

ugs owing & Offshore Newsletter



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1963 – “51years tugboatman” - 2013

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

MIDWEEK-EDITION

TUGS & TOWING NEWS

THE GREEN R-EVOLUTION CONTINUES WITH THE ART 80-32 HYBRID



Committed to their green philosophy Kotug has taken delivery of the first new ART 80-32 Hybrid Rotortug®. The ART 80-32 embodies 25 years of consolidated operator experience. The latest addition to her fleet of Rotortug®, the **RT Evolution**, was built by Damen Hardinxveld –Giessendam and handed over at the Kotug Rotterdam office to her owner Elisabeth Ltd on November 26. The **RT Evolution** is the first of the series of two Rotortug®s presently

being built by Damen Shipyards. The Robert Allan Ltd designed Hybrid Rotortug® improves fuel savings and reduces harmful emissions, perfectly matching Kotug environmental policy. The Hybrid configuration is a continued development of the **RT Adriaan**, a combination of motor generators in the shaft line which ensures maximum safety, state of the art Corvus battery system in combination with the Xeropoint system integration from AKA Aspin Kemp As. Ltd in Canada. The **RT Evolution** emphasizes the strong Dutch Canadian business relations. Rotortug B.V. is the company specializing in the design and marketing of the world wide patented Rotor tug design. The Rotortug® distinguishes itself from the conventional ASD, Tractor or Voith Schneider designs by using a triangular propulsion configuration. The excellent maneuverability of this type of tug is superior to all other conventional designs. The Rotortug® has been recognized as the preferred tugboat design in many port over the world. www.rotortug.com (*Press Release Rotortug®; Photo: Hans Hoffmann*)

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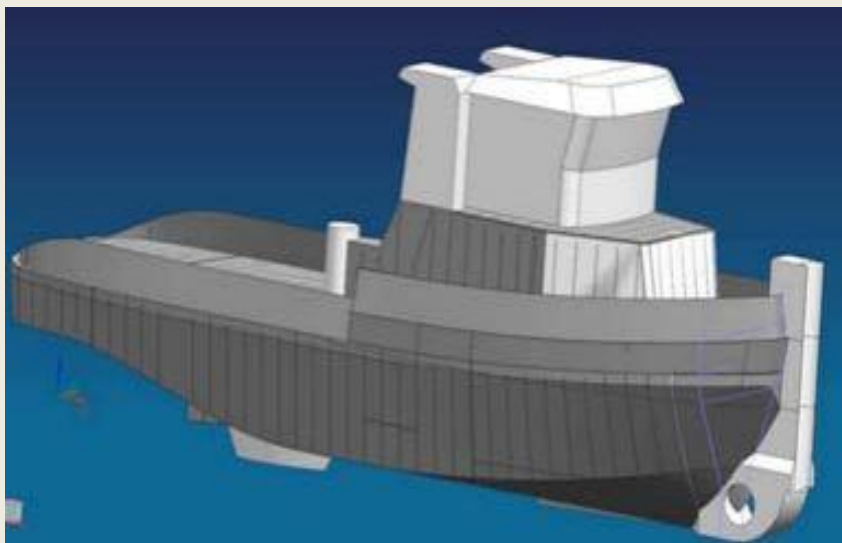
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NAMING CEREMONY SEA INDIA

On the 25th of November, 2014 the 'Sea India' was named by sponsor lady Mrs. Carla Aerts- Van Leeuwen. The Name giving Ceremony took place at the Dubai Festival City Marina in Dubai, the United Arab Emirates. Seacontractors and Damen/Albwardy look back on a festive event of this new Shoalbuster type 3209. It is the first Shoalbuster in the existing fleet equipped with FiFi-1 firefighting. The Sea India has a bollard pull of 50 tons and is currently deployed for a project of Dredging International in the Maldives. *(Press Release Seacontractors)*



NEW CONTRACT FOR HYBRID TUGBOAT



Early November, Scheepswerf Gebr. Kooiman b.v. located at Zwijndrecht, The Netherlands (www.dekooimangroep.nl) signed a contract with Koedood b.v. for the outfitting of a 23.5mtr long hybride tugboat "having a bollard pull of 26ton and to be named Sil-Jeske-B". The end-user of this tugboat will be BMS Seatowage b.v. Both the main engines and auxiliary

diesel engines, as well as the electric motor / generator will be supplied by Koedood. In addition to the conventional propulsion diesel engines, this tug also is equipped with electric motors driving the propellers. These electric motors are fed by means of two diesel generator sets. During normal sailing conditions, the electric motors also can serve as generator, feeding the board net without the use of a diesel driven generator set having to be started. The electric propulsion also allows the vessel, at lower speeds and stand-by works, to only run with one or two generator sets, without use of the main engines. Apart from this being economically attractive, it also is an environmental improvement. In addition, with this electric propulsion the vessel is capable of more accurately manoeuvring in comparison with the common diesel direct propulsion system. This way a more efficient operation is achieved and the risk for damage reduced. In addition to the outfitting, the customer has requested Kooiman also to modify the existing hull on line with the exact requirements of the end-user. This way an end product is realised which is completely customer specific equipped, being one of the most advanced vessels in its class. *(Source: Kooiman Group)*

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RS CLASS: KEEL LAUING OF NEW TUGS IN CHINA

Construction of new RS class **ASD 3010 Ice** and **ASD 2609 Ice** tugs has begun in the Chinese city of Changde. The keel laying ceremony took place at DAMEN SHIPYARDS CHANGDE on 24-25 November 2014. Peter Vanyukov, Director of the RS Branch Office in China took part in the ceremony along with representatives from the shipyard, Vostochny Port JSC and Magadan Sea Port JSC. The new ships have the RS class notations KM★ Arc4



AUT1 tug and KM★ Arc4 R1 AUT1 tug respectively. The tugs were designed specifically to operate in harsh climate including severe ice conditions. They will operate in ports of the Far East, in Primorye Territory and Magadan Region. Arc4 ice strengthening will enable them to work effectively during autumn and winter navigation. The construction of two of each of these tugs is planned under the RS survey. The USSR Register Inspectorate in China was established in 1947 and operated successfully until 1962, when the function of USSR Register was transferred to the Chinese Classification Society. The Register restarted its work in China in 2003, having opened an office in Tianjin. Increased demand for the Register's services prompted the opening of a new RS office in Shanghai in May 2014. Specialists from the RS Branch Office in China currently provide a full range of classification and statutory services during the construction of new ships and their operation, and also carry out surveys at industrial enterprises in China. *(Source: RS Class)*

PAINTING TASMAN ZEE

Another fine painting from Ron Beekhuijsen shows L. Smit & Co's Internationale Sleepdienst Maatschappij oceangoing tug **Tasman Zee** (Imo 5353244). The vessel is painted on cotton and has the 30 x 40 cm dimensions. It shows the tug after her conversion in 1967 with new main engines and more power output, Two firefighting water monitors in the aft mast. Her name and the blue-red band on the hull were painted white. The painting has been sold already. The tug was built in 1958 by L.Smit & Zoon BV – Kinderdijk; Netherlands under yard number 945 and delivered to L. Smit &



Co. In 1967 re-engined with two 8 cyl Kromhout engines with a total output of 3,000 bhp. In 1977 sold to Holyhead Towing Co. – Beaumaris; UK and renamed **Afon Wen**. In 1978 to International Bazaar Ltd and renamed **Karob**. In 1980 to Trix Enterprise Voila Inc – Bahama and renamed **Voila**. In 1983 to Voila Inc and renamed **Torten**. In 1985 to Resolve Towing & Salvage (J. Farrell) - San Lorenzo and renamed **Resolve**. In 1987 laid up. In 1991 to Ready Shark Investments - San Lorenzo and renamed **Tiburon Listo**. In 1994

laid up with 1 broken engine. In 2003 no longer present in the harbour. She has a length of 46.18 mtrs a beam of 9.61 mtrs and a depth of 4.81 mtrs. A bollard pull of 25 tons and a free sailing speed of 13 knots. *(Photo: Ron Beekhuijsen)*

PORT HEDLAND TUG ENGINEERS APPROVE AGREEMENT, ENDING STRIKE THREAT

Tugboat engineers at Australia's Port Hedland approved a labor agreement, ending the threat of strikes at the world's largest bulk export terminal. The Australian Institute of Marine and Power Engineers endorsed a new enterprise agreement, Teekay Shipping (Australia) Pty said in an e-mailed statement. Teekay is contracted by BHP Billiton Ltd. to run tugboats at the



port, located 1,300 kilometers (808 miles) north of Perth. Unions representing tug masters and deckhands approved four-year enterprise agreements on Nov. 10, according to Teekay. The approval ends months of negotiations over pay and annual leave between the three unions and Teekay that included threats to strike. Disruptions would have cost suppliers about A\$100 million (\$85 million) a day, BHP said in May. Exports through Port Hedland represented 55 percent of Australia's iron ore exports last year and more than 80 percent of cargoes go to China, port and government data show. Teekay has lodged the new agreement with the Fair Work Commission for its approval, it said in today's statement without providing details of the agreement. *(Source: gCaptain; Photo: Wikimedia)*

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TEMPORARY TUG CHANGE FOR HALIFAX



The tugs in Halifax are all so similar in appearance, it is sometimes hard to tell which is which. This past weekend there was a change that might not have been noticeable to the casual observer. Easiest to identify is [Atlantic Larch](#) because it has no firefighting gear: Built in 2000 it is a 4,000 bhp ASD tug. It is fitted with a towing winch and is sometimes sent away from Halifax for various chores where

a winch is needed. However it does look very similar to the [Atlantic Hemlock](#) which sometimes comes to Halifax. [Atlantic Willow](#) is a firefighting tug, with prominent water cannons: It dates from 1998 and is also a 4,000 bhp ASD, and has no towing winch. However it has open bulwarks at the bits fore and aft, and a strongback on the stern rail to protect the line if it is using its towing hook. It also has the open rails, but is fitted with stainless steel shields over the air intakes on the funnel casings and has a side door on the wheelhouse. It was built in 2004 and is a 5,050 bhp tug, and as the most powerful tug in Halifax it is the one used most often for tethered escort work. However [Atlantic Oak](#) has a sister tug named [Atlantic Fir](#), based in Saint John: Aside from different shields on its water cannons it was virtually indistinguishable from its sister. It was built in 2005 and is also rated at 5050 bhp. Since it travels about a great deal, it does show up in Halifax from time to time. Unless one was really alert, it was hard to tell which tug it was - until now. This weekend [Atlantic Willow](#) was sent off to Liverpool to berth the ship [Thorco Dolphin](#) with wind turbine components and [Atlantic Oak](#) was sent to Shelburne for



refit. When **Atlantic Fir** arrived to fill in I noted that something new had been added: Two satellite domes have been appeared. A small one on the mast and larger one on its own pole. These certainly make the tug stand out from the rest! They are for communication only. Up close then, there is now little doubt that one is seeing **Atlantic Fir**. but from a distance it still requires some experience to pick it out. *(Source: Mac Mackay-Tugfax)*

YARD NUMBER 571681 ARRIVED FROM POLAND



On the 2nd day of November the Polish registered with call sign SQLI tug **Cyklop** (Imo 6605448) arrived on the New Waterway; Netherlands with in tow the Damen new building Multicat (Imo 9648544) with yard number 571681 from Poland bound for Dordrecht; Netherlands. The Multicat will be towed from Dordrecht to the Damen Hardinxveld shipyard for outfitting . The **Cyklop** has a grt of 186 tons and a dwt of 76 tons.

(Photo: Ruud Zegwaard)

WORKBOAT NAMES ITS 2014 SIGNIFICANT BOATS

WorkBoat magazine has announced its 10 Significant Boats of 2014. This year's annual list of Significant Boats includes pilot boats, tugs, OSVs, a fuel-supply vessel, a bulk transport vessel and a passenger vessel. The 2014 winners, chosen from the vessels that appear in WorkBoat, will be recognized at an awards breakfast at the International WorkBoat Show on Thursday. At the breakfast, WorkBoat will announce its choice for the inaugural Boat of the Year from



among the 10 winners. *The 10 award winners for 2014 are:* **Astoria** Builder: Kvichak Marine Industries; Designer: Camarc Design; Owner: Columbia River Bar Pilots. **Buckley McAllister** Builder: Senesco Marine; Designer: Jensen Maritime Consultants; Owner: McAllister Towing & Transportation. **Fort Ripley** Builder: Gladding-Hearn Shipbuilding; Designer: Gladding-Hearn Shipbuilding; Designer: C. Raymond Hunt Associates; Owner: Southeast Ocean Response Services/Charleston Branch Pilots Association. **Capt. Frank Banta Jr.** Builder: Rodriguez

Shipbuilding; Builder: Chem Carriers; Designer: Rodriguez Shipbuilding; Designer: Chem Carriers; Owner: Chem Carriers. **Great Expectations** Builder: La Ship; Designer: Edison Chouest Offshore; Owner: John W. Stone Oil Distributor/Edison Chouest Offshore. **Hornblower Guardian** Builder: All American Marine; Designer: Elliott Bay Design Group; Owner: Hornblower Cruises & Events. **HOSMAX 300- and 310-Class** Builder: Eastern Shipbuilding Group; Designer: Vard Marine; Owner: Hornbeck Offshore Services. **Signet Arcturus and Signet Polaris** Builder: Patti Marine Enterprises; Designer: Robert Allan Ltd.; Owner: Signet Maritime. **Tender 4** Builder: New York State Canal Corp.; Designer: Elco Motor Yachts; Owner: New York State Canal Corp.. **Unalaq** Builder: Nichols Brothers Boat Builders Designer: Columbia Sentinel Engineers; Owner: Bowhead Transport. (*Source: Workboat.com*)

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YESTERYEAR SALVAGE TUG OCEANIC



At 287 feet and 17,500 horsepower, the German ocean tug **Oceanic** should more properly be called a tugship than a tugboat. She was the most powerful ocean tug when she was built in 1969, but she has since been eclipsed by 26,000 horsepower South African tugs. Why have ocean tug become so big and powerful? Both the Suez Canal and the rise of the offshore oil drilling provide the answers. Before the closing of the Suez Canal as a result of the 1967 Arab-Israeli War, tankers carrying

oil from the Middle East to Europe and America were limited in size by the dimensions of the Suez Canal. The closing of the Canal meant that the tankers would have to sail around the Cape of Good Hope; it is also meant that tanker size could be almost limitless, since canal transit was no longer an option. Shipping companies began to order larger and larger tankers, with the hope that the increased capacity of the ships would offset the longer traveling time. In an emergency – and there have been many of them because of the hazardous nature of the Cape of Good Hope passage – it takes a super tug to tow a disabled super-tanker. The 5,000 to 10,000 horsepower ocean tugs of pre-

1967 vintage were not up to the task. Correspondingly, the widening search for dwindling oil supplies outside the Middle East took oil exploration and drilling platforms to deep-sea sites. To withstand the rough seas of the oil fields in such places as the North Sea, sizable drilling platforms are required. And sizable oceangoing tugs are required to tow the platforms to their destinations. Some of the tows are so big and ungainly, in fact, that even a 17,000 or 26,000 horsepower tug isn't enough for the job. The largest storage platforms, for instance, can only be moved by a fleet of tugs, thus straining the facilities of the ocean towing and salvage companies. In recent years tug companies have cooperated in handling big tows so that they will have enough tugs left on station to handle emergencies. For example, to tow a storage rig from the United Kingdom to the North Sea, perhaps three tugs might be used – one each from England, the Netherlands and Germany. The **Oceanic** is an impressive tug. She has a cruising range of 20,000 miles, a free running speed of 22 knots, and the power to tow a 500,000 deadweight ton vessel. She has TV monitors to allow the skipper in the wheelhouse to keep watch on the towing gear aft, and a strain gauge is attached to the towing wire to let out on the wire to reduce strain caused by surge. The twin stacks that serve the **Oceanic's** twin diesels are carried up twin after masts; the stack on her boat deck is an imitation. The **Oceanic** is owned by the German towing firm of Bugsier, Reederei and Bergungs AG, formed in 1889. *(Source: On the Hawser by Steven Land and Peter H. Spectre)*

ACCIDENTS – SALVAGE NEWS

Q3 TSAVLIRIS ACTIVITIES

Tsavliris' buoyant activity for 2014 has continued through the 3rd quarter with two further LOF's, namely container vessel "**Crillon**" and bulk carrier "**Ince Inebolu**" as well as towage services to bulk carrier "**Goldenstar**". More recently, Tsavliris has carried out salvage services to PAX/RORO vessel "**Europalink**" which allided with rocks off Peristeria Islet, north east Corfu island, Ionian Sea, Greece, during a voyage from Patras to Ancona. **Bulk Carrier "Goldenstar"** On 13th August



2014, M/V "**Goldenstar**" (28,400 DWT, 16,700 GRT) laden with 35,000 tons of imodium phosphate, disabled having suffered rudder damage in Suez Canal. Tsavliris mobilized salvage tug "**Megas Alexandros**" (640 GRT, 73 BP) from her Piraeus salvage station, towed the casualty safely from Port Said to Piraeus - arrived on 25th August 2014. **Container Vessel "Crillon"** On the 5th September 2014, container vessel "**Crillon**" (24,300 DWT, 16,700 GRT), partly laden with containers, immobilized about 100 miles south of Limassol, Cyprus. Tsavliris dispatched T/B **Pegasus** (332 GT, 35 BP) from Limassol together with two in-house technicians. The casualty was towed from her position to Limassol for repairs and subsequently berthed on 14th September when services terminated. **Bulk Carrier "Ince Inebolu"** On 5 Sept, bulk carrier "**Ince Inebolu**" (30,010 GRT, 52,380 DWT) in ballast, with about 1,500 tons of bunkers on board, grounded on rocks at south-eastern

Astypalaia Island, Aegean Sea, Greece during a voyage, from Hodeidah, Yemen to Novorossiysk, Russia. Tsavlis dispatched S/T “[Megas Alexandros](#)” (6200 BHP – 73 TBP) from Piraeus with salvage team and the necessary salvage and anti-pollution equipment. Oil recovery/rescue vessel “[Aegis 1](#)” (1400GRT, 1900 DWT) also mobilised to the site. On the 6th September, members of the team commenced inspection on board the casualty, whilst divers assessed the underwater damage. The grounding had caused significant indentations, cracks and had ripped the plating from the forward end of the bulbous bow up to midway through cargo hold no 1, flooding it in the process. Moreover, rocks penetrated the forward part of the same hold’s tanktop. Following the transfer of roughly 800m/t of bunkers from fuel oil tanks (FOT) numbers 1 and 5, to FOT number 3 (centre) and 4 (port side), the deballasting of 2000 m/t from double bottom tank number 2 (port side) and the pumping out of 500m/t of seawater from cargo hold 1, the casualty was trimmed about 8 metres by the stern and subsequently refloated. Temporary repairs were carried out to the tank top of cargo hold 1 and a yokohama fender (protected by tyres) was wedged/secured in front of the collision bulkhead. During the operation S/T “[Megas Alexandros](#)” supplied fresh water. The casualty remained off Astypalaia, with the “[Megas Alexandros](#)” standing by from 11th September to 1st October, for surveys, Port State Control formalities and weather abatement. The night of 1st October anchor dragged during prevailing gale force winds. On 2nd October the casualty was escorted to Neorion Shipyard, Ermoupolis, Syros Island where redelivery took place after all portable salvage and towage equipment onboard was removed. The salvage service, lasting about 4 weeks overall was entirely successful. (*Press Release Tsavlis*)

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PORT ELIZABETH SERVICE BOAT IN BIZARRE ACCIDENT

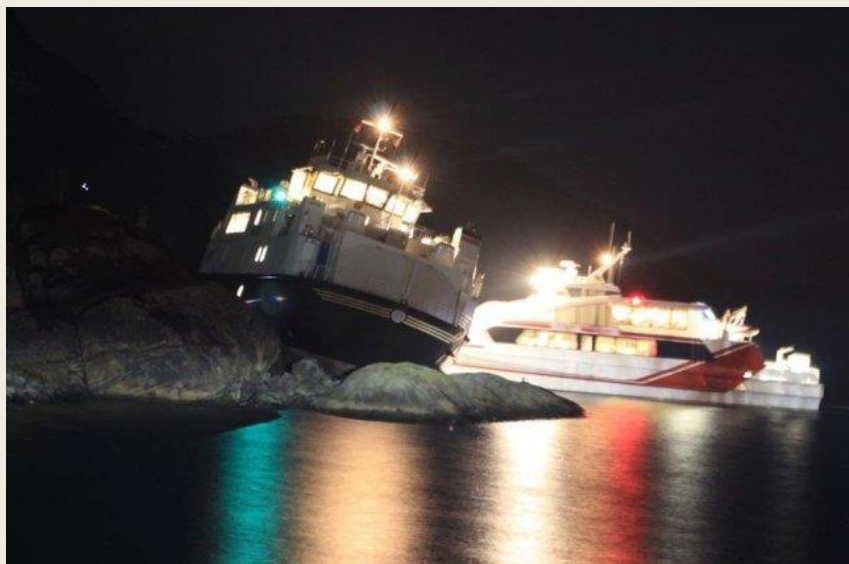


In a bizarre accident at sea, a service boat operating out of Port Elizabeth has been torn apart while supplying tanker [Smyrni](#) at sea off Cape Recife. At 10h30, Friday, 28 November, NSRI Port Elizabeth duty crew were activated by Transnet National Ports Authority (TNPA) following reports of an incident 4 nautical miles South of Cape Recife involving an accident with the 10 metre long Port Elizabeth-based all-steel ship service vessel (workboat) [Synchro](#), damaged while servicing the Indonesian-flagged 320 metre super

tanker *Smyrni* (transferring cargo supplies). Port Elizabeth Port Control were reporting it as a serious emergency requiring a rapid response despite very little information about the nature of the emergency. NSRI Port Elizabeth put out a Code Red alert for all crew available to urgently respond to the base. The sea rescue craft *Spirit of Toft* was launched and on arrival on-scene found everyone safe and not injured but the service vessel *Synchro* was suffering superstructure damage and complete electrical and motor failure. SYNCHRO, had two crew onboard - skipper John 'Jay' Liverick, 65, and crewman Anthony Opperman, 40, (Opperman is also a class 1 coxswain volunteer with NSRI Port Elizabeth). It transpired that while transferring cargo supplies aboard *Smyrni* using cranes from the deck of the super tanker to lift supplies off *Synchro*, a crane hook from the tanker accidentally hooked into the side edge of *Synchro* ripping the superstructure and part of the foredeck, with all cabling and fuel lines being ripped off the vessel as the swell lifted and subsided. The skipper was meanwhile still inside the superstructure at the wheel house as the entire load was dropped back into the sea. The swell then caused the service vessel to crash into the side of the tanker, leaving *Synchro* with her motors running but with no means of being manoeuvred), and with vital cabling and steering missing. The motors subsequently burned out. In a matter of seconds the superstructure and foredeck began to sink with the skipper trapped inside of the wreckage of the superstructure and trying to free himself. As it started to sink a swell lifted the debris level to the deck of *Synchro* and crewman Anthony Opperman grabbed his skipper pulling him out of the superstructure and safely onto the mangled deck of their boat and in the same moment the superstructure and foredeck sank beneath the waves. According to Opperman the whole episode lasted about 5 seconds, from the superstructure being ripped out by the crane, then dropping into the ocean, the successful rescuing of his skipper, and then the mangled superstructure, wheel house and foredeck disappearing under water and sinking. He attributes his 13 years of training and experience with Sea Rescue, which allowed him to deal with the emergency calmly and quickly, which contributed to the successful saving of his skipper from the mangled wreck before it sunk with less than a second to spare. When the NSRI Port Elizabeth arrived on-scene they found a commotion on the deck of the supertanker and the mangled wreck of what was left of *Synchro* below (just the empty hull with two motors attached and no upper deck left behind) but both men aboard *Synchro* safe and not injured. NSRI towed the remains of the casualty boat back to Port Elizabeth Harbour and once moored safely no further assistance was required. The ship *Smyrni* has not sustained any damage. – NSRI Port Elizabeth. (Source: Ports & Ships)

FERRY REFLOATED AND BERTHED FOR DAMAGE INSPECTIONS

The 63 meter long ro-ro ferry *Åfjord* ran aground at Finneset, Norway. The *Åfjord* was en route between Øksfjord and Hasvik when it ran onto the rocks. The ferry developed a list and some oil pollution was released. No reports of injuries to the 11 passengers and 4 crew on board, but the first mate had become ill and required medical assistance. Authorities dispatched a Sea



King helicopter, two lifeboats and a tug to the scene. The 11 passengers were safely taken ashore and were transferred to a bus. The *Åfjord* went aground at high tide which may complicate salvage efforts. The cause of the grounding was not reported. (Source: *Shipwreck Log*) The "*Åfjord*" was pulled off the rocks by the tugs "*Beta*" and "*Beta Mob*" of the Buksér og Berging AS in the morning of Dec 1 at 9 a.m. and docked in Øksfjord for a damage survey. An attempt to refloat with own power had failed, but within one hour the ferry could be refloated with a tug. The ferry "*Hårek*" was inserted as a replacement in the morning on the run between Hasvik and Øksfjord. The ferry sailed from Øksfjord at 09.15 a.m. for the first time. The "*Hårek*" was also scheduled to sail between Tverrfjord and Øksfjord at 2.20 p.m. Towards the end of the week the spare ferry "*Tysnes*" would take over which was sent on Dec 1. (Source: *Vesseltracker*)

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OFFSHORE SUPPLY VESSEL ASSISTS FOUR AFTER VESSEL FIRE IN GULF OF MEXICO



The U.S. Coast Guard says it medevaced four people after their vessel caught fire 35 miles southwest of Grand Isle, Monday. The Coast Guard said it received a report from the offshore supply vessel *Dustin Santos* at approximately 7 a.m. reporting a vessel fire and four people in a life raft. The *Dustin Santos* recovered the four people and transferred them to a nearby offshore platform in ship shoal block 154. Sector New Orleans issued an urgent marine information broadcast and directed two Coast Guard

Air Station New Orleans MH-65 Dolphin helicopter crews to respond to the incident. The helicopter crews transported the four people to Baton Rouge General Hospital and to West Jefferson Medical Center. The current condition of the four people is unknown. (Source: *gCaptain*; Photo: *USCG*)

VOLVO OCEAN RACE: TEAM VESTAS WIND ABANDONED ON REEF AFTER GROUNDING

At 1510 UTC, Team Vestas Wind, a 65-foot sailing yacht racing in the Volvo Ocean Race (VOR) grounded on the Cargados Carajos Shoals, Mauritius, in the Indian Ocean and has been abandoned according to race organizers. A press release by the Volvo Ocean Race notes two life rafts have been deployed while the stern “was being beaten on rocks of the reef.” The bow is pointing out to sea, however both rudders are broken. The mast remains upright and the bow of the vessel remains



above the water, however, “the current plan remains to abandon the boat at daylight with the assistance of the coastguard at Île du Sud as well as Team Alvimedica,” according to race organizers. Volvo Ocean Race Control has had it confirmed that the Team Vestas Wind crew has now been rescued and will stay on the Île du Sud, where there is a house and some facilities. All the crew is safe and nobody is injured. Team Vestas Wind is making plans with Volvo Ocean Race on how to transport the crew off the island as well as how to salvage the boat. Team Alvimedica has now been released and will continue racing towards Abu Dhabi. Knut Frostad, CEO of the Volvo Ocean Race, said: “I’m extremely relieved that every one of the nine crew members now are safe and that nobody is injured. That has always been our first priority since we first learned about the grounding. “At the same time, I’m deeply saddened that this happened to Team Vestas Wind and Chris Nicholson and his team. It’s devastating for the team, for the race and for everyone involved. I really feel for Chris and the team right now and we will continue to support them all the way going forward.” (*Source: gCaptain*)

OFFSHORE NEWS

DOF AWARDED NEW PSV CONTRACTS

DOF ASA has been awarded five new platform supply vessel (PSV) contracts. Two of those are inked with Total UK, one with Chevron North Sea, one with CNR International and finally one with BP Egypt. The company signed a 3 year firm contract plus up to 2 years options with Total UK for **Skandi Barra**. The contract will start in February 2015, as a direct continuation of the existing contract with Total UK. DOF also signed a 3 years firm contract plus up to 2 years options with Total UK for **Skandi Buchan**. The contract will start in September 2015, as a direct continuation of the existing contract with the same client. Furthermore, DOF inked a 1 year firm contract with Chevron North Sea Limited on behalf of TEAM Marine for the **Skandi Sotra**. The contract includes 4 x 6 month extension options and will start in December 2014. Team Marine is a marine logistics pooling arrangement



among Chevron North Sea Limited, Conocophillips UK Limited, Dana Petroleum (E&P) Limited and Hess Limited. DOF adds that the company signed a 10 months firm contract plus up to 9 months options with CNR International (UK) Limited for **Skandi Marstein**. The contract will start in December 2014, as a direct continuation of the existing contract with CNR International (UK). Finally, the company penned a firm contract

with BP Egypt for **Skandi Texel**. The contract will start in December 2014 and last until August 2016 plus 1 year option. *(Press Release)*

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EARLY TERMINATION OF CONTRACT FOR THREE AHTS VESSELS

As previously communicated, Viking Supply Ships has entered into an agreement with a major oil company for the charter of three vessels. The contract applies to the drilling seasons 2014 and 2015, with options for the drilling seasons 2016 and 2017. The drilling season is expected to commence around April / May each year. As a result of the 2015 drilling season has been cancelled, Viking Supply Ships has received an early termination for **Brage Viking**, **Magne Viking** and **Balder Viking**, which applies for the 2015 drilling season, as well as remaining optional periods of the contract. According to the contract, an early termination fee is payable. The



company is currently assessing several alternative contract opportunities for the vessels in harsh environments as we now have vessels available contrary to before. *(Press Release)*

IHC LAUNCHES 'SEVEN RIO' PIPE LAYER



Royal IHC (IHC) has today launched Subsea 7's 550t pipelaying vessel, **Seven Rio**, at its shipyard in Krimpen aan den IJssel, The Netherlands. The naming ceremony was performed by Anelise Lara, Petrobras Executive Manager for the Libra Project. The **Seven Rio** is the second of four vessels in total ordered specifically for operation in Brazilian waters. When delivered in 2016, the **Seven Cruzeiro** and **Seven Sun** will complete

the fleet of pipelaying vessels that will be working under contract for Petrobras in Brazil. Additional vessels constructed by IHC include: the **Seven Oceans** (a pipelaying vessel completed in 2007); the **Seven Seas** (a pipelaying vessel completed in 2008); the **Seven Atlantic** (a dive support vessel completed in 2009); and the **Seven Pacific** (a pipelaying vessel completed in 2010). The **Seven Waves** is another pipelaying vessel, which was delivered ahead of schedule earlier this year, and is now in service with Petrobras. The **Seven Rio** has an overall length of 146 metres, a beam of 30 metres and a Class-2 dynamic positioning system. The vessel is equipped with a vertical (tiltable) lay system – with a 550t top tension capacity – and twin ROVs. It is fitted with two under-deck storage carousels, with a capacity for 2,500t and 1,500t of product respectively. The construction of the **Seven Rio** is comfortably on schedule. “The launch of the **Seven Rio** is yet another milestone in the long and successful cooperation between Subsea 7 and IHC,” said Arjan Klijnsoon, Managing Director of IHC's Offshore division. “We are proud to be providing Subsea 7 with another pipelaying vessel to join its sister vessel, the **Seven Waves**, in Brazilian waters.” “We are honoured that Mrs Lara officiated at the naming ceremony of the **Seven Rio** and



we look forward to this new vessel joining the **Seven Waves** on operational contracts for Petrobras in Brazil.” said Rachid Felix, Vice President – Commercial, Subsea 7 Brazil. *(Press Release; Photo vessel: Ruud Zegwaard; Photo Godmother by IHC)*

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SECOND BLUE DRIVE PLUS C PSV DELIVERY



On the morning of 1st December 2014, the second Blue Drive Plus C PSV named **Jones Tide**, from its building lot, was successfully delivered to American Tidewater company, starting its sail smoothly. (Source: *Jiangsu Zhenjiang Shipyard*)

ROSNEFT CANCELS CONTRACTS FOR SIEM OFFSHORE VESSEL TRIO

Norway's Siem Offshore has received notices of contract termination for two of its AHTS vessels and one PSV in Russia. The contracts for two AHTS vessels "**Siem Topaz**" and "**Siem Amethyst**" and for one PSV "**Siem Pilot**" were announced back in 2013. According to Siem Offshore, the contract was with Karmorneftegaz SARL in respect of the seasonal work in Kara Sea for the year 2015. Karmorneftegaz will pay an



early termination fee. Karmorneftegaz SARL is the joint venture established between Russia's oil giant Rosneft (66.67%) and U.S. oil major ExxonMobil (33.33%) for the drilling project in the Kara

Sea. In October, ExxonMobil had to pull back from its joint Kara Sea project with Rosneft due to sanctions imposed against Russia by the U.S. over the Moscow's role in the Ukraine crisis. Prior to ExxonMobil's withdrawal, Rosneft and ExxonMobil struck oil at the world's northernmost well the Universitetskaya-1, in the Kara Sea, offshore Russia. *(Source: Offshore Energy Today)*

POLARCUS HIRED FOR SEISMIC SURVEY OFF BRAZIL



Polarcus Limited has signed a Letter of Intent with an undisclosed client for a 3D marine seismic acquisition project offshore Brazil. The company says that the program, subject to the execution of contract, is projected to start in Q2 2015 upon receipt of the required environmental permit, and is expected to run for approximately 30 days. Polarcus did not reveal the

value of the contract, nor the name of the vessel to be used for this survey. Following completion of the project, the Polarcus vessel will mobilize for a multi-client 3D project offshore Brazil, for Queiroz Galvão Exploração e Produção (QGEP). This second project forms part of the company's existing backlog. Polarcus is a pure play marine geophysical company with a pioneering environmental agenda, specializing in high-end towed streamer data acquisition from Pole to Pole. *(Source: Offshore Energy Today)*

SBM DIVE SUPPORT VESSEL SOLD FOR \$150M

SBM Offshore is selling off Diving Support and Construction Vessel (DSCV) **SBM Installer** to new JV company OS Installer for \$150m. SBM will then charter back the vessel from buyer OS Installer, a 75-25 JV between Ocean Yield and SBM Offshore respectively, for a period of 12 years, as part of a Memorandum of Agreement between the two companies. The transaction is expected to close before the end of 2014 and is subject to final agreement on bank financing. Built by Keppel Singmarine in Singapore in 2013, Bahamas-flagged **SBM Installer**



is based on the MT-6024 design from Marin Teknikk in Norway, featuring a 'double-deck' design which improves safety as well as providing significantly more deck space, a class III Dynamic Positioning system and a fully integrated 12-man saturation diving system capable of operating at depths of up to 300 m. SBM Offshore was this month required to pay a settlement of \$240m to the Dutch Public Prosecutors Office (Openbaar Ministerie) over alleged bribery in Equatorial Guinea, Angola and Brazil. *(Source: Seatrade Global)*

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SAIPEM WINS \$1 BILLION DAEWOO ENGINEERING CONTRACT

Italy's Saipem won a \$1 billion engineering and construction contract from Daewoo Shipbuilding & Marine Engineering for work in the Caspian Sea. The contract includes yard engineering, fabrication and pre-commissioning activities as well as the load-out of 55,000 tons of pipe rack. Further details about the contract have not been disclosed. The contract was awarded through Saipem controlled company ERSAI Caspian Contractor. "This contract underlines our excellent track record in a key market for Saipem and I look forward to the continued development of our presence in the Caspian Region, working with our local partners to deliver a high quality service to some of our most important clients," Saipem CEO Umberto Vergine said. *(Source: Gerard Maijntz)*

PGS IN SPRINGBOARD SURVEY KICK OFF



Norway's seismic survey company Petroleum Geo-Services (PGS) has begun the Springboard MC3D program in the Ceduna sub-Basin, offshore South Australia. PGS previously announced the program back in June saying that the Springboard MC3D has significant industry support and is being acquired by the **Ramform Sovereign**, a PGS state-of-the-art seismic vessel that utilizes PGS' GeoStreamer® technology.

According to the company, the proven capabilities of GeoStreamer, PGS' leading-edge towed streamer acquisition technology will enhance hydrocarbon exploration efforts by giving greater

confidence in subsurface imaging, improved prospect definition and identification as well as better geological modelling with less reliance on sparse well data. The program will see some 8,000 sq km of industry leading GeoStreamer data acquired in this frontier area. *Ceduna sub-Basin* PGS says that the Ceduna area has become a hotspot for exploration activity following recent gazettal round awards to major E&P companies and represents a significantly under-explored frontier area with the Springboard survey area presently lacking any 3D seismic data. It is widely expected that drilling will start in this deep water area in 2016/2017 and, as such, all companies will be seeking to improve confidence in their leads and prospects with the new high quality Springboard 3D seismic data. *(Source: Offshore Energy Today)*

ROSNEFT SCRAPS CHARTERS FOR TWO MORE OFFSHORE VESSELS



Norway's Rem Offshore has received notice of contract termination for two of its platform supply vessels (PSV) "*Rem Server*" and "*Rem Supporter*". The vessels were chartered by Karmorneftegaz SARL in 2013 for operations in the Kara Sea. Karmorneftegaz SARL is the joint venture established between Russia's oil giant Rosneft (66.67%) and U.S. oil major ExxonMobil (33.33%) for the drilling project in the Kara Sea. ExxonMobil had to pull out of the Kara Sea campaign in October due to the Western sanctions imposed against Russia, for its role in the Ukraine crisis. Rem Offshore says that Karmorneftegaz will pay an early termination fee. The contracts had a firm duration until June 1, 2015 for the "*Rem Server*" and October 1, 2015 for "*Rem Supporter*". In addition, the charter had option on further extensions. This is the second set of vessels whose contracts have been cancelled today by Russia's oil major Rosneft, the first one being Siem Offshore's vessel trio. Also, Swedish vessel owner Viking Supply Ships received a cancellation notice for three of its anchor handling vessels. However, the shipowner did not say who the client was. Worth noting, Viking in September said it did not expect for the EU and US sanctions to have an impact on operations and financials in 2014. The company then said that four of its AHTS-vessels, of which three with ice class 1A and one icebreaker, were at the time operating offshore Russia in the Kara Sea. *Rig dropped* Offshore drilling contractor last week said it had agreed to delay a contract for one of its jack-up rigs with Rosneft for May 2015. While it said it would work to proceed with the Rosneft deal, Northern Offshore said it would start marketing the rig, named Energy Endeavour, to other clients. Rosneft did not reply to an e-mail seeking more information on what these contract terminations would mean for the Kara Sea drilling campaign in 2015. To remind, Rosneft CEO Igor Sechin recently said that the Russian

company would continue drilling in the area with or without Exxon. *(Source: Offshore Energy Today)*

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EMGS NETS THAILAND, MYANMAR SEISMIC DEAL

Electromagnetic Geoservices ASA (EMGS) has confirmed that the previously announced letter of intent for 3D EM data acquisition in Thailand and Myanmar has now resulted in a contract award. The company further said that the contract is signed with a first-time customer PTTEP International and that it is worth \$7 million. The survey will be done using



the vessel **BOA Thalassa** and it is expected to start directly after the ongoing survey in Malaysia is completed. **BOA Thalassa** is a purpose-built 3D EM vessel with the capacity to carry 200 receivers. It is equipped with parallel source systems, including winches, cranes and hydraulic feeds. *(Source: Offshore Energy Today)*

WINDFARM NEWS

CWIND STRENGTHENS FLEET WITH NEW STATE OF THE ART WORKBOAT

CWind Sword en route for first contract in Germany. CWind, a leading provider of services to the offshore wind industry, has named the latest addition to its fleet of more than 20 crew transfer vessels today in Brightlingsea. **CWind Sword**, the first CTruk MPC 22 to leave the CTrukboatyard, will go directly onto contract at ENBW Baltic 2 offshore wind farm. Its high bollard pull and 16,000l fuel transfer capability will prove exceedingly useful in supporting the temporary power services CWind will continue to provide there in the coming months. CWind Sword is owned jointly by CWind and Ventus Workboats under CWind's unique boat share partner scheme. The three partners behind Ventus Workboats are Matthew 'Leafy' Lane, Lee Price and Matthew Woodley. All



three are ex- Royal Marines who have chosen to move into offshore wind after leaving the Forces. Peter Jorgensen, Managing Director CWind, was delighted to take delivery of the vessel: "The CWind Sword, with its superior payload capability and exceptional comfort in transit, represents the next step in our ambitious logistics mix expansion programme, which will enable us to deliver a unique mix of

vessels in locations across Europe that will give our customers maximum performance and value. We are delighted that the vessel will deliver outstanding benefits to our customers in both construction and O&M phases. In Ventus Workboats, we have found an experienced and seasoned partner with the determination and skills needed to deliver the best possible service to our clients." Matthew Lane, partner in Ventus Workboats and one of CWind's Sword's designated skippers, commented on the naming of the vessel: "The three of us are over the moon with this beautiful boat. We look forward to taking her across to Germany and delivering an outstanding service. Working closely with CWind and CTruk we are delivering a boat that is sure to exceed expectations both in terms of her capabilities and her amenities." *(Press Release CWind)*

YARD NEWS

NDSQ SHOWS FACILITIES TO INTERNATIONAL SUPERYACHT EXPERTS

Nakilat Damen Shipards Qatar (NDSQ), Qatar's premier shipbuilder, received a group of over 20 international superyacht journalists and industry professionals for a tour of the company's state-of-the-art facilities at Erhama bin Jaber Al Jalahma Shipyard in Ras Laffan. NDSQ is currently constructing two 71m fast diving support vessels, which are being constructed to luxury superyacht standards and are due for delivery in 2017. The visitors toured the yard to see NDSQ's facilities including a 270m x



65m x 35m main construction hall; a superyacht outfitting building which has two bays of 180m x 37.5m x 45m; and a 1,100-tonne travel lift, one of the largest travel lifts in the world. The Shipyard extends across 150,000m². NDSQ's outfitting quay of 600m will be expanded in 2015 with the addition of a 120m outfitting pier. NDSQ's Managing Director, Rino Brugge, says: "Since NDSQ began operations in 2010, we have delivered more than 22 new vessels to the local market. We have also completed refits and repairs on 14 yachts of up to 80m in length. We are well positioned to meet the growing needs of the maritime industry in Qatar and we are committed to making a strong contribution to the Qatar National Vision 2030. We are now keen to market our facilities and services to a wider audience and we are talking with a number of potential clients about superyacht projects." Nakilat Damen Shipyards Qatar is a joint venture between Nakilat and Dutch shipbuilder Damen and is based at Erhama Bin Jaber Al Jalahma Shipyard in Ras Laffan, Qatar. Nakilat Damen Shipyards Qatar began operations in 2010 and builds ships in steel, aluminum and fiber reinforced plastic (FRP), up to 170m in length. *(Press Release)*

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YAROSLAVSKY SHIPYARD LAYS KEEL OF ICE CLASS WORKBOAT OF PROJECT WB22MT-1 FOR ROSMORPORT



On November 28, Yaroslavsky Shipbuilding Plant OJSC laid down the ice class workboat of Project WB22MT-1 to the order of FSUE Rosmorport, the shipyard told IAA PortNews. The boat is to be built and delivered to the customer in Archangelsk not later than on January 18, 2016. The agreement for the construction of ice class workboat of Project WB22MT-1 was signed by Yaroslavsky Shipyard and Rosmorport in July 2014.

Project WB22MT-1 is a modification of a boat which proved to be successful during Sochi Olympics. The boat (WB22MT-1) is intended for surveying waterways' condition; transportation of commission members, crew members and their families; transportation of cargo of up to 0.5 t; examination and ecological monitoring of water areas; execution of pilot boat's functions. Vessel's class notation: KM

Ice2 R3-RSN Aut 3. Technical characteristics: Classification of Russian Maritime Register of Shipping: KM* R3 Aut3, hull length – 22.8 m, hull breadth – 6.7 m, full-load draught – 1.8 m, propulsion - 2x441 KW, full displacement - 66 t, crew - 2, personnel - 5. The project was designed by the design bureau of Marine Technics Group (Saint-Petersburg). OJSC Yaroslavy Shipbuilding Plant (Yaroslavy Shipyard, the Management Company CJSC «VP FINSUDPROM») is located in the central part of Russia on the Volga River. The shipyard was founded in 1920 and was reincorporated in 1993. The company specializes in the construction of commercial vessels and warships. Yaroslavy Shipyard is a major shipbuilding contractor for Ministry of Defense, the supplier of off-shore seagoing tugs for Russian law enforcement agencies. The enterprise has built 76 seagoing tugs of projects 745 and 1454 and their modifications. In December 2013 Yaroslavy Shipyard handed over to the Russian Navy a 745-design sea-going tugboat "Victor Konetsky," that has entered service with the Baltic Fleet forces. The shipyard's current state-ordered projects are: seagoing tug of project 745 mbs and three landing boats of project 21820 for the RF Ministry of Defense; three high-speed patrol boats of project 12260 for the RF Federal Security Service; six boom-laying boats of project SV 2407 and three bunkering tankers of project RT 18 for the Federal Marine and River Transport Agency. *(Source: PortNews)*

CONCERNS

PTR HOLLAND was the original developer and inventor of the rope ladder clamping system. We launched the product in 1984. We have been copied many times over the years, but never matched! Now it has been brought to our attention that companies in Istanbul/Izmir Turkey & Piraeus Greece are producing something that resembles our clamping system. That in itself is not a major issue – we are not concerned about healthy competition – but in this instance we see a product that uses incorrect materials and



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truction. In our opinion they are NOT SAFE and do not incorporate the safety features of the PTR Holland clamping system. Accidents could happen through this inferior system, which equally could be avoided by ensuring that you receive an original PTR Holland clamping system. The products from Turkey and Greece look very similar to the PTR Holland clamping system, but functionally they are not comparable – should you have any doubts please do not hesitate to contact us: PTR HOLLAND Group's message and guarantee: 1) Full warranty when used as intended. 2) Certification (MED) up to 45 meters for our MED rope ladders, original BV. certificates will be provided. 3) same day Local deliveries: free of charge (to warehouses, not vessels) 4) 24/7 support and deliveries is available. 5) Go for the best, forget the rest. *(Press Release PTR Holland)*

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CATERPILLAR TO POWER FOUR MAERSK SUBSEA SERVICE VESSELS WITH PART-LOAD OPTIMIZED M 32 E ENGINES

Caterpillar Marine is pleased to announce MaK™ diesel electric propulsion (DEP) solutions have been selected to power four Maersk Supply Services (MSS) newbuilds to be constructed by COSCO (Dalian) Shipyards. Each vessel will be equipped with 4x MaK M 32 E generator sets with a power output of 4,400 kW each and 2x MaK 8 M 20 C at 1440 kW each. The new M 32 E engine solutions boast an increased power rating of 550 kW per cylinder @ 720 and 750 rpm, with total output ranging from 3,300 kW for the six



cylinder configuration to 4,950 kW for the nine cylinder configuration. Additionally, the M 32 E generator sets feature the recently-introduced constant speed part load kit for the M 32 E, providing fuel savings up to 10 g/kWh with a 3x33% load step capability. “We’re pleased the high performance, part-load optimized M 32 E power solutions have been selected for the Maersk subsea service vessels,” Alexander Kohse, Caterpillar Marine offshore segment manager noted. “The vessels will benefit from the lowest possible fuel consumption while operating in part load range but still deliver



the reliable MaK power in full throttle.” Designed to carry out subsea cable laying, installation and maintenance, the subsea service vessels will be rated for operations in water up to 3,000 meters. The MaK engines will be delivered to the shipyard with enhanced safety offerings, such as a high standard exhaust cladding design for surface

temperature control. Offering both 720 and 750 rpm, the higher power output M 32 E is ideal for diesel electric propulsion and auxiliary power applications complementing the multi-engine concepts which are typical for the offshore market. Compared to previous solutions the new design allows to substantially reducing the footprint of the generator set. Besides the higher engine power density, the length and weight of the package has been reduced by more than 15%, without compromising reliability, durability, vibrations and structural borne noise. A seamless integration of the control system into the vessel electronics is ensured by the new modular alarm and control system (MACS). With MACS, the M 32 E can as well be perfectly integrated with the proven Cat® high speed engines in mixed engine rooms by using common Cat Electronics components like the legendary Cat ADEM™ A4 engine control module. *(Press Release Caterpillar)*

FINLAND TO SET ASIDE USD 1.25BN FOR ICEBREAKING FLEET RENEWAL

Finland's Cabinet Committee on Economic Policy has outlined the future of the wholly state-owned company Arctia Shipping Ltd., saying that all of the company's vessels must be replaced by 2029 for the total investment of EUR 1 billion (USD 1.25bn). The outline is based on a joint draft by the Prime Minister's Office, the Ministry of Transport and Communications, the Ministry of Employment and the Economy, and the Ministry of Finance. The renewal will be the most important factor contributing to the cost-effectiveness of icebreaking and to the cost of icebreaking services on the Baltic Sea. To be able to reduce upward price pressures in icebreaking and to finance new icebreakers, the company must find ways of increasing the utilisation rate of its vessels. Surveys indicate that, despite their higher acquisition price, polar icebreakers with a 30-year life cycle will cost EUR 20–30 million less than traditional icebreakers with low utilisation rates. This requires that the icebreakers participate in sea service in the polar region for several months each year. According to the surveys, the current market situation and Arctia Shipping's know-how in polar operations create the conditions for such operations. The utilisation rate of the Baltic Sea icebreakers is 31 per cent whereas the multi-purpose icebreakers have a utilisation rate of 85 per cent. The investments to ensure the necessary vessel capacity and the utilisation of the company's top expertise in the polar region will promote the economical effectiveness of Arctia Shipping's operations. It will provide a sound basis for supporting domestic industries in Finland's changing marine conditions and for maintaining the state's security of supply. "It is most important to secure icebreaking and winter navigation in Finland's marine areas. With the agreed arrangement, this can be achieved cost-effectively and without burdening the public economy. The activities of state-owned companies operating on a commercial basis, such as Arctia Shipping, must turn a profit and, at the same time, see to the State's strategic interests through maintaining security of supply and providing services to the business life," said Sirpa Paatero, minister responsible for ownership steering. The Finnish Ministry of Transport and Communications will begin preparations for the selling of the icebreaker commissioned for the Finnish Transport



Agency. Owning of icebreakers is not part of the agency's main responsibilities, which relate to securing the prerequisites of winter navigation by purchased icebreaking services. The core business of Arctia Shipping is to provide icebreaking services and, for that reason, the state has a strategic interest of ownership in the company. "Polar operations afford great opportunities but also risks which must not endanger the operational availability of icebreakers or increase the cost for businesses due to icebreaking on the Baltic Sea. The Ministry of Transport and Communications will determine the Baltic Sea icebreaking needs in cooperation with the Government Ownership Steering Department at the Prime Minister's Office, the Ministry of Employment and the Economy, and the Ministry of Finance," said Minister of Transport and Local Government Paula Risikko. (*Press Release*)

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Last week there have been new updates posted:

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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