



ugs owing & Offshore Newsletter



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

TUGS & TOWING NEWS

OTWAY JOINS THE SVITZER FLEET



Svitzer Australia has expanded our Victorian fleet following this week’s arrival of a newly built Damen Tractor 2412 harbour tug, further strengthening our competitive position in the Port of Melbourne. Named after Victoria’s world famous mountain range, **Svitzer Otway** has a gross tonnage of 295 tonnes, can achieve a maximum Bollard pull of 69 tons

and complies fully with the Port’s firefighting requirement. She will work alongside the **Svitzer Marysville** as a tier 1 tug. The Otway’s arrival means Svitzer is now well placed to cope with and provide towage services to the ever increasing number and size of container vessels calling at what is already Australia’s largest container and general cargo port. The investment made in acquiring the Otway reflects Svitzer’s commitment to delivering the best possible service to our customers – both now and well into the future. Last year alone, more than 1,100 container vessels visited the Port of Melbourne to off-load and take-on around 2.5 million containers, a figure that’s expected to double over coming decade. *(Press Release)*

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tugs & Offshore



KTK ORDERS TWO DAMEN TUGBOATS

Kompania di Tou Korsou places an order for two tug vessels from Damen. On December 9, five years after the delivery of two ASD Tugs 2810 **KTK Tribon** and **KTK Barakuda**, Damen Shipyards Group and Kompania di Tou Korsou (KTK) signed an agreement for the delivery of two **Stan Tugs 1205**. The two vessels, due for delivery in April 2015, will be the first in a replacement program of KTK's fleet of line handling/pilot launches. KTK, a 100% subsidiary of Curaçao Ports



Authority (CPA), is responsible for all harbor towage and mooring services in all ports of Curaçao. Humberto de Castro, CPA's CEO said, "We value our long lasting relationship with Damen Shipyards which is based on mutual trust, quality and service." *(Source: KTK)*

SVITZER EXTENDS CONTRACT WITH EGYPTIAN LNG



A 5-Year extension for towage operations has been signed. Since 2005 Svitzer has been operating at the LNG terminal in Idku, Egypt. A newly signed contract will keep Svitzer's four tugs and three pilot boats servicing Egyptian LNG until 2020. The partnership between Egyptian LNG and Svitzer is based on a shared vision to promote operational excellence and an unrelenting approach to safety culture. Svitzer's proven ability to deliver superior performance

in these areas made Egyptian LNG extend the contract with Svitzer for another 5 years. Additionally, Svitzer and Egyptian LNG have worked closely together to identify the best operational solution for Egyptian LNG's current gas export requirements, providing Egyptian LNG with full operational flexibility at a competitive cost level. "We are very happy to continue the successful partnership with Egyptian LNG. For nearly 10 years we have been able to operate efficiently and with a supreme safety standard at the terminal. We are confident that the cooperation will be beneficial for both parties during the next 5 years as well," says Torsten Holst Pedersen, Managing Director, Svitzer AMEA. *(Source: Svitzer; Photo: Scot Vardy)*

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USCG BEGINS NORTHEAST ICEBREAKING SEASON

The U.S. Coast Guard's (USCG) winter icebreaking season has officially kicked off in the Northeast, starting December 15 and running through March. OP RENEW is the USCG's region-wide effort to ensure Northeast communities have the security, supplies, energy and emergency resources they need throughout the winter. Coast Guard units throughout the Northeast have been busy preparing for Operation



RENEW by conducting training operations and prioritizing efforts. They are also replacing aids to navigation with special aids designed to ride underneath ice floes and remain on location. And the impact of these efforts extends well beyond the Northeast region. To conduct operation RENEW, Coast Guard crews will use **140-foot Seagoing Icebreaking Tugs**, **65-foot Small Harbor Tugs**, 225-foot Juniper Class Buoy Tenders, U.S. Coast Guard Aircraft and U.S. Coast Guard Auxiliary Aircraft. During the Coast Guard's 2014-2015 winter ice breaking season, known as Operation Reliable Energy for NorthEast Winters (RENEW), the USCG will conduct icebreaking operations to facilitate security operations with ports, waterways and coastal security missions; help prevent loss of life on the water and ashore when impacted by ice; provide urgent response to vessels that are directly impacted by ice; support communities that have need for fuel, food and medical supplies; assist in preventing or easing flood conditions and meet the reasonable demands of commerce to facilitate navigation on frozen, navigable waterways. Seventy-five percent of all heating oil used in the country is transported through New England, New York and New Jersey. Ninety percent of that is delivered by barges through Coast Guard-protected ports. An average of 300 vessels transit the Hudson River during the winter months, carrying over 10 million barrels of petroleum products to the Northeast communities. In 2014, The Coast Guard facilitated the movement of an estimated 7.96 million barrels of petroleum products and an estimated 297,000 tons of dry bulk products in the Northeast, which totaled near \$2 billion. The 2014 season was moderate to severe in terms of ice coverage and duration, and the harshest ice season since 2004. Ice began forming in mid-December

on the Hudson, Kennebec and Penobscot Rivers, continued building throughout the winter with only a few short warm trends, and lasted through early April. Ice thicknesses varied from 4-30+" throughout 1st District and required major ice breaking efforts in all fresh/brackish waterways to keep them open for commercial passenger and petroleum cargo transits. The extreme cold created saltwater ice in many waterways which had not experienced ice in a decade. *(Source: MarineLink)*

LONELY AND BLUE



The magnificent tug [Ryan Leet](#) has been laid up at pier 9B in Halifax. Just before the arrival of the salvage tow of [Australian Spirit](#) on Friday, December 12, afternoon, the tug moved from the Mobil dock and the crew signed off. I thought it odd at the time that this tug was not used in the salvage tow, but apparently plans to tie it up were in the works and it was not available to use. The longest serving member of the

current Secunda Canada fleet, the tug has been a stalwart for them since 1990. Although mostly used as a standby vessel for offshore work, it has figured in numerous salvage and rescue jobs over the years, most recently in March 2014 when it worked on the salvage and towed off the grounded bulker [John I.](#) near Rose Blanche, Newfoundland. Now behind a security fence, with only a watchman, it is unclear what the future may bring for the only tug of its type in eastern Canada. With so many more powerful anchor handling tug suppliers available to tow ships when needed, the days of deep sea tugs are numbered around the world. Sadly it is no different here. These wonderful sea boats, built for rescue towing can handle any kind of conditions and are a valuable asset to marine safety. I have written the story of this tug on this blog several times before, so will only mention in passing that it was built as [Abeille Provence](#) in 1977, for use on the French coast. It was replaced by bigger tugs and went to South America as [Salvor Commander](#) in 1987. Secunda Marine Services, as it was then, bought the tug and near sister [Salvor General](#) ex [Abeille Normandie](#) and reconditioned them for service. [Ryan Leet](#) was re-powered in 1994 with a pair of V-20 GM EMDs of 3,650 bhp each, and was fitted with a retractable 800 bhp omnidirectional bow thruster. For station keeping in standby mode, it can use the thruster only. Its controllable pitch props are in nozzles. *(Source: Mac Mackay-Tugfax)*

BHP TO LOSE IRON GRIP ON PORT HEDLAND TUGS

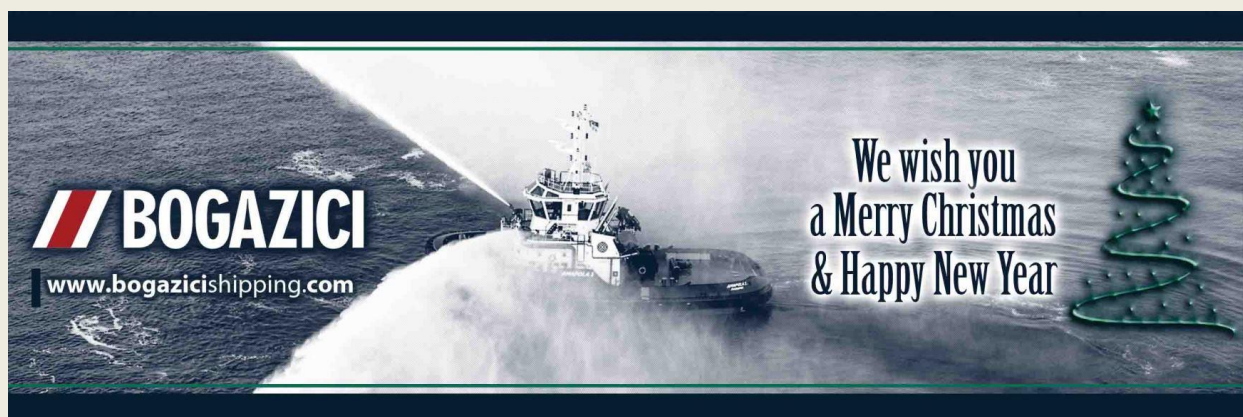
The operator of Port Hedland says it still plans to break BHP Billiton's exclusive hold on tugboat services within the harbour, despite the nation's biggest company introducing a new subcontractor to the tugboat business this week. The Pilbara Ports Authority has been working towards issuing a second licence to operate tugs inside Port Hedland, after the ACCC recommended an alternative provider be introduced alongside BHP, which has historically subcontracted its licence to shipping company Teekay. The plan to introduce a second licensee was bought into question last week when

BHP decided to share its licence between Teekay and a second subcontractor called *Rivtow*, a subsidiary of Queensland ferry service provider Riverside Marine. BHP said the move was designed to meet the increased demand for tug services inside the port, needed to keep pace with the boom in iron ore exports from the nearby Pilbara iron ore mines. BHP has



chartered four additional tugboats for Rivtow to use. When asked if BHP's decision to introduce a new subcontractor would satisfy the Pilbara Ports Authority's desire for increased competition, a spokeswoman for the authority insisted that a second licence would still be issued. "Pilbara Ports Authority has invited bids for a second towage license to provide tug services at Port Hedland, and this process is continuing," she said in a statement. Iron ore exporter Fortescue Metals Group is on the shortlist to win the licence, along with Svitzer Australia, which operates tugboats in other Australian harbours, including the Port of Melbourne. Fortescue is the second biggest exporter through the port, and in a sign of its increasing focus on the shipping game, the company has ordered eight "very large ore carriers" in a bid to reduce its shipping costs to China. Fortescue declined to comment on BHP's move, and the spokeswoman for the Port Authority said the second licence would be awarded in the middle of 2015. The introduction of Rivtow means three tugboat companies could be operating in Port Hedland by the second half of 2015. Tugboat services in the port were a sensitive subject during much of 2014, when three separate unions representing tugboat workers threatened to strike in an industrial dispute with Teekay. All three of those disputes have since been resolved. *(Source: SMH) Note:* Rivtow Marine is a new and exciting force in the Australian marine towage market. Rivtow Marine has been awarded a contract to manage four new Rotor Tugs for BHP Billiton in Port Hedland. These state of the art vessels will be delivered into Port Hedland early in 2015.

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OCEAN ERGUN ENTERING VALLETTA AFTER AN ABSENCE OF 7 YEARS



The 1972 built Turkish registered with call sign TCBD9 and owned and managed by Esev Kardesler Deniz – Istanbul; Turkey tugboat **Ocean Ergun** (Imo 7222102) was seen entering Grand Harbour, Malta after an absence of 7 years on Monday 15th December, 2014. The tug has a grt of 482 tons a dwt of 377 tons and classed Turk Loydu. *(Photo: Capt.*

Lawrence Dalli - www.maltashipphotos.com)

ASD FOR SALE

Iceberg Marine is pleased to remind/offer of a Azimuth Stern Drive tug available for sale in West Africa. The tug is built in 2004 in Turkey and fly the Cyprus flag. She has a length of 30.50 mtrs a beam of 9.60 mtrs a depth of 4.38 mtrs. The two Deutz develops a total output of 3,350 bhp. She has a bollardpull of 41 tons ahead and a 37 ton astern. The tug is classed Burea Veritas 1+ HULL + MACH Tug; FiFi-1; Unrestricted Navigation. Due for Drydock/Special Survey November 2014 with class extended. The tug is now inspecatble at Douala; Cameroon. Best offers invited as is where is, owners are keen sellers. *(Source: Iceberg Marine; info@icebergbrokers.com)*



TUGBOAT SOLD

"Blue Sea Brokers announce the sale of this Spanish 32 TBP Harbour Tugboat directly from Owners in Spain to Buyers in Cyprus. The Vessel was built in 1972 in the UK. She is 32 m long by 9 m width. She has a Ruston main engine 2200HP. She used to be registered with Lloyds in the past as a



Sea Going Tug although she's been registered for harbour duties in Spain lately. New Owners are planning to change flag to Panama and fit a towing winch and a deck crane on board. They are planning to re-register her again as a Sea Going Tugboat. Tug will be seeking for employment soon. If you have an interest

and can offer a towage or a harbour job, please, do not hesitate to let us know. (*Contact source: Patricia Prado, Managing Director at BLUE SEA BROKERS – Spain. info@blueseabrokers.net / admin@blueseabrokers.net / www.blueseabrokers.net / Tel: 0034 669 70 65 31 / Skype-id: blueseabrokers*)

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DAMEN STAN TUGS 1605 FOR SALE

Iceberg Marine is pleased to remind/offer of two Damen Stan Tugs 1605 line handling tugs available for sale in West Africa. The tugs are built in 2004. They have a length of 16.89 mtrs a beam of 5.29 mtrs a depth of 2.25 mtrs. The 12 tons bollard pull tugs are Classed Bureau Veritas Unrestricted navigation. They have a towing hook of 15 tons and a foldable mast. Both units can be inspected in Douala;



Cameroon. Best offers invited. Full details available on request. *(Source: Iceberg Marine; info@icebergbrokers.com)*

TURKISH BUILT 30 TONS BOLLARD PULL TUG FOR SALE



Arena Offshore Ltd. announce the sale of a new 30 tons bollard pull Turkish built tug. The Mac Duff/UK designed tug with basic functions for harbour towing, salvage, mooring and fire-fighting operations. She is built in December 2013 new/ not operated. She has a length of 23.00 mtrs a beam of 8.00 mtrs and a depth of 3.50 mtrs. The Two

Caterpillar C32 C rating develops a total output of 1,940 bkW at 1,800 rpm. Her speed is 11 knots and classed Bureau Veritas. Tugboat is built for a harbour contract but due to the contract's failure , owners decided to sell her now and available in Turkish waters. *(Source: Arena Offshore Brokers Ltd. - arena@arenaturkey.com · www.arenaturkey.com)*

DE YI TOWING 140M NEW BARGE NORDIC GIANT 102

The 1990 built Chinese registered with call sign BSCC ocean going tug **De Yi** (Imo 8908258) is seen towing the new 140m flat Deck Barge **Nordic Giant 102** offshore Malta on Sunday 14th December, 2014. The tug is owned and managed by Shanghai Salvage Co. – Shanghai; China. She has a grt of 3,128 tons a dwt of 2,401 tons and classed China Classification Society. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*



SMIT LAMNALCO PNG LNG VIDEO AND PICTURE

Smit Lamnalco recently released a video: <https://vimeo.com/113496216> that shows how services were delivered ahead of schedule for this start-up operation at ExxonMobil's PNG LNG Project Marine Terminal near Port Moresby in Papua New Guinea. The video also shows how the Smit



Lamnalco team provides towage and marine support services for LNG carriers with four 70 tonnes bollard pull 32m ASD tugs. (*Press Release Smit-Lamnalco*)

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YESTERYEAR TUG SIMSON

The Swedish steam tug **Simson**, designed and built for operating in extreme northern winters. Scandinavian ports are ice-clogged much of the time and in the dead of winter it is dark most of the day, so tugboats must be specially modified for round the clock operation. The **Simson**, for instance, carries searchlights on her wheelhouse and foremast, is reinforced for icebreaking, and has a hull that is faired off aft for better maneuverability in ice when going astern. Most tugs of this type also have ice skegs fitted below the waterline to protect the propeller.



The **Simson**, which was built in 1915 and is powered by a 550 horsepower, triple expansion engine, was probably used for coastal work in her early days. Today, with her modest horsepower, she does

mostly shiphandling work. She is fitted out more like a ship than a tug – note in the photograph her large wooden lifeboat with ship type gairy davits, her anchor stowed in the hawsepipe and her large freeing ports at least. Her lifting boom indicates she carries at least small amounts of cargo, though a hatch is not visible. Note the brightwork on her wheelhouse and bridge. Her lack of heavy guardrail is made up by fendering that goes all the way aft. Because the **Simson** is a steam tug, she does not have the problem of a cooling system, but diesel tugs that operate in extreme cold of northern waters must be specially modified. For instance, they must have strainers to keep ice from clogging the cooling water intake and preheated piping to prevent freeze ups. *(Source: On the Hawser by Steven Land and Peter H. Spectre)*

ACCIDENTS – SALVAGE NEWS

SHIP COLLISION RESULTS IN ARGENTINA OIL SPILL



A collision between a tanker and a bulker has resulted in an oil spill in the Parana River, Argentina. The Italian-flagged products carrier **Ghetty Bottiglieri** and the 2011-built, Hong Kong-flagged **Octbreeze Island** were involved in a pretty significant smash on Saturday, December 13, near San Pedro during a storm. **Octbreeze Island** suffered

damage on its fuel tank causing a fuel spill, prompting the local authority to suspend upstream/downstream navigation. Navigation was restored in the early morning of Sunday, December 14. The damaged vessel received tugboat assistance and oil spill barriers were installed in a containment operation. Additionally, **Octbreeze Island** had developed a list to starboard. Technical inspections of both vessels involved in the collision are being conducted. AIS data showed both ships anchored at San Pedro on Tuesday morning. *(Source: Marex)*

LADY IRINA GETS CAUGHT UP IN ANOTHER ACCIDENT

On Dec 14, 2014, at 4 p.m. the "**Lady Irina**" ran aground at Agrupvig off Kolding. The vessel was on the way from Russia to Kolding with a cargo of wood pellets and got stuck due to a navigational error. After the grounding, the patrol boat "**Rota**" and the "**Hercules**" of the Naval Home Guard were dispatched to the grounding site, and staff from the naval



staff boarded the ship. The police South Jutland had not been informed about the accident as required. The ship was pulled off in the night hours and continued to harbor in Kolding, where it was berthed at the South Quay at 9.15 p.m. where the ship's hull was examined for damage. In July 2014 a Russian crew member of 41 years died aboard the "[Lady Irina](#)" in the port of Fredericia. Four others who had entered the cargo hold to recover the unconscious man had to be taken to hospital in Kolding and later transferred to the National Hospital, since they needed to get in a pressure chamber. Probably a lack of oxygen or gases in the hold had been the cause of this accident. (*Source: Port Marine; Photo: Credits: tvsyd.dk*)

OFFSHORE NEWS


OOC COUGAR LEAVING VALLETTA



The 2008 built Liberian registered with call sign A8UK8 flag Platform Supply Ship [OOC Cougar](#) (Imo 9395410) is seen leaving the Grand Harbour, Malta bound to waiting area on Monday 15th December, 2014 before entering Medserv Base at Marsaxlokk Harbour where she will start her 24+12 months charter to supply East Med Oilfields. The OSV is owned by OOC Cougar GmbH & Co. KG – Hamburg; Germany and managed by Opielok Offshore

Carriers – Hamburg; Germany. She has a grt of 2,180 tons a dwt 3,319 tons and classed Germanischer Lloyd. (*Photo: Capt. Lawrence Dalli - www.maltashipphotos.com*)

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VALLIANZ BAGS \$97M CHARTER AWARD

Vallianz Holdings Limited has secured a time charter award worth \$97 million with “one of the world’s largest” national oil companies in the Middle East (NOC). However, Vallianz did not reveal the name of the client in question. Under the award, Vallianz will supply a specialized vessel for up to five years from the third quarter of 2015 to support the NOC’s oil and gas production activities in

the Middle East. The company notes that this award, which is subject to formalisation, adds to its ongoing contracts in the Middle East where it presently deploys 21 offshore support vessels (OSV). With this award from the NOC, the Group's order book will be strengthened from \$529.4 million as at November 7, 2014 to \$626.4 million. Chief Executive Officer of Vallianz, Darren Yeo said, "This is the first time the NOC is



considering deploying this type of vessel for its offshore projects. The award reaffirms the NOC's confidence in our execution capabilities and demonstrates further traction in the Group's status as a key OSV provider in the Middle East region. We believe the successful deployment of this vessel will place Vallianz in an advantageous position when bidding for similar contracts in the future." The company also adds that the specialized vessel is also in line with the Group's plans to expand its fleet size and diversify the range of its current fleet of 34 OSVs, which comprise primarily of Anchor Handling Tug Supply vessels and Platform Supply vessels. Yeo added, "We have been working closely with the NOC to address their needs with value-added offshore support solutions. The specialised vessel, which will offer cost and efficiency benefits to customers, will enable the Group to widen its scope of product offering and services. With broader experience and deeper knowledge in offshore marine support services, Vallianz will have a sturdier platform to penetrate and expand into our target markets." *(Press Release)*

DOF INKS AHTS CHARTERS



DOF ASA has received contract extensions for two of its anchor handling tug supply (AHTS) vessels and signed contracts for other two AHTS vessels. Total Argentina extended the contracts for AHTS **Skandi Møgster** and AHTS **Skandi Saigon** for one year. Both vessels are firm until the end of February 2016. Furthermore, **Skandi Giant** and **Skandi Atlantic** have

been awarded contracts with Origin Australia. Both contracts will start in the first part of Q1 2015. Estimated firm duration is approximately 150 days and Origin has options to extend the contract with up to 5 wells. DOF ASA is an international group of companies which owns and operates a fleet of offshore/subsea vessels, and engineering capacity to service both the offshore and subsea

market. *(Press Release DOF)*

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CAPE HORN DELIVERED INTO SERVICE

Elliott Bay Design Group (EBDG), a naval architecture and marine engineering firm with offices in Seattle and Ketchikan, announced the delivery into service of the **Cape Horn**, a Specialty Oilfield Vessel. EBDG partnered with Gulf of Mexico Operator SeaMar, LLC and Gulf Island Marine Fabricators on the



class design and production engineering for the ship. "We would like to congratulate our valued client, Darrel Plaisance of SeaMar, LLC on the delivery of their EB-220CC and the shipyard on a fine build," stated Gulf Coast General Manager, Keith Keller. The design of the Cape Horn was developed from concept to production in EBDG's Gulf Coast office and features an innovative tank farm unique to Specialty Design Oilfield Vessels. EBDG provided full design services including structural, mechanical, piping and outfitting design, and served as the primary point of contact for all regulatory body requests for information. EBDG credits great teamwork, communication and project management expertise for the successful journey of the Cape Horn from design to delivery and looks forward to a continued relationship with SeaMar, LLC and delivering its next vessel, the Cape Cod, into service. *(Source: EBDG)*

NORDIC PRINCE STARTS NOBLE ENERGY CHARTER

Nordic Maritime, an offshore service operator, has announced its MKIII subsea service vessel **Mokul Nordic** has been renamed **Nordic Prince** and has started a long term charter for Noble Energy after arriving in Haifa, Israel. Nordic Maritime was awarded a five-year charter for the DP2 IMR Subsea vessel, from Noble Energy, the international oil services group, in October. "We are glad to announce that our vessel, **Nordic Prince** had arrived at Haifa Port and on-hire for the highly reputable international oil company, Noble Energy. This marks a good start to what we believe will be a strong collaboration between Nordic Maritime and Noble Energy. **Nordic Prince** is now



installed with a WROV and all ready for the new project,” said Kjell Gauksheim, Executive Director of Nordic Maritime. **Nordic Prince** is a DP2 VS470 MKIII subsea service vessel capable of ROV / IMR operations. It is specially customised and equipped to perform IMR/ROV work. The vessel has a 100-tonne active heave compensated offshore knuckle-boom crane and built-in swell compensation systems to

2,000m of water depth. Compliant with SPS 2008 Code & Clean and Comfort class notation, **Nordic Prince** can accommodate 60 people, offers full cargo deck capacity, and logistical support to extend full usage flexibility. *(Press Release)*

GROWTH ANTICIPATED IN THE OSV MARKET

New report covers market trends to 2019 for global offshore support vessel (anchor handling, towing and supply vessel, platform supply vessel, multipurpose service vessel, crew vessels, standby and rescue vessels, others). The global offshore support vessel market is expected to grow owing to the need to satisfy rising marine logistics demand. The lucrative and high-investment areas of offshore regions such as North Sea, U.S Gulf of



Mexico and new discoveries in West Africa are the key driving factors for the high growth of offshore support vessel market. The offshore support vessels or OSVs are vessels used in the marine industry. The designs of the OSV are unique, and each type has its own properties and features, as per the type of operation. OSVs are efficient and vital components of the oil & gas industry. They provide logistic facility along with various other supporting activities including platform support, anchor handling, standby facility, rescue and many more. The new report, "Offshore Support Vessel Market by Type, by Geography - Global Trends to 2019", analyzes the number of offshore support vessels with respect to demand and supply. The study segments the global offshore support vessel market by types which include Anchor Handling, Towing and Supply Vessel (AHTS), Platform Supply Vessels (PSV), Multi-Purpose Service Vessel (MPSV), Crew boats ,Standby and Rescue vessels and Others. The report also analyze OSV market in different geographic regions including North America, South America, Europe, Asia-Pacific, West and South Africa, Middle East and ROW. Continuous progress in offshore oil and gas industry, increase in rigs count and exploration rate create strong prospects for the future of offshore support vessel market globally. The market for

offshore support vessels is expected to reach a value of \$71.23 billion by 2019, at a CAGR of 11.3%. Anchor Handling, Towing and Supply Vessel (AHTS) Supply Vessels (PSV) lead the market and are estimated to reach a value of \$40.21 billion by the year 2019. The AHTS market is expected to grow at a CAGR of 12.1% owing to the increased amount of day rates in North America, Europe and West Africa. The offshore support vessel market is also analyzed with respect to Porter's Five Forces model. Different market forces such as suppliers' power, buyers' power, degree of competition, threat of substitutes, and threat of new entrants are analyzed with respect to the offshore support vessel industry. The report also provides a competitive landscape of major market players around the globe that includes developments, mergers and acquisition, expansion and investments, agreements and contracts, new technologies developments, and others. A number of these developments are pertaining to the key industry players that suggest the growth strategy of these companies as well as of the overall industry. The report also provides a comprehensive review of major market drivers, restraints, opportunities, challenges, winning imperatives, and key burning issues in the offshore support vessel market. Key players in the industry are profiled in detail with their recent developments. *(Source: Maritime Global News)*

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TECHNIP EXERCISES OPTION FOR OCV VIKING NEPTUN



Norway's Eidesvik Offshore has informed that Technip has exercised its first option for the charter of the newbuild vessel **Viking Neptun**. Technip has today exercised the option to extend the contract from 110 to 180 days operations in 2015. Charterer has in addition several options that they can declare before

the delivery of the vessel. To remind, Eidesvik Offshore and Reach Subsea have together entered into a contract with France's Technip for the supply of an Offshore Construction Vessel (OCV) **Viking Neptun**. The contract will be executed using TBN **Viking Neptun**, equipped with Reach ROVs and manned by Eidesvik marine personnel and Reach ROV personnel and engineers. Eidesvik Offshore notes that TBN **Viking Neptun** OCV is a state of the art vessel, and represents the largest investment Eidesvik has done in the subsea segment. Eidesvik claims that the vessel is well positioned for future environmental requirements in vulnerable areas like the Arctic, through high

focus on environmental friendly solutions in the development process of the vessel. *(Press Release)*

TECHNIP: 'ESTRELA DO MAR' KICKS OFF BRAZIL OPS

French oilfield services provider Technip has informed today that its vessel **Estrela do Mar** (eng. Starfish) has kicked off operations in Brazil. Technip reported through its Facebook page that the multi-purpose offshore vessel Estrela do Mar arrived in Brazil and subsequently started its operations. Earlier this year, Petrobras informed that Estrela do Mar was expected to arrive in Brazil in December. Characterized by her high pipelay tension



capacity of 550 tons, the vessel will be employed mainly to install umbilical and flexible flowlines and risers to connect subsea wells to floating production units. According to Technip, these installations will take place in waters up to 2,500 meters deep offshore Brazil, including in the pre-salt area. *(Source: Offshore Energy Today)*

CREWBOAT SOLD TO EUROPEAN BUYERS



Marcon International, Inc. of Coupeville, Washington is pleased to announce that Tidewater Marine International Inc. has sold their 41.2m x 8.2m x 3.5m depth / 2.38m draft, high-speed, aluminum crew / supply vessel "**Patrice Tide**" to private European operators. Built by Breaux Brothers Enterprises, Inc. of Loreauville, Louisiana in 2002, the vessel is powered by four 1,007kW Cummins KTA 38M2 diesels

totaling 5,400BHP driving 44" x 46" fixed pitch props. This produces a speed range of 15 – 30kn on abt. 100 – 260gph, and range of abt. 1,721nm at economical speed. Vessel's maneuverability is enhanced by a 150HP tunnel bow thruster. The 233.7mtdw, Vanuatu-flagged vessel has a deck cargo capacity of abt. 182.9mt on a 22.9 x 7.0m, 1.9t/m² clear deck aft and a total of 72 persons on board. The vessel is classed ABS + A1, HSC Crewboat + AMS, Unrestricted Service through March 2017. "Patrice Tide" had been working in Angola, West Africa for Sonatide Marine Services Ltd. of Angola and was lying in Walvis Bay, Namibia at the time of sale. Marcon International acted as sole broker in the transaction and has handled over 20 sales for Tidewater since we sold the 136' first generation supply boat "**Low Tide**" in 1983 to Honeywell, Inc. Marcon has also represented the Buyers in

purchases of approx. half dozen crewboats during the last fifteen years. This is the 7th crewboat Marcon sold this year and the 99th crewboat sold over the last 33 years. We hope to report on #100 shortly. So far Marcon International Inc. has concluded 33 sales and charters brokered in 2014. Transactions on several additional vessels and barges are pending, and five tugs, one AHTS and two barges continue to be fixed on previously arranged long-term charters. Marcon has handled the sale or charter of 1,357 vessels and barges worldwide since opening the doors in 1981 – including 79 platform supply vessels, 75 AHTSs totaling 354,868BHP, 99 crewboats, 31 research / survey vessels, 20 utility boats, 19 seismic vessels, 9 dive support vessels, one drill ship and 303 tugs totaling 944,329BHP in addition to others. *(Source: Marcon)*

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OCEAN YIELD TAKES DELIVERY OF ‘SBM INSTALLER’

Ocean Yield ASA has taken delivery of the diving support and offshore construction vessel (DSCV) “**SBM Installer**”. Dutch company SBM Offshore has entered into an agreement to sell the **SBM Installer** to OS Installer AS for \$150 million in cash. OS Installer AS is a newly established joint venture between Ocean Yield ASA (75%) and SBM Offshore (25%). According to Ocean Yield, the vessel immediately entered into



a 12-year bareboat charter guaranteed by SBM Holding Inc. SBM Installer. The DSCV **SBM Installer** is a multi-purpose Diving Support and Construction Vessel (DSCV), based on the MT-6024 design from Marin Teknisk in Norway and built to DNV rules and international regulations. Built by Keppel Singmarine in Singapore in 2013, the vessel features the patented ‘double-deck’ design which improves safety as well as providing significantly more deck space. The vessel is equipped with a class III DP system as well as a fully integrated 12-man saturation diving system capable of operating in up to 300 metres of water. A 250 tonne knuckle boom crane and 150 tonne winch will enable the vessel to carry out offshore construction and installation work in water depths of up to 1,500 metres.

(Source: Ocean Yield)

SEABIRD GETS LOA FOR SOURCE WORK



SeaBird Exploration has received a letter of award (LoA) for source work for one of its vessels in the South East Asia region. The company says that it is estimated that the client will charter the vessel for 30-35 days starting early April 2015. However, it did not reveal the name of the vessel that will be chartered, nor the specific location where the work will take place. According to SeaBird, the contract will have an estimated value of \$3.5 – 4.0 million. SeaBird is a global provider of marine acquisition for 2D/3D and 4D seismic data, and associated products and services to the oil and gas industry. *(Source: SeaBird)*

MCG HIRES 'NORDIC BAHARI' FOR INDONESIA SURVEY



Nordic Maritime, an offshore service operator, has been awarded the contract to provide 2D seismic survey work in Bali, Indonesia by MultiClient Geophysical (MCG). This survey is expected to start in December 2014 and will take approximately 60 days to complete. The vessel to undertake this contract will be the S/V **Nordic Bahari** and the survey will consist of two parts: a regional long offset program of minimum 1753 km offshore

Lombok and smaller program of minimum 1014 km offshore East Sulawesi. MCG reported that the acquisition began on the first of these two surveys. The main imaging targets are the proven hydrocarbon-bearing Late Eocene-Miocene carbonates and coarse clastic play fairways in Lombok and Oligocene-Pliocene coarse clastics and carbonates in East Sulawesi. In addition, the deeper sections will also be imaged to understand the underlying structures that control the deposition of various play elements. According to MCG, acquisition is expected to be completed in January 2015 with all final processed data expected to be available during the second quarter 2015. Furthermore,

both surveys are strongly supported by industry funding. Nordic Maritime's Executive Director, Kjell Gauksheim said: "We are delighted to announce this new contract from MCG just before the end of the 2014 for our vessel, S/V **Nordic Bahari**. With our established track record in successfully completing similar projects, our client can be assured of our professionalism and high quality standards in servicing them. We look forward to acquiring more of such seismic surveys contracts in the coming year." (*Source: Offshore Energy Today*)

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WINDFARM NEWS

ICENI BOOSTS OFFSHORE FLEET

Alicat Workboats Ltd has received a £2.1 million order from a local company, Iceni Marine Services Ltd. of Lowestoft for a Global Marine-designed Alicat 21m Catamaran. The new vessel is to be delivered to Iceni Marine Services during Q1, 2015 from Great Yarmouth. The Alicat 21m vessel, yet to be named, is a third of class design already in service on two UK projects and features a mounted centre twin deck superstructure



with forward and after cargo decks capable of carrying 7 tonnes of equipment. Fitted with twin MAN V12-1400 main engines and Rolls Royce FF550 water jets the vessel returns 30 knot performance and excellent fuel efficiency at normal operational speeds. The vessel carries up to 12 technicians alongside up to 3 crew under UK MCA Category 2 (MGN280M) code of practice. "Our companies have enjoyed a long and successful relationship with Iceni Marine Services Ltd. and have seen them grow their fleet by eight vessels including this milestone order, their first vessel from Alicat Workboats. Our philosophy of continuing to build vessels to stock, when order book permits, means that we can deliver this 21m vessel within 2 months to meet Iceni's requirement" said Ben Colman of Alicat Workboats & South Boats IOW. "It's no secret that CTV operators are looking for reliable, high quality vessels that are tailor-made to cope with the increasingly demanding requirements of working on offshore projects worldwide – that's why the on-going, retained client relationship with Iceni is so significant." "We are getting increasing demand for vessels of this size that we do not currently have in our fleet. With the support of the Turner Group board we are able

to add not only this vessel but also the two new build South Boats we currently have under construction in Cowes and Great Yarmouth. The fact that the vessel is already in build to stock, with a very short lead time, is very attractive and enables us to fulfil current demand from Q1, 2015.” said Richard Thurlow of Icen Marine Services. *(Press Release)*

GEOXYZ INAUGURATES TWO OFFSHORE WIND VESSELS



On Tuesday, December 2, two ships were inaugurated in the Port of Oostende. The company GEOxyz presented the **Geosurveyor X** and **Geo Ocean II**, which will be deployed at offshore wind farm sites. Geosurveyor X is a new offshore support vessel and is used at the Belgian offshore wind farms and for maintenance of offshore met masts for the Flemish Government. The vessel has a

length of 20.56 meters and a width of 7.5 meters. It can accommodate for 12 passengers and three crewmen. **Geosurveyor X**, built in Spain, reaches a maximum speed of 25 knots. The **Geo Ocean II** has a length of 40 meters and a width of 9 meters. It can accommodate 23 people. **Geo Ocean II** is mainly used for soil testing and diving operations. Patrick Reyntjens, CEO of GEOxyz, said: “With these two vessels, we can focus more efficiently on the Blue Energy Business and give further support to various offshore works.” Patrick Reyntjens, CEO of GEOxyz and West Flemish Governor, Carl Decaluwé opened the ceremony. After that, Bart Tommelein, Belgian Secretary of State for the North Sea, briefly explained his vision and plans, which include “blue growth” by doubling the wind capacity and the realization of an energy atoll at sea. Mrs. Ann Cousée, wife of Mr. Carl Decaluwé, is the godmother of the new multipurpose vessel Geosurveyor X. After the ceremony, the **Geosurveyor X** and **Geo Ocean II** were open for visit for the 120 guests. *(Press Release & Image: GEOxyz)*

PIRIOU SECURES AN ORDER FOR A WIND FARM SUPPORT VESSEL FOR OPUS MARINE

PIRIOU just secured the order for a wind farm support vessel, the WFSV 26w (*) « **Largo** ». Built by PIRIOU in Vietnam, « **Largo** » is financed by SEALEASE and will be delivered beginning of 2015 to OPUS MARINE to be operated in the North Sea and Baltic Sea. Pascal PIRIOU states « We are very proud to gain the trust of a recognized operator as OPUS MARINE. We have become a major player in the construction of support vessels to the offshore wind industry whose needs are growing. Beyond building on stock, we now offer financing solutions, two key success factors to support our customers in the development of their activities. ». With a proven design by © BMT Nigel Gee, WFSV 26w « **Largo** » is MCA category 1 and certified by Bureau Veritas. She provides safe and fast transfers within a range of 150 nautical miles from a safe haven. She also features fundamental advantages to satisfy the requirements of offshore wind farm operators: - the catamaran hull optimizes stability and provides maximum comfort during operations to deploy technicians in wind-

turbine operating zones; - excellent maneuverability; - proven efficiency and reliability of the bow fendering facilitates access to wind turbines; - transfer capacity of 12 technicians; - deck cargo capacity of 10 tonnes; - 10 t/m fore deck crane and a aft A frame; - secure access to water by moonpool; - large fuel capacity of 20 m³ for



increased range and wind turbine supply; - water jet propulsion offering a 27.5 knots top speed; - equipment and comfort inspired by business class standards; - carefully designed wheelhouse ergonomics. *Main characteristics* Length: 27.40 m; Beam: 8.00 m; Maximum draught: 1.30 m; Maximum speed: 27.5 kn; Propulsion: 2 waterjets; Hull / superstructure: aluminium; Crew: 3 p.; Industrial personnel: 12 p.; Cargo capacity: 10 t; 3 containers 10' (*Press Release Piriou*)

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STANDARD OF EXCELLENCE





FRISIA-OFFSHORE WINS RIFFGAT CREW TRANSFER CONTRACT



The Frisia-Offshore GmbH & Co. KG has won a crew transfer contract for German offshore wind farm, Borkum. The agreement was concluded to last until spring 2017 with options for two years of extension. The vessel „**Wind Force II**“, which is used in the project, was delivered last year as a new building to Frisia-Offshore. The catamaran of 22 meters length is operated to transport up to 24 service technicians within 40 minutes to the wind farm sailing at a service speed of 20 knots. “We are happy to see that in addition to the existing long term

charter for the “**Wind Force I**” in the project “alpha ventus”, a long term charter could be secured for the region again. The “Wind Force” vessel design in the combination with the “12+PAX-concept” is the right way to be well prepared for the future”, said Armin Ortmann, managing director of Frisia-Offshore. Borkum Riffgat, comprising 30 turbines with a total capacity of 113.4MW, can produce enough clean electricity to power about 120,000 households. *(Source: Offshore WIND; Image: frisia-offshore)*

BRAVEHEART SHIPPING SETS UP CREW TENDER SERVICE IN EEMSHAVEN

Braveheart Shipping, in cooperation with Amasus Shipping, has established a crew tender service in Eemshaven, Netherlands. The crew tender service can be reached 24/7 and there is also a 24/7 a ship available. Eemshaven is chosen because of its ideal location, specifically the proximity of many wind farms and the growth of the offshore industry. Furthermore, there are no nautical limitations such as locks, so if necessary we



can quickly anticipate on customer’s demand. Crew tender service is part of Braveheart Shipping BV, which provides: Crew transfer; Maintenance wind parks; Guard vessel; Ship to ship; Equipment delivery; Space for 20 ft. container; Wave height 3,5m. *(Press Release)*

YARD NEWS

MACGREGOR’S DECK HANDLING EQUIPMENT FOR MAERSK’S AHTS VESSELS



MacGregor, part of Cargotec, has received an order from Kleven in Norway for six comprehensive deck handling equipment packages. They will be installed on six new-generation Anchor Handling Tug Supply (AHTS) vessels for Maersk Supply Service. MacGregor’s delivery of Triplex and Hatlapa products

is planned to start in the last quarter of 2015 and run until the second quarter of 2017. The contract also includes options to equip an additional four vessels. The parties have agreed not to disclose the order value. “We are proud that Kleven and Maersk Supply Service, a leading shipowner in the

offshore industry, have trusted MacGregor to deliver key systems for these new vessels,” says Pasi Lehtonen, Senior Vice President for MacGregor Offshore Segment. “Having Triplex and Hatlapa products in MacGregor’s offshore product portfolio ensures that both the yard and owner benefit from the advantages of integrated equipment packages supplied by a single company.” The contract will see MacGregor deliver Triplex 42 Multi-deck handlers, Shark jaws and Towing pins as well as huge Hatlapa stern rollers with SWL 1,250t to each vessel. The 95m AHTSs will be built to a SALT 200-design from Salt Ship Design and are planned for delivery between the end of 2016 and mid-2017. They will be built at Kleven’s two shipyards in Norway, Kleven Verft and Myklebust Verft. “We look forward to working closely with both Kleven and Maersk Supply Service on this major order for the success of all parties involved,” Lehtonen adds. *(Press Release)*

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MULTRASHIP AND DAMEN AGREE DEALS FOR THREE MORE ASD TUGS

Leading towage and salvage specialist Multraship and Damen Shipyards Group have confirmed an agreement for three new ASD (Azimuth Stern Drive) Tugs, all for delivery in 2015. After delivery in Vietnam, scheduled for the end of first-quarter 2015, two state-of-the-art ASD Tugs 3212 will operate for Multraship as sister vessels to the 83-tonne bollard pull **Multratug 19**, which was built by Damen in Romania and delivered in 2012. The tugs will have



excellent sea-keeping behaviour, superb manoeuvrability and outstanding towing characteristics. As part of Multraship's continuing fleet expansion an ASD Tug 2810 Hybrid is scheduled to be delivered in Romania in first-quarter 2015. With an expected bollard pull of 61 tonnes, it will be the second vessel of its type built by Damen to come into operation. The ASD Tug 2810 Hybrid has a diesel-direct, diesel-electric and battery-powered propulsion system, resulting in reported fuel savings of between 10 and 30 percent and reduced emissions of about 60 percent, depending on how the vessel is used. Leendert Muller, managing director of Multraship, says, "Multraship continues to expand its client base in the offshore energy sector as well as in its harbour towage operations. All three ASD tugs are highly suitable for these markets whilst their FIFI 1 fire-fighting equipment makes them especially valuable for emergency response. We are delighted to have collaborated with Damen on our fleet expansion programme. We are both family-owned companies with a Dutch heritage and an international outlook, so we make a good fit." (*Press Release Multraship*)

FARSTAD ORDERS OSC VESSEL FROM VARD



Vard Holdings Limited (VARD) has secured a contract for the design and construction of one Offshore Subsea Construction Vessel (OSCV) for Farstad Shipping. The vessel will be of VARD 3 17 design, with a total length of 98 meters and a beam of 21.5 meters, and has been developed especially for subsea and IMR operations. It is arranged for two ROVs (Remote Operating Vehicles) and features a 150 ton active heave compensated offshore crane. The vessel was designed by Vard Design in Ålesund, Norway, in close cooperation with Farstad and Technip. Farstad has been awarded a five year framework agreement by Technip Norge for delivery of ROV support operations, light construction work, IMR and other subsea related activities, which will be fulfilled with this newbuild vessel. Delivery is scheduled from Vard Vung Tau in Vietnam, in 4Q 2016. The new build represents an investment for Farstad Shipping of approx NOK 520 million (\$69 million). VARD CEO and Executive Director Roy Reite says, "We appreciate the long-term relationship we have with Farstad, and this cooperation has once again resulted in a new and innovative project. We would like to congratulate the Farstad team with the five years' agreement for this vessel with Technip." Farstad Shipping's fleet currently consists of 62 vessels (32 AHTS, 26 PSV and 4 Subsea) and 3 Subsea vessels under construction. The company's operations are managed from Ålesund, Aberdeen, Melbourne, Perth, Singapore, Macaé and Rio de Janeiro with a total of 2,250 employees engaged onshore and offshore. (*Press Release*)

FULL-SCALE DEMONSTRATION OF CONTROLCUTTER



On Tuesday November 25th, a very successful full scale demonstration of Control Cutters emergency release chain cutting solution was conducted on-board the anchor handling vessel **Skandi Vega** belonging to DOF. The demonstration was carried out by setting an anchor with 84 mm chain at approximately 100 meter water depth with 150 The tension, and activate the self-contained cold cutting tool from the bridge to simulate an emergency situation. Please view the demonstration video via the following link: [here](#) As can

be seen from the video the ControlCutter cut the chain instantly and the chain end slid over the stern roll in a controlled, comfortable and non-destructive manner, as predicted during the development phase of the ControlCutter. This demonstration clearly underlines that the ControlCutter emergency release tool acted as an emergency release tool should act, and released the load completely without causing any damage to the winch system, deck equipment or vessel in general. The anchor and chain can subsequently be retrieved from the seabed and operations can resume without losing valuable time and dayrates, if required. Be having ControlCutter installed on-board the crew now has the comfort of being able to push the emergency release button without having to fear for the actual functionality and fatal consequences for crew, equipment and vessel. ControlCutter has also developed an emergency release wire cutter mounted on the spooling system, which will give the same comfort as the emergency chain cutter. Please enquire at www.controlcutter.com for further information. By installing ControlCutter as an emergency release tool the crew and vessel owner can be confident they have a tested and demonstrated emergency release function they can rely on. The technology instantly releases the vessel from any load in a controlled and predictable manner. Activation of the ControlCutter will ensure the chain or wire is cut instantly without any damage to either the winch system, deck equipment or vessel in general. Operations can again proceed after the chain or wire has been retrieved from the seabed.



KEPPEL CONSTRUCTING RUSSIAN MULTI-PURPOSE OSV

Keppel Singmarine is constructing a multi-purpose offshore supply vessel for Russian oil company LUKOIL. Upon commissioning and delivery, the vessel will be used on projects developing the Vladimir Filanovsky and Yuri Korchagin fields in the northern portion of the Caspian Sea. Her chief duties will include 24-hour patrols through hydrocarbon production sites, conducting rescue operations, and performing fire-fighting and oil spill response tasks. The vessel will be ice strengthened and rated to operate during both the summer and winter months. (Source: Baird)

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1. Several updates on the News page posted last week:
 - [Kotug and Boskalis sign MOU to merge European Harbour Towage Operations](#)
 - [Pacific Basin Sells Harbour Towage Business to Smit Lamnalco](#)
 - [Kuwait Oil Company names latest ASD 3212 tug in Romania](#)
 - [Further Global Presence KOTUG in Asia](#)
 - [Signet Completes First of 3-Part Jacket Tow to Congo](#)

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