

Tugs Towing & Offshore Newsletter



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1963 – “51 years tugboatman” – 2014

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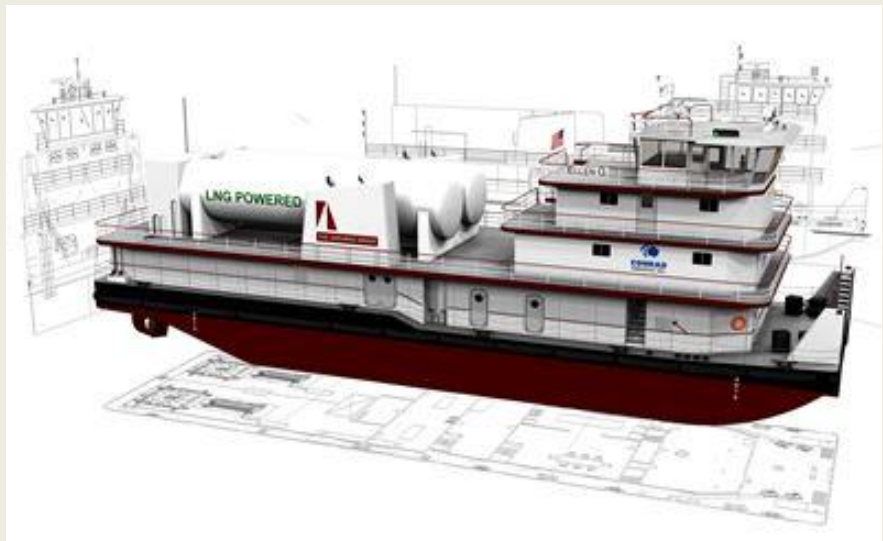
The UK's Holyhead Towing, as reported in brief in last month's 'MJ', has increased its fleet capabilities with the purchase of a state-of-the-art shallow draft anchor handling tug. In addition to the fleet the all new '[Afon Menai](#)' could set new standards for shallow draft anchor handling tugs, claim its builders, Neptune Shipyards. The vessel has been designed by Technisch Bureau Gommers and was custom built by Neptune

Shipyards for Holyhead Towing. Propulsion is supplied by three 1000 bhp Caterpillar C32 marine engines. The engines drive the 3x 1350 mm propellers in nozzles through Twin Disc 5321 reduction gears obtaining a bollard pull of approximately 30 tonnes and free running speed over 12 knots. Cooling is done by bin coolers which required special attention due to the shallow draft. The vessel has one box cooled Caterpillar C4.4 generator set and one radiator cooled C4.4 generator set. Hydraulic power is supplied by a Caterpillar 6.6 direct mounted hydraulic pump. It is outfitted with a Hamworthy ST1A-C sewage treatment and RWO SKIT S bilge water separator system. The tug has a large free deck of approximately 150 m2. with a loading capacity of 5 tonnes/m2. Maximum

deck load is 50 tonnes and there are 3x20ft container bays. A 40 tonne split drum main winch, towing winch and two anchor handling winches has been installed. On the towing bit there is a proper folding Heila HLRM 65-5S deck crane. Other deck equipment includes Triplex Shark Jaws, Triplex towing pins, a 50 tonnes towing eye and 45 tonnes Mampaey towing hook. With a minimal operating draft of 1.5 m the tug still has plenty of fuel/water and deck cargo capacities. With a Gross Tonnage of 199, as required by Holyhead, Neptune Shipyards claim the vessel is versatile and economical in terms of manning. Holyhead Towing operates specialist shallow draft tugs & multcats, workboats, survey & transport vessels and crew boats from the Port of Holyhead on the island of Anglesey in North Wales. The company is continuously investing in new innovations and equipment and the Afon Menai, a new addition to operate in ultra-shallow waters, sets new standards. *(Source: Maritime Journal; Photo: Mercator Media)*

THE SHEARER GROUP, INC. AND CONRAD SHIPYARD, L.L.C. RECEIVE ABS APPROVAL IN PRINCIPLE FOR LNG TOWBOAT

Conrad Shipyard, L.L.C. and The Shearer Group, Inc. (TSGI) have worked together to develop the design of a Liquefied Natural Gas (LNG) powered towboat utilizing a proven design from TSGI. The team has been awarded an “Approval in Principle” (AIP) by the American Bureau of Shipping (ABS) for the design of the 4,200



horsepower LNG towboat. The towboat is based on TSGI’s proven azimuth drive (z-drive) towboat design that debuted in 2008 with the “[Frank T. Stegbauer](#)”. To date, eight of these towboats have been built for Southern Towing Company. The original Southern Towing boats helped pioneer the use of Z-drives for brown water operations and have shown significant fuel savings relative to conventional towboats, as illustrated in a paper recently published on TSGI’s website: <http://shearer-group.com/docs/z-drive-technology.pdf> Further, this new LNG powered towboat design capitalizes on Wärtsilä’s proven dual fuel technology, but is not wedded to it. This technology is the most widely accepted dual fuel technology currently in use in the domestic U.S. market. While Wärtsilä’s existing dual fuel engines are medium speed diesels, it is anticipated that future engine developments will result in lighter and smaller high speed units. The design is flexible enough to allow for the use of either engine option as determined by the operator. “By combining two widely accepted technologies; z-drives and Wärtsilä’s dual fuel engines and fuel system, we have mitigated most of the risks associated with being an early adopter of this novel technology” says Greg Beers, P.E., TSGI’s President. “By incorporating PROVEN technologies, we have minimized the risks that first movers will be taking with the switch to utilizing LNG as a fuel.” The Wärtsilä system specified is basically a smaller version of the system currently installed on the Harvey Gulf Multi-Purpose Supply Vessels, and as noted above, the Z-drive towboat designs have been operating successfully since 2008. The economic and environmental benefits of using LNG as a fuel source for high horsepower applications like towboats are widely understood. The beauty of the TSGI design is that

it marries these benefits with the proven benefits of utilizing z-drives on a towboat. These efficiencies compound, providing an owner with operational cost savings that can exceed 35% of the cost of operating a conventional towboat. TSGI and Conrad Shipyard, L.L.C. believe that these savings will prove to be very attractive to towing companies, and look forward to working with operators that share our vision. TSGI and its sister company, Bristol Harbor Group, Inc., have been involved in LNG projects since 2009, and are currently involved in five active LNG projects, including one for the United States Army Corps of Engineers. The Shearer Group, Inc., provides naval architecture, marine engineering, marine surveying and professional engineering services to the inland service marine industry. Their designs have been used to produce over 3000 dry and liquid cargo barges, towboats, dry docks, crane barges and floating facilities. As noted above, Ed Shearer, P.E. and TSGI lead the way for the inland marine industry's adoption of azimuth drives for brown water applications with the design of Southern Towing Company's 3,200 bhp and 2,400 bhp z-drive towboats. Further, TSGI provided engineering support for Deloach Marine Services' conversion of a conventional 90' towboat to a 2,400 bhp z-drive vessel. Conrad Shipyard, L.L.C., established in 1948 and headquartered in Morgan City, Louisiana, designs, builds and overhauls tugboats, ferries, liftboats, barges, offshore supply vessels and other steel and aluminum products for both the commercial and government markets. The company provides both repair and new construction services at its five shipyards located in southern Louisiana and Texas. *(Press Release TSGI)*

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FLAG-HOISTING CEREMONY HELD FOR KAPITAN BELYAYEV BOAT IN BALTIJSK (KALININGRAD REGION)

Floating out and flag-hoisting ceremony has been held for the working boat **Kapitan Belyayev** at the berth No 82 in Baltijsk (Kaliningrad region). The boat of Project ST23WI was built by Okskaya Shipyard OJSC to the order of FSUE Rosmorport for the Kaliningrad Branch of the North West Basin Authority, Rosmorport says in its press release. The working boat **Kapitan Belyayev** of ice class Ice 2 is supposed to be used at seaport of Kaliningrad as an auxiliary and passenger boat for delivery of state committee members, transportation of cargo up to 0.5 tons, inspection and ecological monitoring of seaport water areas, delivery of pilots. The boat can operate in open sea with the waves of up to 3.5 meters high. With the new boat, the port of Kaliningrad will improve the efficiency of its pilotage and general services. The vessel was named after **Vasily Belyayev**, Harbour Master of port Kaliningrad in 1997-2014. Class notation – KM Ice 2 R3 Aut3 HSC (Ice 2 up to 5 knots); Length: 23.1 meters; Beam: 6.3 meters; Draught: 1.53 meters; Speed: 20.5 knots; Displacement – 87.9 t; Crew – 2; Passengers – 12; Speed – about 17 knots; Power – 1.766 KW. Okskaya Sudoverf (Shipyard “Oka”) based in Navashino of Nizhny Novgorod region was founded in



1907. The modern Okskaya Shipyard JSC was established through privatization of the state enterprise Navashino Shipyard “Oka”. The firm specializes in building multipurpose river and sea going vessels. The company’s major shareholder is Universal Cargo Logistics Holding B.V. (UCL Holding).

(Source: Port News)

QUEEN MÁXIMA VISITS KOTUG - WINNER OF THE KING WILLEM I AWARD 2014

Her Royal Highness Queen Máxima of The Netherlands visited international towage operator KOTUG in Rotterdam. May 13th 2014, the King Willem I Award was presented to KOTUG by Queen Máxima, honorary President of the King Willem I Foundation. The Queen’s visit began with a sailing trip on KOTUG’s newest tugboat **RT Evolution**. This Rotortug is equipped with hybrid technology; electrical



energy storage permits the tug to sail in noiseless zero emission mode with no diesel engines running. During the trip the crews explained the innovative technology of **RT Evolution**. Queen



Máxima also visited the new Rotortug-simulator at the STC-Group, an education and knowledge institute for the shipping, transport and port industries. This simulator will be used by KOTUG to train its crews in operating the Rotortug and to educate new captains. Queen Máxima spoke with two participants about the personalized interactive training program. Thereafter Queen Máxima visited KOTUG’s Head Quarters. The Queen was given a

tour of the office and spoke with employees about the history of KOTUG, the developments of the tugs, economic movements in the European Ports and their efforts to continue the worldwide growth of the company. The visit concluded with a discussion with delegates of KOTUG, the Port of Rotterdam, the Broekman Group and the STC-Group about the theme “The Rotterdam Harbour in an international perspective; opportunities and threats”. *About The King Willem I Award* The King Willem I Award is seen as the Oscar for business owners in the Netherlands. The King Willem I Prize has been awarded every two years since 1958 by the King Willem I Foundation, with active support from the Ministry of Economic Affairs. The Foundation’s mission is to provide new impulses to the national economy, thereby promoting the standing of Dutch trade and industry. The award goes to companies that have demonstrated their ability to successfully combine daring, decisiveness, sustainability, perseverance and innovation. (Press Release Kotug)

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ART80-32

NEW INDUSTRY
BENCHMARK

By Rotortug

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JENSEN MARITIME DESIGNS TWO ASD TUGS FOR CRESCENT TOWING

Jensen Maritime, Crowley Maritime Corp.’s naval architecture and marine engineering firm, is providing customer Crescent Towing of New Orleans, La., designs for **two, new Azimuth Stern Drive (ASD), 5,360 horsepower tugboats**. The designs are based on Jensen’s existing 92-foot ASD tug design, which has been driven by vessel performance and construction efficiency. The tugs are the fourth and fifth vessels Jensen has designed for Crescent, with



the most recent design having been delivered in 2010. “The high horsepower and compact, deep-draft design of the 2010 tug allows us to better serve a wide variety of our customer’s current and future needs in all aspects of ship assist,” said Keith Kettenring, Crescent Towing’s executive vice president. Improvements made in the new designs will yield more horsepower and increased stability during the tugs’ operation. Additionally, a modified staple placement is expected to increase steering forces by approximately 30 percent. To accommodate this increase, the tow point will be

lowered and allowed to move further off center, increasing stability in working modes. Increased brake tension on the bow winch will also accommodate the increased steering forces. Finally, in the new design, tankage is divided to better control liquids on board, which will also improve stability and trim control. “Horsepower is important for safety due to the increasing size, tonnage and draft of the ships calling on our ports now and in the future,” said Kettenring. “Horsepower is needed to better control these ships to avoid accidents and environmental casualties.” “We customize each of our vessel designs to suit our customers’ needs,” said Johan Sperling, vice president, Jensen. “Jensen’s capabilities really excelled on this project as we were successful in finding ways to improve both the efficiency and performance of this tug for the customer.” For this project, and many others like it, the naval architects at Jensen took functional design to the next level by incorporating all the details of the structural, electrical and mechanical and HVAC systems into a full-size 3D model through a process called production engineering. This resulted in a virtual vessel that could be inspected early in the design process for safety, maintainability and constructability. Jensen provided Crescent Towing all the structural assembly drawings and part nests (construction blueprints), which will drive the process of cutting and laying out steel pieces to minimize waste during construction of the new tugs. The 70 metric ton bollard pull tugs, which will be built by Steiner Shipyard in Bayou La Batre, Ala., can operate in a variety of modes making them capable of towing, ship assist and escort duties. The vessels are outfitted with Tier 3 GE 8L250 main engines and Rolls-Royce US 255FP Z-drives. The tugs are scheduled for delivery in November 2015 and January 2016. (*Press Release Jensen*)

CBMM STRIKES EXHIBITIONS JANUARY 5



The Chesapeake Bay Maritime Museum is making room for a new exhibition in its Steamboat Building, with the announcement of two exhibitions coming to a close. Navigating Freedom: The War of 1812 on the Chesapeake, and *Push and Pull: Life on Chesapeake Bay Tugboats* will close on January 5, as the museum prepares for a new exhibition highlighting CBMM’s most significant artifacts collected over the institution’s 50-year

history. *Push and Pull: Life on Chesapeake Bay Tugboats* opened in April 2012 and offers a historical perspective on what has changed in the world of tugboats on the Bay since their first arrival, and the world of the captains and crews who work—and sometimes live—aboard these hard-working boats. The exhibition is located in the lower gallery of the Steamboat Building. Located in the Steamboat Building’s upper gallery, Navigating Freedom: The War of 1812 on the Chesapeake explores the impact of the War of 1812 on the people of the Chesapeake Bay region. The exhibition opened in May 2013, and shares stories of black and white Americans, militiamen, Baltimore merchants and British sailors who found opportunity or misfortune amid the conflict. Their diaries, artifacts, portraits and articles reveal personal stories, and the ways the War of 1812 on the Chesapeake challenged American ideas about freedom. “We’re striking both of these to prepare for a major exhibition that will use both floors of the Steamboat Building,” said CBMM Chief Curator Pete

Lesher. “The new exhibition will showcase many of the most significant artifacts in the museum’s 50 years of collecting.” A Broad Reach: 50 Years of Collecting is set to open during a private reception on Friday, May 22, 2015—in honor of the date the museum began in 1965. It opens to the public on Saturday, May 23, when CBMM will host a festival commemorating its 50th anniversary. The exhibition is accompanied by a catalogue publication that highlights the artifacts in the exhibition. “The catalogue is an extremely important part of the museum’s 50th anniversary celebration,” said CBMM President Kristen Greenaway. “It will be a beautifully photographed, hard cover book showcasing 50 artifacts from the museum’s first 50 years of collecting. And through sponsorships of each artifact in the catalogue, our supporters will be recognized in a meaningful way while helping to raise the funds needed for our anniversary plans.” According to Lesher, the idea of a museum was originated by a grassroots group of community members and the county’s historical society in 1964. The hopes of starting a museum took shape with the purchase of the historic Higgins, Dodson and Eagle Houses along St. Michaels’ harbor, which now serve as the museum’s administrative buildings. “Within these historic homes and a handful of collections, the museum officially opened on May 22, 1965,” said CBMM’s President Kristen Greenaway. “In 50 years, we have grown from three small buildings to an 18-acre campus with 12 exhibition buildings, and more than 68,000 visitors a year. Our collections of Chesapeake Bay artifacts have also grown, and this new exhibition ensures many of our most important pieces are shared with the public.” *(Press Release CBMM)*

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POOR ENGINE MAINTENANCE CAUSED TUG'S PROPULSION LOSS IN FRASER RIVER

Loss of propulsion of a tug on the South Arm Fraser River in British Columbia in 2014 highlights the need to follow manufacturer’s guidance for engine maintenance. In its investigation report (M14P0023) [click here](#) released today, 3rd December 2014, on the February 2014 loss of propulsion of a tug on the South Arm Fraser River in British Columbia, the Transportation Safety Board of



Canada (TSB) highlighted the need to follow manufacturer's recommendations for engine maintenance. On 11 February 2014, the tug [Jose Narvaez](#) sustained a loss of propulsion due to a main engine seizure while towing an empty barge down the South Arm Fraser River in British Columbia. The tug and barge were towed back to the dock and secured. The main engine was deemed a constructive loss. There were no injuries or pollution. The investigation determined that the lubricating oil was contaminated with combustion, freshwater, and/or anti-freeze, because the system had never been completely flushed out and cleaned after past major engine failures—even though this was recommended by the manufacturer. Investigators also found that the oil cooler was not maintained as per the manufacturer's recommendations, and it developed internal leaks that further contaminated the oil system, ultimately resulting in a loss in oil pressure. Furthermore, the loss of lubrication and piston cooling caused by the contaminated oil caused the engine cylinders to overheat. This further exacerbated the overheating of the rest of the engine and eventually led to its seizure and loss of propulsion. Following the occurrence, Lafarge, the owner/operator of the tug, initiated weekly meetings to review safety procedures, drills, and preventive maintenance at the beginning of a shift. They also replaced the main engine and the cooling system on the [Jose Narvaez](#), including upgrades to the monitoring system and alarm panel. *(Source: Transportation Safety Board of Canada)*

ARC TOWAGE TAKES DELIVERY OF FOUR DAMEN ASD TUGS



Two more Damen ASD 2810 tugs are on their way to ARC Towage in Trinidad & Tobago - the last of a four-vessel order. The MV [Manatee](#) (Imo9705225) with yard number 512355 and MV [Atlantic Legacy](#) (Imo 9705237) with yard number 512356 departed Damen Shipyards Galati (Romania) on November 13 and are now bunkering in Las Palmas. From then on they will increase speed for a timely arrival in the port of Chaguaramas, Trinidad where they

are due to start work on January 1. All four tugs, which have a 60-tonne bollard pull and maximum speed of 12.9 knots, will have been delivered in under 18 months and this was one of the reasons ARC Towage chose Damen Shipyards Group for the new vessels. The four sister ships have been adapted to comply with the latest international LNG handling regulations. They will provide towage, escorting, berthing and unberthing services for LNG carriers under a long-term contract for a leading energy company. The vessels are equipped with 'rig savers' on all engines: remote shut-off valves,



remote-closing air intakes, gas detection systems and explosion-proof lighting. Damen Shipyards is also responsible for commissioning and the hand-over of the vessels. The first two (MV **Kairi** and MV **Guapo Warrior**) are already working and they are being used for crew training and familiarization purposes. Damen will provide after sales support from its Service Hub in Curaçao. “This office is just a phone call and a one-hour flight away from Trinidad. We can provide any assistance they need for the lifetime of the vessel,” Reinier van Herel, added. *(Press Release Damen)*

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ONDERZOEK NAAR KARTELVORMING BIJ SLEEPBEDRIJVEN IN HAVENS

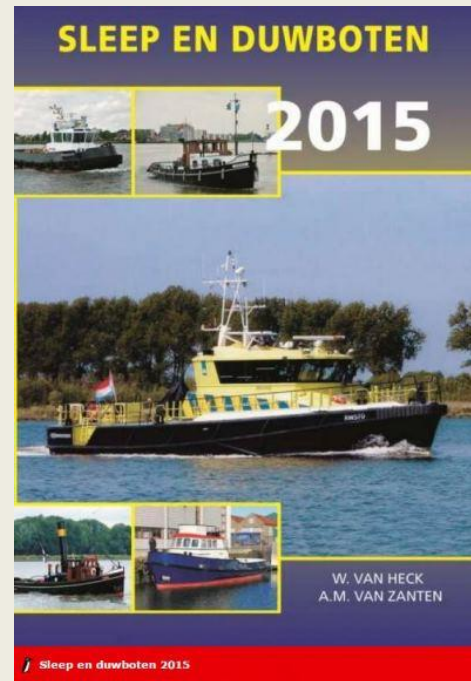


De Autoriteit Consument & Markt (ACM) heeft vorige week bedrijfsbezoeken gebracht aan sleepbedrijven in de haven van Rotterdam. De toezichthouder vermoedt dat de ondernemingen de mededingingswetgeving hebben overtreden. Dit bevestigde een woordvoerder van de ACM dinsdagavond nadat media erover hadden bericht. Het onderzoek van de mededingingswaakhond loopt parallel aan spoorwerk van het Bundeskartellamt in Duitsland bij sleepbedrijven in Duitse havens. *Boskalis* De ACM wil niet zeggen aan hoeveel bedrijven een bezoek is gebracht. Het grote maritieme concern Boskalis, eigenaar van sleepbedrijf Smit, heeft in elk geval bevestigd een van de partijen te zijn die onderwerp is van onderzoek. Andere voornamen spelers in de Rotterdamse haven zijn Fairplay en Kotug. Recentelijk wist ook het Deense Svitzer er een positie te verwerven. Dat zorgde voor overcapaciteit bij de concurrentie. De verdenkingen van overtreding van de mededingingswetgeving zijn serieus, aldus de zegsman van de ACM. Het is niet duidelijk waarvan de sleepbedrijven precies worden verdacht. Mededingingsonderzoeken richten zich vaak op prijsafspraken en marktverdeling. *(Source: Financieel Dagblad)*

SLEEP EN DUWBOTEN 2015

Ook dit jaar pakt Uitgeverij De Alk uit met een nieuwe editie van het standaardwerk “Sleep en duwbotten 2015”. Het boek werd samengesteld door W. Van Heck en A.M. Van Zanten. In deze uitgave van SLEEP - & DUWBOTEN vindt u een (nagenoeg) compleet overzicht van de Nederlandse sleep - en duwvaartvloot. Alle ruim 2.700 sleepboten, professioneel en particuliere duwbotten en duwsleepboten zijn in dit boek alfabetisch opgenomen met technische gegevens. Daarnaast zijn nog een aantal werkvaartuigen, bevoorradingsschepen en patrouillevaartuigen met

sleepcapaciteit opgenomen. Verder de adresgegevens van werven, reparatiebedrijven, machinefabrieken, toeleveranciers, scheepshandelaren, verenigingen, brancheorganisaties, opleidingen en scheepsbevrachters. Ook de Nederlandse sleepbootrederijen staan in het boek vermeld met de daarbij behorende schepen. Ook een overzicht van nieuwbouwschepen, bedrijfsnieuws, vlootmodernisering, motoren, scheepsongevallen, afgevoerde schepen, nieuw in de vaart gebrachte sleep- en duwbotten en gesloopte sleep- en duwbotten zijn in deze editie opgenomen. Geïllustreerd met ruim 150 foto's in kleur. Een dikke aanrader dus voor iedereen die het vakgebied actief is of voor wie van schepen houdt. "Sleep en duwbotten 2015" (ISBN (978-90-6013-396-5) telt 336 pagina's werd als softback uitgegeven en kost 25,00 euro. Aankopen kan via de boekhandel. In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. +32(0)53.78.87.00, Fax +32(0)53.78.26.91, www.boekenbank.be, E-mail: admin@agorabooks.com.



FORTH DRUMMER TOWED MUSCA



tug **Shovette**. (Source & Photo: Simon Smith)

Arriving at Hull on the 2nd December 2014, was the small tanker *Musca*. She was under tow of the forty nine year old tug **Forth Drummer**, built at Lowestoft as **Lady Laura** and operated by Briggs Marine. The Sierra Leone-flagged *Musca* was previously the *RMAS Oilfield* and was built at Appledore, Devon. *Musca* had been laid-up at Blyth and is rumoured to have been sold to operators on the River Thames. At the stern of the *Musca* is the local

CROSBY TUGS RELIES ON TWIN DISC

Cody Ledet knows a thing or two about dependability and durability. For seven years he's been head mechanic for Galliano, Louisiana-based Crosby Tugs. And for all his 16 years at the company, he's relied on rugged Twin Disc marine transmissions to keep his fleet up and running. Downtime is unacceptable for a workboat and Ledet appreciates Twin Disc's reliability. "We have no complaints about them," he said. "For the horsepower we run, there's nothing out there that will compare." Founded in 1977, Crosby Tugs has grown to a fleet of over 125 boats and is one of the largest family-owned marine transportation businesses in the industry. Throughout its 37-year history, it has been installing powerful Twin Disc products in all its riverine and coastal vessels. Due to the variety of its vessels, the company draws from Twin Disc's extensive line-up of transmissions. "We

have a little bit of all of them," Ledet noted. Maintenance is simple and straightforward. And Ledet appreciates the easy accessibility to parts, backed by Twin Disc's extensive network of dealers and dedicated company support. Whether it's a repower or a new boat, Ledet said, "We build with Twin Disc. They're a first option for us." Twin Disc marine transmissions have been



Four Crosby Tugs powered by Twin Disc transmissions

installed in countless commercial vessels. With over 100 models, the company offers configurations ranging from 35 to over 4,000 horsepower. *(Source: Marex)*

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An advertisement for Nav-Light. The background is a dark blue gradient. On the left, the brand name "Nav-Light" is written in a large, stylized font with a yellow-to-orange gradient and a registered trademark symbol. On the right, there is a detailed image of a black, ruggedized electronic device, likely a navigation light or sensor, with a clear lens on top. At the bottom, a black banner contains the text "The bright spot in the marine world | www.wkmcornelisse.com | +31 (0)34 55 17 122" in a yellow font.

YESTERYEAR SALVAGE TUG NORTH SEA



The large, modern Japanese salvage tug **North Sea**, owned by the Fukada Salvage Company. Japanese ocean towing and salvage operations are worldwide, primarily because of their extensive scrapping industry. Ships consigned to the boneyard are bought by the Japanese scrapyards and towed to Japan by ocean tugs like the **North Sea**. Like most present day salvage tugs, the **North Sea**

is designed with a long, open after deck so that the major amount of work can be done aft. The A-frame mast is specially designed to give maximum support and manoeuvrability to the salvage/cargo

boom., which is aligned here over the after deck. The towing wire is out and extends over the starboard quarter; the **North Sea** has just gotten underway and the wire is being payed out from the towing winch. The horn on the hedge of the main towing strongback prevents the wire from slipping off the strongback and onto the rail. In the photograph there's a deckhand on the forecastle to hose down the anchor chain as it comes on board, and the master is on the bridge wing checking his tow. Near the after strongback is a deckhand whose duty it is to make sure the wire does not foul. There's a salvage motor workboat on the starboard side of the after deck. The signals flying from the forward mast indicate that the **North Sea** is towing and has a pilot aboard; the number pennant is probably a routing signal used in the local pilotage system. The disproportionate size of the gear on the **North Sea** in relation to the size of the crew members accentuates one of the hazards of working on a ocean towing and salvage tug – the need for handling immense gear in every possible condition. It takes skill and clear heads to keep everything under control, especially in the heavy weather that often necessitates the rescue in the first place. *(Source: On the Hawser by Steven Lang and Peter H. Spectre)*

ACCIDENTS – SALVAGE NEWS

WEATHER HAMPERS SEARCH FOR FISHING VESSEL SURVIVORS

More than 50 people remain missing a day after a South Korean fishing vessel sank in the Bering Sea off the coast of Russia's far eastern Chukotka region as severe weather conditions hampered a rescue operation, officials said on Tuesday. Eight people - a Russian official, a South Korean crew member, three Filipinos and three Indonesians - have been pulled from the water although the South Korean died of hypothermia, officials in



Seoul said. U.S. rescue helicopters joined the search operation for several hours on Tuesday but failed to make headway, South Korean Prime Minister Chung Hong-won told a meeting of government officials. The South Korean government and Sajo Industries, the vessel's operator, said there were 60 people on board, including 11 South Koreans, 13 Filipinos and 35 Indonesians. Artur Rets, the head of the maritime rescue service in Russia's far eastern port of Petropavlovsk-Kamchatsky, had said on Monday that records showed 62 people on board. "When the fish were being hauled in, the vessel was hit by a wave," Rets said, adding that the South Korean vessel, the **Oriong-501**, had sunk. The 36-year-old vessel was one of a large fleet of ships operated by Sajo Industries, which owns the world's largest number of tuna fishing vessels, according to its Website. Sajo, founded in 1971 and initially focused on trawling and tuna fishing, has expanded into food and meat processing and runs a golf resort. The company's shares fell 3.5 percent on Tuesday in their highest volume in nearly four years. They had climbed to a 17-month high the day before, after the company reported operating profit more than doubled to 44.6 billion won (\$40.2 million) in the first three quarters of this year from a year earlier. (1 US dollar = 1,109.7200 Korean won). *(Source: Marex)*

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CAPSIZED BARGE LEAVES ONE MISSING IN DELAWARE



The U.S. Coast Guard and local authorities are searching for a missing 25-year-old man in the Christina River near the Port of Wilmington after a crane barge capsized on Tuesday night. An employee from Norfolk Dredging Company reported the incident around 6:45 p.m. on Tuesday, stating that three crewmembers fell into the water after the barge capsized. The

barge was attached to the dredge *Essex*. Two of the men resurfaced from the water, while one remains missing. Around 11:15 p.m., the Wilmington Fire Chief said based on the wreckage and water conditions dive operations were suspended until further evaluation can be done at daybreak. Crews continued to conduct surface searches throughout the night. (Source: *Marex*)

GROUNDING CHRISTOPHER

On December 1, the 171 meter long container ship *Christopher* ran aground on the Kiel Canal at Neuwittenbek, Germany. The boxship had struck the embankment blocking traffic on the canal. Two tugs, the *Kiel* and *Holtenau*, were dispatched from Kiel to refloat the *Christopher*. The two tugs pulled the boxship free and proceeded to Kiel where the *Christopher* was inspected for damage. No reports of injuries or pollution released. The *Christopher* was en route to Bremerhaven from Gdynia. (Source: *Shipwreck Log*; Photo: *kn-online.de*)



OFFSHORE NEWS

SCHLUMBERGER AXES SEISMIC FLEET AND WORKFORCE



Schlumberger, the world's largest oilfield services provider, has announced job cuts and reduction in its WesternGeco marine seismic fleet to lower its operating costs. Schlumberger intends to retire older vessels with lower towing capacity and

higher operating costs and convert the remaining lower-end vessels to source boats. Furthermore, the company says it will cancel most of its third-party charters. This will reduce its fleet size to 9 survey and 6 source vessels by the end of 2014, from a total of 15 survey and 8 source boats at the end of 2013. As a result, Schlumberger expects to record a pretax impairment charge of approximately \$800 million in the fourth quarter of 2014, primarily relating to the six Explorer-class vessels acquired at a premium in the 2007 purchase of Eastern Echo Holdings Plc. as well as to certain other seismic assets. The company also reported that it is reducing overall headcount and that taking this step will enable it to enter 2015 with the right size to match the activity. Schlumberger adds that these reductions are ongoing and will result in a pretax charge in the fourth quarter currently estimated at \$200 million. *(Source: Offshore Energy Today)*

ARTEMIS ATLANTIC ACQUIRES SEISMIC DATA OFFSHORE OMAN

Masirah Oil Ltd has started a new 3D seismic survey in Block 50, offshore Oman. Norway's Dolphin Geophysical ASA has been hired for the job. The seismic survey started in November 2014 and is scheduled to be completed within approximately 45 days following mobilisation. The **Artemis Atlantic** seismic vessel is being used for the project. Hans Lidgren, Chairman of Masirah, said, "The data collected will help increase our understanding of the geology in the area and provide more information for the use of Rex Virtual Drilling to select prospects for our planned multi-well exploration drilling programme in 2015 and 2016." *(Press Release)*



EMGS, TGS PARTNER UP IN BARENTS SEA

Electromagnetic Geoservices ASA (EMGS) and TGS have agreed to further expand the companies' cooperation agreement in the Barents Sea. The companies have agreed to acquire 3D EM data over



approximately 10 new blocks in the Nordkapp and Tiddly areas and have a 50% ownership each in the data acquired. The contribution from TGS related to the new campaign will be booked as a reduction of the carrying value of EMGS existing multi-client library. EMGS says it expects to start the acquisition, using the vessel **Atlantic Guardian**, in about two weeks. According to

the EMGS' press release, the campaign has an expected duration of 2 month and is supported by industry funding. Data will be available to clients through both EMGS and TGS. "TGS and EMGS are once again pleased to expand their cooperation in the Barents Sea," commented Stein Ove Isaksen, Senior VP Eastern Hemisphere for TGS. "As the 23rd Norwegian licensing round approaches, it is imperative for clients to have high quality, integrated EM and seismic data available." (*Press Release*)

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PIRIOU DELIVERS THE 53 M FSIV KAROL W TO SUISSE OUTREMER AG

Pirou has just delivered one 53 m FSIV to Suisse Outremer AG. Built by Pirou in Vietnam on a Pirou's design, this 11th unit of the FSIV 53w model is named **Karol W**: she has been ordered by Suisse Outremer AG and will be commercially



operated by ABC Maritime AG. This collaboration with ABC Maritime AG demonstrates Pirou's ability to meet the specific needs of our customers and to follow highly demanding rules. As a major

player on the Fast Crew Boat segment, Piriou is actually attending OSEA exhibition in Singapore to showcase its range of high performance and flexible vessels dedicated to supporting the offshore Oil & Gas industry. The FSIV 53w is a highly versatile aluminium vessel able to perform multiple missions for the offshore industry, particularly personnel transfers and transportation of cargoes. With a sea proven design developed by Piriou Ingenierie and recognizable by her straight bow improving the performances and the comfort at sea for embarked personnel, this FSIV 53w offers a range of benefits: - light and loaded ship speed largely improved with constant consumption, - significant improvement of economic regime consumption, - maximum comfort has been especially arranged for this owner with a lounge fitted with 48 reclining seats and two single cabins each with coming with a bed, a desk and their attached bathroom. **Karol W** also offers a large autonomy (135 m³ of fuel oil) a capacity of up to 226 t cargo on her deck. Thanks to her waterjet propulsion and her class 2 dynamic positioning system (DP2), she offers the best maneuverability in her category. KAROL W is registered under Malta Flag. Main characteristics of the FSIV 53w **Karol W**: Length: 55,10 m; Beam: 10,00 m; Depth at main deck: 4,40 m; Maximum draught: 2,30 m; Crew: 10 p.; Maximum speed: 30 kts; Hull / superstructure: aluminium; Propulsion: 4 x 1342 kW - 4 waterjets; Offshore personnel capacity: 48; Additional cabins: 2 owners' cabins; Cargo capacity: 226 t / 242m².
(Press Release Piriou)

SANCO SWORD



The Gibraltar-flagged, Norwegian-owned research vessel **Sanco Sword** (8,772-gt, built 2014) seen in Cape Town in late November. Packing a bollard pull of 216 tonnes, **Sanco Sword** is an ice-class registered vessel designed for seismic research. The ship is 96-metres long and 23-m wide, has an operating speed of 16 knots and carries berths for 60 personnel. The vessel also has a helipad up on the bows. Her seismic streamer configuration allows for up to 16 streamers each of 9km length to be towed. *(Photo: Aad Noorland)*

MARINE CONTRACTING COMPLETES MOPU MOVE

Offshore support player Marine Contracting has announced the successful move of the Cendor Mobile Offshore Production Unit (MOPU) from the Cendor field, offshore Malaysia to Batam, Indonesia for upgrade work en route to its eventual destination in the Wassana field in the Gulf of



Thailand. The successful towing by Marine Contracting was carried out on behalf of the Cendor MOPU's owner Singapore-based Kris Energy who recently purchased the MOPU from Global Process Systems. The MOPU will go into drydock for minor refurbishments prior to being positioned on the Wassana field in the Gulf of Thailand G10/G48 license,

where production is expected to start in the second half of 2015. (Source: *SeaShip News*)

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STANDARD OF EXCELLENCE





ULSTEIN AND THE FIRST U.S. BUILT X-BOW

Veteran Norwegian designer and builder Ulstein will, for the first time, build one of its signature X-Bow hull designs in the U.S., Maritime Reporter has learned. Edison Chouest Offshore's LaShip shipyard in Louisiana is keen to build, and has found a Norwegian partner to share the risk. Judging by ever-evolving Ulstein business models and Jones Act strictures, Ulstein's U.S. foray could lead to series production of the SX 165 offshore construction vessel. The U.S.-built combined light well-intervention and inspection, maintenance and repair vessel will be the second of the type. A prototype will be made at Ulstein's yard in Norway, where close collaboration with is the norm with Island Offshore, Chouest's joint venture partner on the project. Having Ulstein take on all the detailed engineering was said to have been an attractive element to the deal for the U.S. yard, despite its modernity. Chouest will avoid having to assign "80 or 90 engineers" the



task of overseeing the newbuild. “The idea is to build the prototype here in Norway and then to copy that in the United States yard,” said deputy chief executive Tore Ulstein. The first SX 165 will slide the slip in Louisiana “by Christmas 2015” despite changes to the beam and length decided late in development. “This project is also about developing while building, and that’s of interest with respect to the yard’s capability. It’s different than with (some yards). If you want small changes made, you’ll (often) have to come back after delivery. It’s very demanding for the shipbuilder.” The Island Performer — an SX121 of similar layout to the SX165 and delivered by Ulstein this July — incurred last-minute design changes that included a beam widened by 2 m to 30 m on a 150 m long vessel. Decisions to make changes were “made in stages” after steel had been laid. “It’s a milestone for us,” said Ulstein, of Chouest building an Ulstein vessel in the United States for the first time. Older generation UT designs now owned by Rolls-Royce had once been American-built. The X-Bows date to just 2006, when Bourbon Offshore took delivery of the Bourbon Orca, an anchor-handling tug-supply vessel. Meeting Jones Act strictures “for at least one vessel” appears to have been important to the Island Offshore and ECO JV that’ll operate the two vessels. Island is acting as coordinator on the project. *Larger Loads* Mr. Ulstein, deputy to his equally energetic CEO sister, Gunvor Ulstein, said the vessel LA Ship will build will be able to lift and lower the increasingly large loads demanded by subsea construction operations. Norwegian oil company Statoil has made much ado about its coming “subsea factory.” and so larger surface-to-seabed loads are anticipated. “I think this is a very interesting platform. Having a platform of between 28 and 30 beam adds a lot of capability. We’re looking in the direction of doing more with the same platform. We think it’ll add competitiveness to future designs,” says Mr. Ulstein from the pit of Ulstein’s collegial “cinema room.” The attractiveness of the design — a 750 ton handling tower; 400t main and 140t secondary cranes; two moonpools — to the vibrant-again Gulf of Mexico suggests ECO might want to build more of the type into its backlog. It is understood that production of the SX165 will shift from Norway to the U.S. once the prototype is built, although it could be well into 2016 or 2017 before the first X-Bow built in America is launched. Despite the promise of a growing deepwater market for subsea operations, Mr. Ulstein tempers his enthusiasm for the vessels of this well-work class. “I didn’t see this as a mass market. There’s room for some, but it’s not like the PSV market which will (grow) to a higher number (than today),” he says. He confirms, however, that the future market for these OCV types is in the Gulf of Mexico. *New Approach* In August 2014, when Ulstein unveiled the X-Stern — a design for better station-keeping and working conditions in bigger waves — it was



clear designers had spent a lot of time speaking to ships captains and ship owners. Yet, “taking a walk with ship owners” is, Mr. Ulstein says, just one of two ways he develops a “business model” which grew out of building sturdy fishing vessels that rivaled the Gulf of Mexico’s early offshore designs. The other model is the “design conduit,” where raw creativity leads to business development. “We have to balance that creativity with that need to be efficient,” he said, before rhetorically adding, “What is the design stage? In such projects it’s more difficult to decide because

you're deciding while developing your market." It isn't clear which development path the SX165 too, but the X-Stern could well have been creativity driving business. Then again, pointing the "stern toward the weather (and the platform)" is "natural for captains", so a design — if not a market — was created in support of vessel commanders. *Beyond the Cluster* The density of owners and suppliers in this picturesque part of Norway has forged unique relationships. Friends and family work in the same companies only to emerge in new or existing companies as "competitors who also cooperate." The Ulstein relationship with offshore vessel owners like Island, with its growing fleet of offshore service vessels, has allowed Ulstein as yard and designer to risk playing ship owner or at least as co-investor for periods, spreading risk with partners in order to build ships. "Ulstein without the (local) maritime cluster would be nothing," said Mr. Ulstein. Sometimes the cluster isn't enough. When the company took on 1.6 billion kroner in risk to series-produce the streamlined PX121 platform supply vessels in 2011, it looked outside its local maritime cluster to the financiers at Pareto. Pareto found Nordic American Tankers, which had an office in Sandefjord Norway, wanted in on the offshore market and was building Nordic American Offshore. The PX121 was a yard- and owner friendly design — "the lowest threshold entry into shipping" — and the Ulsteins knew it. Yards "good with steel but who struggle with installations, pipe and electronics" could build it with basic support from Ulstein. Indeed, building 30 PX121's since 2012 and selling them has given birth to a new Ulstein offering — pre-commissioning services, a business understood to replicate fitting in Norway for overseas yards, including Chinese yards, where 90 Ulstein staff and newly recruited Chinese cooperate at some five yards. The SX165 X-Bow project in Louisiana is the high-water mark for yard and designer Ulstein's cooperation with other builders. "We're more than just an ordinary shipyard. We're investing in vessels," said Mr. Ulstein. Indeed, he and his sister now preside over 40 new-build projects worldwide, including five at their own yard in Norway, where "we made it possible to be competitive" despite contract costs "20 percent less" in China. Wherever Ulstein ships are built, 90 percent of their content is "Norwegian maritime cluster" and "10 percent content from outside Norway". "I think the center of gravity is (still) in this region," said Mr. Ulstein of this patch of western Norway. At another center — ECO's brand new shipyard at Houma, Louisiana — a 1,000 strong workforce is already building "several new well-stimulation vessels." (*As published in the November 2014 edition of Maritime Reporter & Engineering News - <http://magazines.marinelink.com/Magazines/MaritimeReporter>*)

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JAYA HIT WITH S\$15.6M CLAIM

Jaya Holdings has been hit with a claim for S\$15.6m from Mermaid Marine Australia, which bought all of Jaya's subsidiaries and businesses for S\$625m in June. The claim involves an alleged breach of

warranties under the sale and purchase agreement, Jaya said. "The company is in the process of seeking further information from the purchaser on the allegations set out in the claim notice to enable the company, in consultation with its advisers, to assess the impact and merits of the purchaser's claim and to consider and take all appropriate steps to respond to the claim notice," Jaya said. *(Source: SeaShip News)*



TOISA PERSEUS ENTERING GRAND HARBOUR, MALTA



The 1998 built Liberian registered with call sign A8VG4 Offshore DP 3 Diving Support Vessel **Toisa Perseus** (Imo 9171852) was seen entering Grand Harbour, Malta on Wednesday 3rd December, 2014. The vessel is owned by Toisa Ltd. – Piraeus; Greece and managed by Sealion Shipping Ltd. – Farnham; United Kingdom. She has a grt of 6,948 tons and a dwt of 6,340 tons and is classed Det Norske Veritas. *(Photo: Capt. Lawrence Dalli -*

www.maltashipphotos.com)

WINDFARM NEWS

SEAWAY TO INSTALL SANDBANK SUBSTATION

Bladt Industries A/S, Aalborg, Denmark has awarded Seaway Heavy Lifting the contract for the transportation and installation of the Sandbank substation. The substation platform consists of a jacket, skirt piles and deck and requires to be installed in the Sandbank Offshore Wind Farm. At the substation, electricity from the individual wind turbines will be collected and converted to a higher voltage. The Sandbank



project area is located approximately 100 km North West of the island Sylt, right next to DanTysk Offshore Wind Farm. The substation is anticipated to be installed by the Stanislav Yudin in 2016. Koen van der Perk, Seaway Heavy Lifting's SVP Commercial, says; "We are very pleased with the confidence that Bladt Industries A/S has expressed in Seaway Heavy Lifting. We have a very good track record in the installation of substations for the Renewables industry. This project pulls another mark in the sand". (*Source: Offshore Wind*)

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REM FORZA WORKING ON SHERINGHAM SHOAL



The vessel **Rem Forza** will be undertaking essential retrofit operations throughout the Sheringham Shoal Offshore Wind Farm site from 24th November. She will navigate onto the wind farm site through the North-East entry/exit gate between wind turbine generator Sheringham Shoal (WTG ShS) F1 in position 53°09.662'N 01°07.852'E and WTG ShS K5 in position 53°07.196'N 01°12.011'E.

The vessel is expected to remain on site for 8-10 weeks, and will make scheduled port calls during this time for supplies and crew changes. All entering and exiting site will be done through the North-East entry/exit gate. All vessels are to give **Rem Forza** a 500m exclusion zone and to call the vessel on CH10 to request entry or transit through the exclusion. (*Source: Offshore Wind; Photo: Shipspotting*)

YARD NEWS

CATERPILLAR MARINE TO EQUIP FOUR AHTS FOR GRUPO CBO

Caterpillar Marine's Cat® power and propulsion solutions have been selected to power four AHTS vessels for Grupo CBO, headquartered in Rio de Janeiro, Brazil. Each AHTS vessel will be equipped with 4 x 6 M 32 C propulsion engines rated at 3000 bkW and Cat Propulsion controllable pitch

propellers. Additionally, Cat will again power the third PSV in a series for Grupo CBO with 4 x 3512C diesel electric propulsion (DEP) generator sets rated at 1700 kW as well as 1x C18 for harbor/emergency power. The 180 ton bollard pull AHTS vessels will be designed by Hayward Design and Solutions, using an adapted version of its 843 design. Cat says that its dealer Sotreq led the Caterpillar efforts on the landmark project for the



Brazilian market and will continue to manage the delivery and subsequent service of the Cat solutions. “Sotreq has the capacity to provide comprehensive packaging for marine offshore customers in an expedited timeline and this has proved to be a differentiating factor for our customers in the Brazilian offshore market,” noted Rodrigo Fera, Sotreq marine sales manager. “This project marks the entrance of Cat Propulsion into the Brazilian marine sector and we are pleased to be able to offer integrated solutions for our local customers.” Cat BCP controllable-pitch main propellers have been specifically designed and developed for heavy-duty applications with the pitch setting hydraulic servo cylinder in the hub. Caterpillar says that the hub lubrication system is a unique oil circulating system with an integrated moisture monitoring system. This is the first hub system in the shipbuilding industry where the moisture content is constantly checked, making it possible to protect the entire propeller system as well as the environment, the company explains.

(Press Release Caterpillar)

TUCO LAUNCHES NEW HULL TECHNOLOGY



Tuco has partnered with EffectShips International and Diab in an innovative technology project in designing a vessel in carbon fiber featuring unique and patented hull technology. Offshore Support Vessels are being used for transporting both cargo and passengers to oil – and gas – fields or windmill parks. Up until this moment, the conventional vessels in this category are built in steel or aluminum. The main focus within

the innovation project, funded by The Danish Markedsmodningsfonden is the development of a new type of vessel that can set new standards for energy efficiency, by being significantly lighter thus using significantly less fuel. “The focus within this innovative project is the development and build of a prototype of a new type of vessel that can set new technological standards for energy efficiency, by

being significantly lighter thus using significantly less fuel. The project partners will each bring know-how on different fields which brought together will make it possible to create new technological constellations,” said Jonas Pedersen, Managing Director of Tuco Marine Group. A 17m prototype vessel is going to be build using the ASV (Air Supported Vessel) Technology, where minimizing hull resistance is the key ingredient, utilizing – pressurized air – entrapped under the hull. The hull integrated air cushion chambers, will support and separate hull and water. An ASV is designed for a minimum of air cushion ventilation. When activating the air support system, approximately 70% of the overall weight of the vessel will be supported on a cushion of pressurized air, entrapped in a very well enclosed air cavity underneath the vessel. In contradiction to a hovercraft or a SES, using rubber skirts to seal of the air cushion, the new ASV Technology utilizes solid, rigid hull elements to maintain the pressurized air underneath the boat. ASV designs can be “tailor made” and / or optimized for different functions, all depending on the end users’ requirements and vessel operations. For even further weight reduction, the Offshore Support Vessel is going to be built in a carbon fiber sandwich. *(Source: OffshoreWind)*

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DAMEN SHIPYARDS GROUP PILOT: THORN-D® OUTPERFORMS TRADITIONAL ANTIFOULING

Thorn-D® antifouling outperforms conventional antifouling coatings and is environmentally friendly. A pilot project which started 1½ years ago, has proven that this new thin film coating performs better than traditional antifoulings. A real ecological and cost-efficient breakthrough for shipping companies and shipyards. Thorn-D® pilot: economically friendly



fiber versus smooth conventional coating Dutch innovation and award-winning company, Micanti, in cooperation with Damen Shipyards (See: “Damen introduces anti-fouling foil” for more information), launched a pilot project in the Port of Amsterdam in February 2013. Two virtually identical sister ships were treated with two different coatings. The **Castor**, a Damen Stan Tug 1907, was treated with a well-known conventional antifouling coating. The **Pollux**, also a Stan Tug 1907, was treated with the new foil, Thorn-D®. Both vessels operated at low speed in the Port of

Amsterdam, under the same conditions and in the same waters. Nylon fibers prevent marine growth on ships “When I met Micanti’s staff for the first time, I was skeptical about using fibers to prevent marine growth. And due to Thorn-D®’s textured surface as opposed to a smooth conventional coating, I expected an increase in drag and fuel consumption,” remarks Willem Spoelstra, Manager Environment and Safety Nautical Department of the Port of Amsterdam. “But surprisingly enough, that was not the case. Thorn-D® lives up to its promise — it prevents marine growth without increasing drag.” Conventional antifouling coatings need movement to keep marine growth from adhering to the vessel. Thorn-D®, a fiber which acts as a physical barrier, does not require movement, and even works when a ship is moored. “We have measured the speed against its sister vessel Castor (built at Damen at the same time) on delivery. We have seen no differences at all. At present, fuel consumption is still at the level as it was at delivery. On top of this, Thorn-D® is 100% environmentally friendly, essential in reaching sustainability targets,” says Mr Spoelstra. Non-conventional vessel coating reduces fuel consumption. Regular antifouling coatings fail earlier. The conventional coating is no longer effective once most or all of the toxins have leached into the water. Dr Rik Breur, founder of Micanti, explains: “Since Thorn-D® acts as a physical barrier against marine growth, it has a longer expected lifetime (guaranteed five years) than traditional antifouling coatings that already start degrading after 6 months.” More foul leads to an increase in drag and higher fuel consumption. The drag on Thorn-D has been tested at (Dutch) research institutes (TNO, Delft University of Technology and MARIN) as well as in practice on operating vessels. The general conclusion is that Thorn-D® fibers do not increase drag due to a change in the hydrodynamic flow structure. “Not only have our pilot project and research results proven Thorn-D®’s outstanding performance, our clients from the Middle East, for example, are also positive about our new product,” adds Rik. “And these clients are constantly battling marine growth.” Watch our short animation film (75 seconds) to see how Thorn-D® works: [Animation movie Thorn-D – 75 seconds](#)

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1. Several updates on the News page posted last week:
 - [Inland Towboats: The Next Generation -Paper](#)
 - [Boskalis raises 2014 net profit outlook to EUR 450 million](#)
 - [ALP Maritime Services B.V. MOA to purchase six modern long distance anchor-handling and towing vessels](#)
 - [Sunken cargo vessel Scheldt-Rhine Canal above water](#)

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