, shown here in New York Harbor. She was built in 1966 in Kure, Japan to save costs, and was 211 feet long and 9600 horsepower. She was registered in Liberia to circumvent certain U.S. tax and labor laws that require



American ships operating in and out of American ports to be built in American yards and be manned by American crews. She carried American officers and a foreign crew. Despite lower

construction and operating costs the [Alice L. Moran](#) was not successful and was sold to United Towing of the United Kingdom. Her failure as an American challenger is hard to explain, because she certainly has all of the physical attributes of a successful oceangoing tug. The most likely cause is a fundamental fact of the American tugboat experience – that Americans do not have the deep-seated, long-distance ocean-towing tradition of some of the European countries. The Dutch, for instance, have been sending tugs to sea for rescue and salvage for generations. Over the years they have built up a large body of experience and knowledge. The Americans consequently have found the competition virtually impossible to overcome. (*Source: On the Hawser by Steven Lang and Peter H. Spectre*)

ACCIDENTS – SALVAGE NEWS

HISTORIC WWII LANDING CRAFT SALVAGED WITH SEAFLEX



Unique Seaflex (Seaflex), a division of Unique Maritime Group, are delighted to report their key involvement in the re-floating of the only surviving landing craft from D-Day 1944. “Working in conjunction with Salvesen UK, Seaflex deployed 230t of buoyancy from its office in The Isle of Wight to the operation in Birkenhead Docks Liverpool.” Ian McDonald, Dive Supervisor @ Salvesen UK observed, “Without the great help from Unique Seaflex this project would not have been possible, and whilst we recognise that there are other lift bag suppliers in the UK, our choice is made for us on this and other projects by the quality of Seaflex equipment and the professionalism and expertise displayed by their staff.” Ben Board, Technical Site Support Manager @ Unique Seaflex commented, “It was a great honour to work with Salvesen on such a prestigious UK heritage project. Whilst we have since diversified into other buoyancy applications for the off shore industry, we built our business on this type of salvage work and it is very much in our own heritage.” The project to lift and save [LCT 7074](#) began in March 2014, almost exactly 4 years to the day after she had sunk. The vessel came out of service at the end of the WWII after numerous successful deployments to the

Normandy beaches; she was converted to a naval repair facility for a short while, then became a floating nightclub, and was berthed in Liverpool from around 1950. Salvesen UK, a Liverpool-based contractor established for over 40 years and now conducting over 1000 diving projects a year, were engaged by Comet Technical Services on behalf of the National Museum of the Royal Navy to conduct a dive survey and some NDT inspection of the vessel during March, the result of which was that the hull was deemed in good enough condition to attempt the refloat. A grant of nearly one million pounds was awarded by the National Memorial Heritage Fund and operations recommenced on the 22nd of September. After three weeks of diving to clean the vessel and prepare her for internal diving operations, the landing craft was ready to be refloated. Although for salvage operations open-ended parachute-style air lift bags are generally preferred, this was one of those jobs where a combination of the relatively shallow depths and the need to squeeze buoyancy into tight spaces meant that enclosed units fitted with pressure release valves were the ideal solution. A

significant number of such enclosed units as well as parachute-type lift bags are held by Unique Seaflex within their rental pool for near-immediate despatch and just-in-time delivery by Unique Seaflex for such projects. Salvesen began by installing 18 x 5t single-connection vertical Unique Seaflex Mono Buoyancy Units into the wing tanks, which run fore and aft, port and starboard. They then burnt holes either side of the vertical frames in the wing tank bulkheads to secure a further 20 x 5 ton MBUs. As these units would break the surface before the vessel was fully afloat, the full lift potential of 190t would not be achieved, but it would be supplemented by 8 x 5 ton multiple-connection horizontal Inflatable Buoyancy Units in the main engine room. They then successfully and safely tunnelled under the vessel's approximate 10 metres' beam, creating a 1.5 square metre aperture to allow 2 x 100t soft slings to be inserted; these were then restrained and connected to two spreader beams. A floating crane was then mobilised to assist with the lift, initially loaded to 50 tons. The lifting bags were then inflated sequentially so as to provide a stable and as controlled lift as possible with the stresses on the vessel being monitored throughout by digital strain gauges at various locations on the hull. With all the bags inflated, the load on the crane was increased at 5 ton increments, and at 105 tons on the crane the vessel slowly began to rise from the seabed. After the tank deck level was reached, approximately 400,000 litres of water was pumped out and the vessel was successfully refloated. All the salvage equipment was then removed from the hull and final preparations made for her transfer to Portsmouth Naval Base for restoration. *(Press Release Seaflex)*



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CELEBRATION OF TSAVLIRIS SALVAGE NEW CHINESE VENTURE

Tsavliris Salvage celebrated its new venture in China with its Chinese partners, Kamji Marine International, hosting a special Reception at the Yacht Club of Greece on Tuesday, 18 November. Guests were able to absorb the stunning views and also enjoy the excellent Oolong teas from China before the Cocktail Reception. Guests included the Minister of Shipping, Maritime Affairs and the



Aegean, Mr Miltiades Varvitsiotis and the Commercial Counsellor of the Chinese Embassy in Greece, Mr Liwei Sun, as well as many notable figures from the Greek Shipping Industry. Tsavliris partners, Kamji Marine Group, were in attendance, visiting all the way from Zhoushan – China. The delegation included the head, Mr Johnny Ma, his colleagues and family members. The event celebrated the successful

cooperation and relationship with Kamji Marine, which comprises a reliable, efficient and talented team with considerable experience in marine services in China. Impressively, they are one of China's leading registered Ship Pollution Response Organisations (SPRO). It was highlighted at the event that the Chinese government passed new Regulations for the Prevention and Control of Marine Pollution from Ships. As from 2012, the Regulations contain a requirement that shipmanagers pre-contract with an approved Ship Pollution Response Organisation prior to the ship arriving in China. The exclusive partnership between Tsavliris Salvage and Kamji Marine, will serve the Greek shipping industry, assisting Greek controlled ships calling at Chinese ports. Moreover, in the unlikely event of a casualty in Chinese waters, shipowners will have the peace of mind in knowing that Tsavliris Salvage will be available to provide input whether it be in an operational, advisory or technical capacity, to ensure that the level of service they receive is nothing short of first class. In turn, Kamji Marine Group dealing with the Chinese coast guards and port authorities will openly communicate with Tsavliris to ensure Greek ship-owners are kept abreast of the local situation. Minister Miltiades Varvitsiotis welcomed the new venture between Tsavliris Salvage and Kamji Marine and stressed the importance of such trans-national collaborations. He also highlighted the significance of shipping and companies like Tsavliris Salvage to the Greek economy, maritime safety and the environment. Mr Liwei Sun, from the Chinese Embassy, emphasized the importance of the interaction between China and Greece and how such relationships need to be taken further forward. In his welcome speech, Mr Nicolas A. Tsavliris explained that "the working relationship with Johnny Ma began in 2012 when we received his excellent support during a substantial salvage operation in China. Following on from that successful collaboration, in 2013 a partnership for SPRO services was formed". Mr Tsavliris continued: "We, at Tsavliris Salvage are very proud that we can continue to serve the Greek shipping community, as we always have with great passion. In addition to our presence in Greece, the UK, the USA, Cyprus, Turkey and Brazil - with this new partnership we have expanded into one of the world's most important markets – China. With our partnership we cement our presence there and continue to grow and expand so as to meet the needs of our clients and colleagues in shipping." On behalf of Kamji Marine, Mr Johnny Ma thanked Tsavliris Salvage for their warm hospitality and expressed his delight with his new partners. He invited Greek shipowners to utilise the high quality services provided by this new venture when their vessels come in China. He explained that Kamji Marine can not only render routine marine services, but also solve issues with Port State Control and other port authorities in China. Mr George A. Tsavliris thanked Tsavliris Salvage staff for their devotion and contribution to the company's success, emphasising especially the role of Captain George Polychroniou in formulating the Tsavliris – Kamji partnership. Mr Andreas A. Tsavliris later mentioned how important and useful these services are for Greek

shipowners and offered some special presents to all Chinese delegation members. It was also noted that, this year is a special year for Tsavliris Salvage, which celebrates 100 years from the birth of the company's founding father, Alexander George Tsavliris; 75 years from the commencement of the first Tsavliris shipping company and 50 years from the foundation of Tsavliris Salvage in 1964. (*Press Release Tsavliris*)

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LIFEBOAT LANDED BODIES OF SUNKEN ZANDER

On Nov 24 the "*Bernhard Gruben*" brought ashore the bodies of the crew of two of the sunken Dutch work boat "*Zander*", 198 dwt (EU-No.: 05014570) in the port of Norderney which was barred during this time. The barge, a former dredger of the WSA Schweinfurt, had sunk on its transit from Denmark to its new owners in the Netherlands off Norderney. Both were of Danish nationality, one man, who was identified with his passport, aged 72. An autopsy was to be carried out. The "*Zander*"



had radioed a mayday around 8 a.m. following a water ingress four miles north of Norderney. When the "*Bernhard Gruben*", the emergency tug "*Nordic*" and other craft arrived, the vessel had already sunk on a water depth of 18 meters. An SAR helicopter of the German Navy located the two men

from the vessel in the sea who were recovered by the daughter boat "*Johann Fidi*" of the "*Bernhard Gruben*" but could not be resuscitated. The police Aurich/Wittmund launched an investigation regarding their death. The Dutch owner of the "*Zander*" was requested to develop a salvage plan. No pollution was observed during surveillance flights by helicopter, but protective means were held ready by the relevant authorities. The police Wilhelmshaven launched an

investigation into the sinking of the barge. (*Source: Vesseltracker*)

MARINE UNITS RESPOND TO REPORT OF UNMANNED BARGE

A tug boat was called in to tow two runaway barges that were beached in the breakwater off the Everett coast. The Snohomish County Sheriff's Department sent out a Marine unit Thursday at about 9:30 a.m. after receiving calls of an unmanned barge floating in the channel between Hat Island and Mission Beach. Sheriff's spokeswoman Shari Ireton says it turned out to be two barges tied together. They measured about 60 by 300 feet. She says they had been moored near Jetty Island



but high winds and choppy waters caused them to break loose and start drifting. They ended up off Mission Beach. Ireton says an independent tow company was moving the barges to a secure location. *(Source: Komo News; Photo courtesy of the Snohomish County Sheriff's Office.)*

OFFSHORE NEWS

TECHNIP HIRES VIKING NEPTUN OCV



Norway's Eidesvik Offshore and Reach Subsea have together entered into a contract with France's Technip for the supply of an Offshore Construction Vessel. The contract will be executed using Eidesvik Offshore's newbuild TBN **Viking Neptun**, equipped with Reach ROVs and manned by Eidesvik marine personnel and Reach ROV personnel and engineers. The fixed period is 110 days

with the starts scheduled for March 2015. There are also additional options for Technip to extend the contract. According to Eidesvik, TBN **Viking Neptun** OCV is a state of the art vessel, and represents the largest investment Eidesvik has done in the subsea segment. Eidesvik claims that the vessel is well positioned for future environmental requirements in vulnerable areas like the Arctic, through high focus on environmental friendly solutions in the development process of the vessel. Reach Subsea CEO Jostein Alendal says: "We are pleased to see that the collaboration agreement

with Eidesvik has already resulted in contract awards. This is a testament to our ambition of finding solutions for our clients combining the right assets, the right equipment, and all engineered together by our highly competent staff.” “This is a historic milestone for Eidesvik, and we are proud that Technip, a world leader in project management, engineering and construction for the energy industry, has showed us such trust. This is consolidating the business cooperation between our companies”, says Jan Fredrik Meling, CEO in Eidesvik. *(Source: Eidevik)*

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OCEANEERING TO USE 'ISLAND PRIDE' FOR GOM WORK

Oceaneering International, Inc. has entered into a two-year charter for use of the **Island Pride**, a multi-service subsea support vessel owned by Island Offshore Shipping International AS. The vessel was delivered to Island offshore from Vard Brevik yard in April this year. Oceaneering expects it will be available for work in the U.S. Gulf of Mexico (GoM) in early January 2015. According to Oceaneering, before the vessel starts the work it will undergo



modifications to enhance its service capabilities, including reconfiguration to accommodate two Oceaneering high-specification, work class ROVs. The vessel will also be equipped with a satellite communications system capable of transmitting streaming video for real-time work observation by shore personnel. The Island Pride has an overall length of approximately 340 feet (103 meters), a Class II dynamic positioning system, accommodations for 94 personnel, a helideck, a 150-ton active heave compensated crane, and a working moonpool. According to the statement, the vessel is expected to be used to augment Oceaneering’s ability to provide life-of-field and light construction services in the ultra-deep waters of the GoM and other international markets, depending on demand. These services include performing inspection, maintenance, and repair (IMR) projects and hardware installations. IMR projects are expected to include a wide range of subsea intervention tasks, including chemical well stimulation and hydrate remediation. Hardware installations are expected to include umbilicals, subsea trees, flowline jumpers, and flying leads. *(Source: Offshore Energy Today)*

SPECTRUM SHOOTS SEISMIC OFF URUGUAY. ANTICIPATES 3RD LICENSING ROUND



Spectrum ASA has started a 3,600 km Multi-Client 2D seismic survey offshore Uruguay. According to the company, the new acquisition program will infill Spectrum's survey acquired in 2013 and cover open, ultra-deep water acreage in the Oriental del Plata and Pelotas basins, anticipating the third licensing round in Uruguay expected to be held in 2015. Spectrum says the data is being collected by the vessel **BGP Challenger** and will be processed in Spectrum's

processing center in Houston. PreSTM and PreSDM data will be available early in Q2 2015, the company says. Richie Miller, EVP Multi-Client North & South America, comments: "Continuing on with our strong relationship with ANCAP, Spectrum will be providing new long-offset data for the upcoming Round 3 in 2015. Following on from the successful 2013 survey, we are confident that this infill project will be well received by industry and provide the needed information for a successful round next year." The survey is supported by industry funding. *(Source: Offshore Energy Today)*

VOS CHAMPAGNE STARTS FIRST CHARTER

Last Saturday, 22 November, Vroon Offshore Services' AHTS vessel, **VOS Champagne**, was delivered to Chevron Thailand at the start of a four-year charter. She replaces **VOS Atlas**, which has been employed by Chevron for the past month. **VOS Champagne** is a Focal-680-design vessel from Focal Marine, with LOA of 65.0m. She is equipped with DP-2, 2 x 10T bow thrusters, 1 x 8T stern thruster and has a certified



bollard pull of 87 metric tonnes. **VOS Champagne** is the first of two vessels constructed at Fujian Funing Shipyard in China, with her sister vessel, **VOS Chablis**, scheduled for delivery to Vroon early next year. We are confident that **VOS Champagne** will perform well throughout the year in the Gulf of Thailand and will meet our customer's high expectations. We wish the vessel and her crews safe

and successful voyages. *(Source: Vroon)*

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REM EIR DELIVERED FROM KLEVEN VERFT TO REMØY SHIPPING



World's largest LNG powered PSV enters Statoil chart. **Rem Eir**, build no 356 from Kleven Verft, was delivered to Remøy Shipping on November 26, 2014. With a length of 92.5 metres and a deck capacity of 1080 m², **Rem Eir** is the world's largest environmentally friendly LNG powered

PSV. The vessel enters a long term chart for Statoil. **Rem Eir** is the fourth PSV delivered from Kleven this year to enter into a Statoil chart. See video of the vessel [here](#) *(Source: Kleven Verft)*

MCG IN TWO SEISMIC SHOTS OFF INDONESIA

MultiClient Geophysical (MCG) has announced it will acquire two new multi-client 2D seismic surveys in Indonesia. The Lombok survey is located North East of Bali and totals 1,800 km and the East Sulawesi survey totals 1,000 km. The surveys are expected to start during the first half of December and will be



acquired by a 3D seismic vessel **Nordic Bahari**. According to the company, the surveys will take approximately 60 days to complete. Both surveys are strongly supported by industry funding, and MCG says it is actively working to secure prefunding for a third project within the same region. *(Source: Offshore Energy Today)*

NEW ERRV LAUNCHED IN SPAIN



Shipping and energy services firm Craig Group has launched their latest emergency response and rescue vessel (ERRV), the **Grampian Deliverance**, at the Balenciaga Shipyard in Northern Spain this week. This is the third in a series of six vessels commissioned by Craig Group as part of a £70 million investment. Douglas Craig, Chairman & Managing Director, Craig Group Ltd, said: “This

significant investment plan is part of our continued drive to operate the largest and most modern British wholly owned fleet engaged in the UK Offshore Industry.” The vessel, managed by Craig Group division North Star Shipping, is 50 metres long with one daughter craft, one fast rescue craft as well as state-of-the-art survival facilities. Christened by Gill Buyers, the **Grampian Deliverance** is the third of six new vessels to be delivered to North Star Shipping during 2014 and 2016. The **Grampian Dynamic** and the **Grampian Dynasty** were launched earlier this year, with one further D-Class IMT 950 ERRV along with two F-Class IMT 958 ERRVs to be delivered by 2016. *(Source: Offshore Energy Today; Photo: Balenciaga Shipyard)*

DOLPHIN ACCEPTS TWO SEISMIC GIGS OFF INDIA

Dolphin Group ASA has formally accepted the Letter of Award to perform two major 3D seismic projects in India for a repeat client. Dolphin announced on October 17, 2014 that it has been selected as the first shortlisted contractor for two major projects in India in a public bid opening ceremony. The company says it will utilise two 3D seismic vessels for a total of approximately 10 months to complete the two projects. The start of the contract is scheduled for the fourth



quarter of 2014. When asked about the clients in question and the value of the contracts, the company's spokesperson said: "At this moment in time we are not able to disclose the clients in question, however I can confirm that one of the vessels that will be utilised will be the **Artemis Arctic** and the second vessel will be one of our high-end 3D vessels." (*Source: Offshore Energy Today*)

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TOPAZ ENERGY AND MARINE IMPROVES EARNINGS



Gulf-based marine services provider Topaz Energy and Marine has posted its quarterly earnings ending in September 2014, reporting improved earnings and margins for the nine months of 2014. The company's EBITDA increased by 17 per cent to US\$ 144.2 million, with an improved margin of 49.9 per cent as a result of investment in core assets and robust cost control. Additionally, the period saw

continued growth across the group, with revenue up two per cent. Growth was primarily attributable to the new vessels recently added to the fleet, said the company. For the quarter ending September 2014, the group took US\$103.5 million in revenue, a 4.8 per cent increase year-on-year. EBITDA for the same period, meanwhile, increased 28 per cent year on year. However, core vessel utilisation dipped 6.3 per cent year-on-year, with the company's utilisation rate sitting at 89.3 per cent in September 2014, possibly due to the fleet expansion. (*Source: Baird*)

TOPAZ SUPPORT VESSEL DEMAND STEADY IN CASPIAN, MIDDLE EAST

Topaz Energy and Marine has added four new DP-2 platform supply vessels (PSVs) to its fleet this year: **Topaz Seema**, **Topaz Xara**, **Topaz Faye**, and **Caspian Voyager**. Five additional newbuilds are under construction or close to delivery, comprising three PSVs, one multi-purpose PSV, and one emergency rescue/response ship. In its latest review of operations, Topaz says that although its activity in the Caspian region has dipped of late, it is negotiating to supply vessels long-term for the Shah Deniz-2 gas project in the Azeri sector of the Caspian Sea. The company expects growing

demand for its fleet in the Caspian next year, led by Lukoil's V. Filanovsky project in the Russian sector. Three Topaz anchor-handlers have started mid-term contracts in the Turkmen sector and should continue working there throughout 2015. Topaz says its Middle East North Africa business has been active off Qatar, Saudi Arabia, and the UAE, and is expected to remain so for the foreseeable future. Off West Africa the company now has 12 vessels deployed. In the Caspian



and Middle East, extraction costs remain well below the current oil price, leading Topaz to expect activity to remain high in these regions. *(Source: Offshore; Photo: Aad Noorland)*

WINDFARM NEWS

TRAWLERCAT, TUCO MARINE SEEK PARTNER FOR CARBON FIBRE CTV



Trawlercat Marine Designs (TMD), a Canadian designer of power catamarans for workboat industries, is seeking a Partner(s) to fund their prototype 25m x 10m carbon fibre composite Carbon-Cat Offshore Wind Farm Crew Transfer Vessel (OWF CTV). The vessel will be built by TMD's build partner, Tuco Marine Group (TMG) at TMG's facility in Faaborg, Denmark. TMG has built over 200 composite vessels

up to and including 35 metre carbon fibre catamaran ferries and are considered expert carbon fibre composite boat builders. TMD commenced designing and building small workboat power catamarans in Australia in 1984 and has successfully introduced 40 power catamaran models to global recreational and workboat markets since moving to Canada in 1996. In 2010 TMD focused on designing carbon fibre workboats for the OWF CTV market before extending the series to encompass Navy Patrol Boats. The foil assisted high speed OWF CTV's are available in 20m & 25m x 10m models while the Patrol Boats are available in 20m & 25m x 10m and 30m & 35m x 14m models with a 50m version "on the drawing board". The 50m model could also double as an OWF accommodation vessel with the ability to very quickly and economically relocate to wind farms

globally. TMD's carbon fibre Carbon-Cats are designed and built to GL Rules with the carbon fibre engineering being carried out by Al Horsmon of Horsmon & Associates, one of the leading carbon fibre engineering specialists in North America. This is an opportunity for one or more partners to join the TMD/TMG team as they take OWF CTV's and Navy Patrol Boats into a new technological age. Carbon fibre is 10 times stronger than aluminium and less than half its weight. It's 5 times stronger than steel and less than a third of its weight. Carbon fibre does not rust or corrode and is very low maintenance considerably reducing maintenance costs. The light weight, hydrofoil assist and other innovative features allow Carbon-Cats to reach "comfortable high speeds" using smaller engines than similar size aluminium or steel vessels while burning 50% less fuel than similar size aluminium OWF catamarans and 75% less fuel than similar size steel Patrol Boats. The cost of operating a Carbon-Cat over a wind farms 25 year life cycle will save Developers and O&M Companies millions of pounds in fuel and maintenance costs. *(Press Release)*

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LONDON ARRAY CONTRACTS THE DALBY SWALE

The **Dalby Swale** has been contracted by Siemens to work on the London Array Wind Farm. According to the press release the Swale was chosen for her versatility in carrying cargo and passenger comfort. She is 23 m long with a residual mounted wheelhouse and saloon, and a sprint speed of 30 knots and cruises at 24 knys and was delivered to Dalby Offshore at the Seawork Exhibition June 2014 at Southampton by Alicat Workboats. The **Dalby Swale** is the third in this class of vessel, which Dalby Offshore currently owns and operates around the UK windfarms. *(Source: 4COffshore)*



FIRST OF CLASS CTRUK MPC22 LAUNCHED

Vessel named ahead of sea trials and imminent deployment. The first-of-class CTruk MPC22,



CWind Sword, was launched this week ahead of sea trials and imminent deployment to Germany. The 22m multi-role composite workboat has been built for leading offshore wind service provider CWind and its boat share partner, Ventus Workboats. **CWind Sword** will start work on a CWind contract for EnBW on the Baltic 2 offshore wind farm in December. Built to Bureau Veritas classification rules, the CTruk MPC22 is a 22m multi-purpose catamaran with 7.5m beam and 1.25m draft constructed from advanced FRP

composite for weight-saving strength. With a 20 tonne flexible payload capability and the ability to carry 24,000 litres of fuel, she is designed to deal with rougher seas, longer transits and tougher assignments whilst maximising passenger and crew comfort. New features on this vessel include a protected controllable pitch propeller (CPP) system which, coupled with the Volvo D13 engines on CWind Sword, will give optimal bollard pull and service speeds, significantly enhancing the already renowned fuel efficiency of CTruk's composite cats and still allowing the boat to take the ground and dry out at low water. CTruk's patented moveable wheelhouse and modular deck pod system will enable the vessel to fulfil multiple roles; transferring technicians in ultimate comfort or equipment such as cranes, transfer systems and rescue vehicles on 72m² of deck space. The CTruk MPC22, with its high performance capability, is eagerly awaited at CWind. Chairman Chris Randle commented: "The MPC22 builds on the versatile design features of the successful CTruk MPC19 [formerly CTruk 20T MPC] which has had an outstanding level of mechanical reliability and this has translated into excellent availability on contracts. This new workboat will be a great addition to the CWind fleet and we fully expect that the performance of this vessel will be outstanding in both the construction and O&M market, with its enhanced design, speed, comfort and transfer capability. I am very excited to see the benefits this vessel will bring to both CWind and our customers." The vessel will be named CWind Sword during an informal ceremony today in Brightlingsea, a befitting remembrance of the beach of the same name where the grandfather of one of the three ex-Royal Marines that form Ventus Workboats landed during World War II. *(Press Release CTruk)*

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YARD NEWS

MAC ENTERS INTO SHIP BUILDING CONTRACT WITH FUJIAN MAWEI

Marine Assets Corporation (MAC) enters into Ship Building Contract with Fujian Mawei Shipbuilding for the lump sum turnkey Construction of the Nautilus Minerals Seafloor production



mining vessel. Expanding on MAC's long-term relationship with Fujian Mawei Shipbuilding, on 25 November 2014, a signing ceremony was held at Mawei's shipyard for the execution of the shipbuilding contract for the Nautilus Minerals Seafloor production mining vessel. The signing follows the entry by MAC into a 5 year charter agreement with Nautilus Minerals on 6

November 2014. . The contract requires MAC to complete the design – construct and delivery of the vessel to Nautilus by the end of 2017. Vessel design will be completed by Sea-Tech Solutions of Singapore. MAC, a marine solutions company based in Dubai, which specialises in the delivery of new build support vessels for the offshore industry, will own and provide the marine management of the vessel. The vessel will be chartered to Nautilus for a minimum period of five years, with options to either extend the charter or purchase the vessel at the end of the five-year period. The vessel will first serve as the operational base for the joint venture to be formed by Nautilus and the Independent State of Papua New Guinea's nominee, Eda Kopa (Solwara) Limited, a wholly owned subsidiary of Petromin PNG Holdings Limited, to support the operations carried out by the joint venture to extract and to transport high grade copper and gold material from the mine site, in the Bismarck Sea of Papua New Guinea. When completed, the vessel will measure 227 meters in length and 40 meters in width with accommodation for up to 180 people and generate approximately 31MW of power. All of the below deck mining equipment will be installed in the vessel during the build process to minimize the equipment integration to be completed following delivery of the vessel. The vessel is expected to be delivered by the end of 2017. MAC CEO, Robin Reeves, stated, "We are very excited and pleased that Nautilus Minerals has entrusted this prestigious project to MAC and grasped the opportunity to work with MAC – Mawei to conclude the long road Nautilus has travelled to reach this stage. (*Press Release MAC*)

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STEEL CUT FOR SOVCOMFLOT ICEBREAKER / SUPPLY VESSEL

The production of the icebreaking multipurpose supply vessel for Sovcomflot was started with steel cutting on 26 November 2014. The ceremony took place at Vyborg Shipyard, where the blocks of the

vessel are produced. The production start was attended by representatives from Sovcomflot, United Shipbuilding Corporation, Russian Maritime Register of Shipping, Vyborg Shipyard and Arctech Helsinki Shipyard. The design, hull assembly, outfitting and commissioning of the vessel will be done by Arctech Helsinki Shipyard. The main purpose of the vessel is to serve Sakhalin-2 region energy production sites by transporting supplies and people between land bases and the



production platforms in the harsh climatic areas of the Sea of Okhotsk. The operator of the oil and gas field is Sakhalin Energy Investment Company Ltd. "We are excited to continue the co-operation with Sovcomflot and build this icebreaking supply vessel as the first unit of total four contracted vessels. Today, we are proud to start production of this multipurpose special vessel, which is a masterpiece by Arctech's own engineers. The environmentally advanced vessel will increase both the oil spill response as well as the emergency evacuation capacity when operating in the harsh climatic area of Sakhalin," says Esko Mustamäki, Managing Director of Arctech Helsinki Shipyard. The vessel will be able to safely convey and transfer cargo on deck, bulk cargo underdeck and platform crew as passengers in all seasons, regardless of weather and ice conditions. The vessel will be outfitted for emergency evacuation, rescue and fire fighting operations, oil spill response and the platform support activities. The new icebreaking offshore vessel measures 100 m in length and 21 m in breadth. The six main diesel generator sets have the total power of 21 000 kW and the propulsion power of 13 000 kW. The delivery of the vessel is scheduled for June 2016. *(Press Release)*

ROLLS-ROYCE SECURES CONTRACT FOR ITS FIRST OFFSHORE VESSEL TO BE BUILT IN TURKEY



Rolls-Royce has won a £12 million order to provide design, integrated power and propulsion systems and equipment for a highly advanced multipurpose service vessel for the Norwegian ship owner Myklebusthaug Management to be built at the Beşiktaş Shipyard in Turkey. This latest contract will see the first UT design vessel to be built by a Turkish shipyard. Around 800

Rolls-Royce UT vessels have been built or are under construction since the first one entered service 40 years ago. The vessel is a brand new design type from Rolls-Royce. The **UT 7521 WP** will be prepared for a range of offshore duties. The overall length of the vessel will be 98.9 metres with a beam of 21 metres and deadweight of approx. 6000 tons. John Knudsen, President Commercial Marine, Rolls-Royce said: "It is always an honour to see a new ship design, packed with innovations,

leave the drawing board and become reality. For this contract we are particularly happy to welcome back a returning ship owner for our UT design, and to work with a new shipyard building the first UT vessel in Turkey, a country with growing capability in building complex ships." Patrick Regis, Rolls-Royce, Regional Director – Turkey, added: "Rolls-Royce has developed strong links with the Turkish shipbuilding industry in recent years, in several commercial and naval projects. Our UT design is renowned across the world as the benchmark design, perfect for the demanding tasks of offshore oil and gas operations, and we're delighted to add Turkey to the list of countries that build these sophisticated designs for the future." This new advanced offshore vessel will feature the Rolls-Royce Unified Bridge, and an integrated power and propulsion system incorporating main engines, azipull propellers, bow and stern thrusters, deck machinery, dry bulk system, DP2 dynamic positioning, and the latest generation of automation and control system. The **UT 7521 WP**, which will be delivered in the second half of 2016, will be the first vessel with the newly developed electro control system (SAVe CUBE) that coordinates the rotational speed of main machinery for optimum fuel efficiency. *(Source: Rolls-Royce)*

ZAKHER MARINE GETS FINANCING FOR NEWBUILDING PROGRAMME

Zakher Marine International has secured AED 1.55bn (\$420m) in financing for its subsidiary QMS Holding's shipbuilding programme, which will comprise 15 new vessels and three self-elevating accommodation barges. The financing was supplied by Abu Dhabi Islamic Bank (ADIB), a top-tier Islamic financial services institution. "We remain committed to the UAE market and this facility will allow us to



bring technologically advanced and larger size vessels to Abu Dhabi, the regional and international markets, which will maximise service efficiency and effectiveness for the offshore oil services industry," Musadaq Yacoub, CEO of Zakher Marine, said in a statement. Abu Dhabi-based Zakher Marine provides services to the offshore oil and gas industries and offshore marine construction companies. The group currently owns and operates over 35 offshore support vessels, and manages and operates 10 vessels including providing support services to accommodation barges. *(Source: GulfShip News)*

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

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- [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](#)
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