

MIDWEEK-EDITION

TUGS & TOWING NEWS

BARNEY ON HER WAY TO ROTTERDAM



Last Saturday 20th December the new building Damen Shoalbuster 3013 **Barney** was seen at the Kiel Canal. The tug built in Poland under number 571709 will be outfitted at the Damen – Hardinxveld Shipyard; Netherlands. The tug is built for Tug and Workboat Company Herman Sr. The tug **Bommel**, from the same company Herman Sr. is seen towing the tandem transport with **Barney** and **RT Emotion**. In the Kiel Canal assisted at the stern by Herman Sr’s

tug **Baloe**. The transport has just passed the lock of Kiel-Holtenau. *(Photo: Herman Sr.)*

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VYBORG SHIPYARD STARTS MOORING TRIALS OF ICEBREAKER VLADIVOSTOK

On December 15, 2014, Vyborg Shipyard started mooring trials of the lead icebreaker **Vladivostok** of Project 21900 M, press center of the shipyard says. The mooring trials will be held at the outfitting quay of the shipyard till April 2015. Upon completion of the trials the vessel will undergo sea tests and ice trials before it will be delivered to the customer, FSUE Rosmorport. The icebreaker of Project 21900M is an evolution of Project 21900. The icebreaker is capable of ramming a path in the 1.5-m-thick ice. The multipurpose vessel is intended for escort of large-tonnage cargo ships, for

towing, firefighting on floating and other facilities, salvage of stricken ships and for cargo transportation. The lead icebreaker of the Vladivostok series was laid down on October 17, 2012. Vyborg Shipyard JSC is one of the largest shipbuilding companies of the North-Western Region of Russia with 65-years' experience in shipbuilding. Since the Shipyard was founded (1948) there have been built more than 200 different. In 2012, Vyborg Shipyard joined the United Shipbuilding Corporation. *(Source: PortNews)*



OCEAN ERGUN DEPARTED MALTA



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 towing the Panama registered general cargo ship **Erle** formerly **Merle** leaving the Grand Harbour, Malta bound to Tuzla, Turkey on Wednesday 17th December, 2014. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

DELTA 200 AND DELTA 300 STILL GOING STRONG

Voith Schneider tugs **Delta 200** (ex- Toia) and **Delta 300** (ex- Ngahue) built mid 1970's in New Zealand at Wangarei, still going strong on their voyage from New Zealand to their new home base. Both tugs are a credit to their builders and the Centre Port crew and organization who maintained these Voith Schneider tugs very well and were very professional and helpful with all preparations and certification under the leadership of Capt. Charles Smith. Both tugs are classed with Lloyd's register but trading certificates were issued by the New Zealand administration, requiring the tugs to be brought fully in class with Lloyd's Register prior to departure on an international voyage, including new Loadline and Safety equipment certification, amongst others. **Redwise Maritime Services** B.V. of the Netherlands was contracted for this and the indirect continuation delivery voyages of the tugs Redwise arranged in addition for the usual H&M and P&I insurances through Nausch Hogan and Murray office at Rotterdam. Both vessels did perform very well on the first leg of

the voyage to Singapore with the two Ruston Paxman and two English Electric diesel engines operating continuously with only one governor to be repaired. Following bunkering and taking fresh provision at Singapore the tugs will continue on the 2nd leg of the voyage. Erik, one of the Captains, has been working for **Redwise**



well over 25 years, most of the voyages together with his wife, the cook, taking care of the crew. Both completed previously to this voyage a tow from Singapore to Mexico, mid winter around Cape of Good Hope in charge of the tug Admiral together with current Ch.Engineer Sergei, while the other Master Nanne, supported by Thijs and Hendrik, was sailing at the same time as Ch.Officer on board the tug Lambert with a double tow, testimony to the versatility of Redwise, who deliver a large variety of vessels around the globe, including ferries, dredgers, cargo vessels and OSV's. *Photo: VS tugs Delta 200 and Delta 300 being escorted by the new Centre Port tugs on their departure from Wellington (NZ) as a farewell "salute". (Press Release Redwise)*

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The advertisement features a blue header with the PTR HOLLAND GROUP logo and text: "PTR HOLLAND® GROUP ROTTERDAM - SINGAPORE - NEWCASTLE - QINGDAO PRC". Below the header, a Santa Claus figure in a red suit stands on a ship's deck next to a ladder. The background shows a snowy landscape. Text on the right reads: "We'd like to take this opportunity to thank you for your continued partnership, business associates like you make our jobs a pleasure and keep our company successful. May your holiday season and the new year be filled with much joy, happiness and success. Merry Christmas and a prosperous 2015". At the bottom, the website "WWW.PTRHOLLAND.COM" is displayed.

EPN TO TAKE DELIVERY OF NEW DAMEN TUG DREDGER

Rapid turnaround of order with stock building at Dutch yards. Empresa Portuaria Nacional (EPN), the Nicaraguan port authority, is all set to take delivery of two newbuilds from Damen Shipyards Group. To meet the client's requirements, Damen has executed a swift, efficient turnaround of the order. The vessels, a Damen *Stan Tug 2608* and a Cutter Suction Dredger CSD350 are completed and underway. Damen has built both vessels at its yards in the Netherlands. Damen Sales Manager Pieter Becker signed the contract for the *Stan Tug 2608* on 2 September this year, during a maritime trade



mission to Nicaragua organised by the Netherlands Council for Trade. The contract for the dredger followed shortly afterwards on 15 November. Mr Becker: "For the client, the delivery time was the most important factor. Building proven vessels from stock, we've been able to meet EPN's requirements very quickly." The *Stan Tug 2608*, named **El Danto**, was built at Damen Shipyards Gorinchem. She is currently on her way to Nicaragua, sailing on her own

keel and is expected to arrive in the country's largest port, Puerto Corinto, on 26 December. "The port already has smaller Damen tugs in its fleet," says Mr Becker. "Now, though, they need a more powerful harbour tug, to work with the largest vessels the port handles. The *Stan Tug 2608*, with a 47 tonne bollard pull, is a perfect fit for the job." Damen built the CSD350 at Damen Dredging Equipment Nijkerk. The vessel is travelling to Nicaragua disassembled, with loose parts in containers. The dredger is expected to arrive in the country at the end of January 2015, after which she will be assembled and launched. "EPN will put the vessel to work on a number of projects," states Mr Becker. "These include maintenance work in Puerto Corinto, on several rivers and on Lake Managua." (*Press Release Damen*)

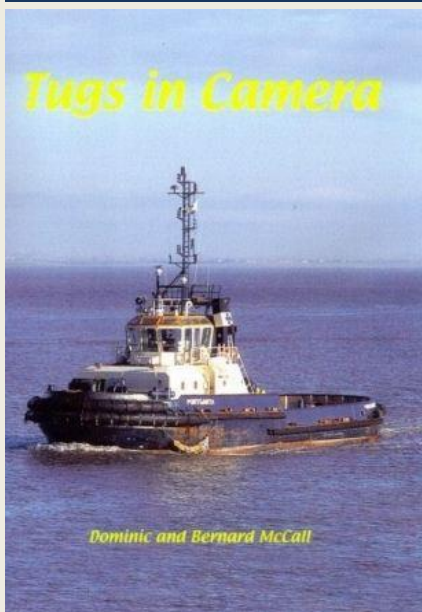
END OF AN ERA FOR DOĞANÇAY SERIES TUGBOATS

Sanmar A.S, the highly prolific tug builder based in Turkey, has announced that speculative construction of its 25m long, twin-screw **Dogançay** series has been discontinued. It will now only be available on special order. (*Press Release Sanmar*)



TUGS IN CAMERA

Coastal Shipping Publications recently published "**Tugs in Camera**", written by Dominic and Bernard McCall. Many people are interested in ships generally and many are interested in specific types of ships such as warships or cruise vessels. Tugs, too, have an enthusiastic following and many modellers are also keen on these vessels. In this fascinating book, the authors have taken the unusual decision to present a set of images mainly in portrait format, rather than the landscape format of



most pictorial albums, as it seemed that tugs in particular lent themselves to this format for aesthetic reasons. Not all towage involves shiphandling. Tugs are used for other towage tasks involving barges and cranes and other floating equipment. They are also used to support a wide range of civil engineering projects. The photographs in this book give a very good coverage to all types of tugs. The captions provide a detailed history of each tug and show that the towage industry has seen constant takeovers and mergers amongst the owning companies. This book will appeal to all ship lovers. Strongly recommended! **“Tugs in Camera”** (ISBN 978-1-902953-67-0) is a hardback book, A4 size, of 96 pages, lavishly illustrated. The price is £19.50, exclusive P&P (£3 European postage). Ordering via the bookshop, or directly via the publisher, Coastal Shipping, 400 Nore Road, Portishead, Bristol BS20 8EZ, UK. Tel/Fax: +44(0)1275.846178, www.coastalshipping.co.uk, e-mail:

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THE MOST BEAUTIFUL TUG FROM ROTTERDAM - HOTTUG

Last week was seen in the Rotterdam Leuvehaven the **HotTug**. Midwinter, a romantic trip at sunset, surrounded by water, steaming and relaxing with family and friends while sailing through the canals, or laughing with colleagues in ice cold lakes as you luxuriate in a warm bath. It's all possible with the HotTug! Don't just enjoy a hot tub in your backyard, enjoy it wherever you are, while the landscape changes around you!



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GREY IS THE COLOUR

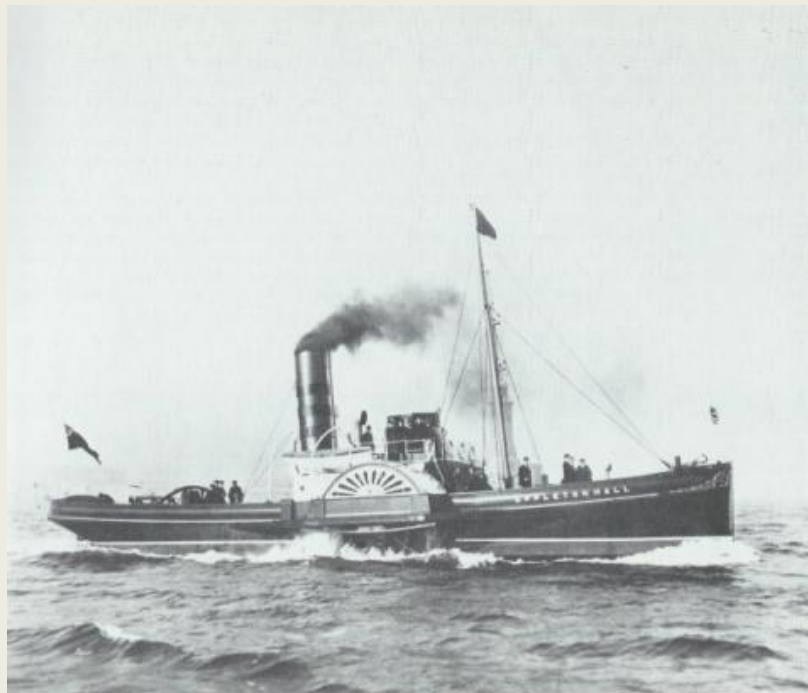


Last Sunday 21st December 2014 the 1982 built tug **President Hubert** (Imo 8117471) was seen during her sea trails from the Shipyard Van Brink – Eemhaven to the North Sea. The tug was painted during her drydocking in the Boskalis livery. It can be discussed if this new color is more attractive than the old URS colors. After a few year we don't know better anymore. The company logo in the funnel and the company name on the

railing shows to what company she belongs. *(Photo: Leen van der Meijden)*

YESTERYEAR TUG EPPLETON HALL

The first tugboats built especially for towing were paddlewheelers, so it is only fitting that the **Eppleton Hall**, shown here in her early days, would be the last steam sidewheeler to operate in England. She was built in 1914 at South Shields, England, and was powered by two engines, one for each wheel. She was originally coal fired, but was later converted to oil. Her side lever engines develop a total of 500 horsepower. Until the late 1960's, she handled colliers loading coal on the Tyne River. Interestingly, the **Eppleton Hall** was built exactly 100 years after



the launching of the "Tyne Steam Boat," the first steam vessel on the Tyne River. In 1969, the San Francisco Maritime Museum purchased the **Eppleton Hall** for preservation as the alst vessel of her type in active service. She made the 11,000 mile voyage from Newcastle to San Francisco 150 years after the first paddlewheeler crossed the Atlantic – a noble feat for a river tug. Paddlewheel tugs are not as anachronistic as they would seem. In some situations they can be superior to comparably powered tugboats with conventional screws. For example, the tugs are very maneuverable with the wheels located on the sides, and, unlike screw propellers, they are as efficient when running astern as they are running forward. As late as the 1950's, the British navy was still building diesel paddlewheelers for handling aircraft carriers. On the other hand, screw propellers are superior at sea because the are deeper in the water – paddlewheels lift out of the water in heavy seas – and screw

tugs can be built narrower. In this photograph, the **Eppleton Hall** is on her maiden trip with the company directors aboard. Note the towing hook on the bow – an indication that she was used as a stern tug to check vessels headway – and the enclosed wheelhouse. (*Source: On the Hawser by Steven Lang and peter H. Spectre*)

ACCIDENTS – SALVAGE NEWS

THE 11TH ANNUAL LLOYD'S LIST GREEK SHIPPING AWARDS 2014



This year TSAVLIRIS SALVAGE received a special award in recognition of their loyal support and for 10 years of sponsoring the Lloyd's List Greek Shipping Awards. At a spectacular event on Friday 5 December 2014, the "10 Year Sponsorship" Award was received by the three Principals Nicolas, George and Andreas Tsavlis. The "Seafarer of the Year" Award is a highlight of the annual Lloyd's List Greek Shipping Awards. This year,

Alexandra Tsavlis Andreadis presented the "Seafarer of the Year" Award to the winner, Capt. Nikolaos Douskos from Chandris Hellas. In her speech Mrs Tsavlis summed up the importance of this award by stating that "This is the tenth year that Tsavlis Salvage has sponsored the 'Seafarer of the Year' Award. Our seafarers are the heart and soul of this industry; without them our industry could not operate. Each year by honouring an exceptional seafarer we call attention to the merits of all seafarers and the exemplary courage and seamanship which they demonstrate". The "Seafarer of the Year" Award is one which Tsavlis Salvage Group is honoured and proud to sponsor. Lloyd's List once again held an impressive event with over 1,100 shipping personalities, executives and guests in attendance. Nigel Lowry, Greece's Lloyd's List correspondent and director of the Greek Shipping Awards together with Andriana Paraskevopoulou, journalist, and anchor woman at the Hellenic Public Radio Television, were excellent co-hosts of the event and provided great entertainment. This year is a particularly special year for TSAVLIRIS SALVAGE, which celebrates 100 years from the birth of the company's founding father, Alexander George Tsavlis; 75 years from the commencement of the first Tsavlis shipping company and 50 years from the foundation of Tsavlis Salvage in 1964. (*Press Release Tsavlis*)

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SUPPLY SHIP DISABLED OFF ABERDEEN

On Dec 18, 2014, at 5.30 p.m. the "Grampian Venture" reported to the Aberdeen Coast Guard to have been disabled and to be drifting around 100 miles east of Aberdeen in the North Sea. A tug was sent to tow the supply ship to Aberdeen, ETA Dec 20. (Source: *Vesseltracker*)



SALVORS BATTLE WITH LLOYD'S 'BUREAUCRACY'



Salvors have reacted to pressure from cargo interests to allow independent oversight of 'no cure, no pay' emergency salvage operations. For one year, until October 2015, salvors will trial the submission of a daily salvage report, briefing the owner and hull and machinery underwriters on the progress of operations. The move is an alternative to the Lloyd's-initiated idea of a Property Salvage Consultant (PSC), employed by the

shipowner and hull and machinery underwriters, who would oversee a standard Lloyds Open Form salvage to help cut back on costs and increase efficiency. "We reject the PSC proposal, because we do not see that it will add any value," said Leendert Muller, president of the International Salvage Union (ISU), adding that a PSC "will increase bureaucracy and could even lead to interference which might hamper the conduct of operations". The idea of a PSC has been on the table since 2008, but in 2013 a draft "clause" and guidelines for the PSC was drawn up and opposed by the ISU, the International Chamber of Shipping, and the International Group, among others. It was thus abandoned, but Ben Browne, a partner at Thomas Cooper, who drafted the clause, told IHS Maritime that a voluntary non-binding system was agreed on "whereby ISU members would agree to allow a surveyor appointed by hull and/or cargo insurers onto a casualty during the salvage operations if asked to do so by Lloyds". Browne believes it is unlikely this ever operated. The draft clause outlined the case for a PSC (referred to in the draft as the Respondent's Independent Salvage Consultant - RISC) and how it would work in practice. The primary aim of the PSC is said to be to assist in the salvage operation with the aim of preventing and minimising damage to the environment. It also states that the PSC will help cut "unnecessary costs" and "increase the flow of information" from the casualty, to enable "timely", 'cost-saving' decisions ashore. To this end, the PSC would keep a record of all the salvor's daily out-of-pocket expenses, as well as filing a "daily report on the craft equipment and personnel being employed on site, giving details of each if the Salvage Master's sitrep does not do this". The PSC would "co-operate and consult with the salvor and may offer advice to the salvor", though the

salvage master would always have "overall control of the salvage operation". Muller said that the ISU recognised "the need to ensure all parties [are] properly briefed on the progress of operations", which is why the ISU agreed to a trial period where the salvage master "will submit to Lloyd's a daily salvage report in a standard format. That report can then be circulated to all interests to keep them updated and sighted on developments", said Muller

OFFSHORE NEWS

THIRD AND FINAL FUGRO OFFSHORE COASTAL SURVEY VESSEL DELIVERED TO FUGRO N.V.

Fugro Frontier is the third in a series received by Fugro during 2014. December 15th 2014. Three months after its last delivery, Fugro has received the third of a series of three Fugro Offshore Coastal Survey Vessels (FOCSV) being built by Damen on December 12th 2014. Like her sisters, **Fugro Frontier** is a compact, diesel-electric FOCSV designed for a variety of tasks. However, **Fugro Frontier** has benefited from tailoring to the



conditions she will meet in its chosen market off the coast of Africa. *Adapted to requirements* All three have an advanced design capable of taking on geotechnical work, environmental baseline surveys, moon pool deployment plus monitoring and inspection duties. "However since these vessels are to work in different areas, each is adapted to suit a particular environment. As a result, this series has been developed specifically to allow for a number of optional configurations," says Mijndert Wiesenekker, Sales Director for Damen's Benelux region. Therefore the **Fugro Frontier**, which is aiming to work across a number of various African markets, has a slightly different deck layout to her sisters including a small daughter craft. This will be utilised as a survey vessel where areas of shallow water would prevent a larger craft from entering. Although **Fugro Frontier** is the third vessel to have been recently built directly by Damen for Fugro, recent years have seen the two groups developing a relationship through collaboration on a number of refit projects. A further vessel for Fugro is also presently under construction in Brazil. *(Press Release Damen)*

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VOS FAIRNESS IN DEN HELDER



For the first time the brand-new emergency response and rescue vessel **VOS Fairness** has made a portcall in Den Helder, the Netherlands. The vessel was built at the Nanjing East Star shipyard in China. The **VOS Fairness** is part of a ten-vessel newbuilding programma with six 50-metre long ERRV's, being built at the Nanjing East Star shipyard, and four 60-metre long ERRV's being built at the Fujian South East shipyard in

China. *(Source and Photo Paul Schaap)*

OCEANTEAM SELLS CSV NORTH OCEAN 102

Norway's Oceanteam Shipping ASA has completed the transfer of its 50% ownership stake in the to date jointly owned Pipelay Vessel CSV North Ocean 102 to J. Ray McDermott Norway. The company says that the proceeds from the sale will go towards a \$35 million amortization on Oceanteam's bond loan debt due in April 2015 and other general corporate



purposes. According to the press release, the transaction is part of the company's long term strategy to deleverage and to strengthen its balance sheet further. Furthermore, the sale purchase conditions are to remain confidential under the signed agreement. The North Ocean 102 is equipped with two 100 ton heave compensated cranes. The ship is 137 meter in length and has a 27 meter beam. It is able to accommodate up to 199 crew members and is utilised for field support, construction, installation and IRM support. *(Source: Oceanteam)*

OCEAN YIELD IN 'GECO TRITON' SALE

Ocean Yield ASA has agreed to sell the 1991 built seismic vessel "**Geco Triton**". The company sold the vessel to the charterer for \$8.2 million. The vessel was on a long term bareboat contract with



Western Geco until December 2015 and Ocean Yield says that the sales price includes full payment of remaining charterhire. The current book value of the vessel is about \$12 million. Furthermore, as there is no debt on the vessel, the net cash proceeds will be equal to the sales price. The vessel, **Geco Triton**, was converted from trawler into a Seismic vessel in 1998. Meanwhile,

Ocean Yield has taken delivery of the diving support and offshore construction vessel (DSCV) “**SBM Installer**”.

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CECON GAINS FUNDS FOR NEW VESSEL COMPLETION

Cecon Shipping 3 AS, a subsidiary of Rever Offshore AS, has secured a \$35 million senior bond financing arrangement with York Capital Management Global Advisors, LLC (York) for the purpose of starting the completion of Hull



719. The company notes that to enable an earlier start-up of the Hull 719 completion, Cecon Shipping 3 AS has used its option to terminate its current financing arrangement with York in respect of Hull 719. A new bond financing arrangement has been made, securing York’s purchase of a first issue of \$35 million in senior bonds to start the initial phase of the completion of Hull 719 – which will, according to the company, be completed shortly. Furthermore, the company says that the remaining capital required to complete the two year Hull 719 completion project will conclude at a later stage.

DSV MERMAID COMMANDER WINS THAILAND GIG

Mermaid Maritime Public Company Limited has secured a 2-year contract for its dive support vessel,



‘Mermaid Commander’. The vessel will provide subsea construction support in the Gulf of Thailand for a repeat contractor whose end customer is “a major international upstream oil and gas operator”. The contract has an estimated value of \$50 million. The 2-year contract will be for subsea construction and will be performed using saturation diving and will

include the installation of numerous spool pieces, risers, wyes, tees, etc. Additional services include the provision of a remotely operated vehicle (ROV), survey, and a spool fabrication spread. Scheduled to start in April 2015, the contract duration will be in excess of 130 days per year for the requirement of both 2015 and 2016, serving the entirety of the customer’s campaign in the Gulf of Thailand. Mermaid Maritime says that an improvement in day rates compared to the current year plus contract duration for 2-years instead of one was achieved despite recent oil price weakness. Chalermchai Mahagitsiri, Chief Executive Officer of Mermaid said, “The Group is very pleased to have been awarded this contract to provide subsea construction support in the Gulf of Thailand for the 10th and 11th consecutive year. We have consistently won contracts despite the recent weakness oil prices, and the ongoing demand for our scope of services is a strong indication of our proven track record and continued standing as a leading provider of subsea and drilling services in the oil & gas industry. We will continue to maintain our high standards and ensure that Mermaid remains in prime position for any future contract awards.”

REM OFFSHORE’S NEWBUILD SUFFERS SETBACK

Norway’s Rem Offshore ASA has informed that the delivery of the Offshore Construction Vessel (OCV) the company ordered at Vard in June has been delayed for a year. The two companies signed the contract in June 2014 according to which the vessel would be delivered in the Q1 2016. However, Rem Offshore explains that due to present marked conditions they have agreed to postpone delivery of the vessel. The new delivery date is



set for the Q1 2017. According to Rem Offshore, the remaining terms are unchanged. The building cost for the vessel is approximately NOK 800 million (\$133.3). The vessel is of the **Vard 2 06 design** with overall length of 100 meters and a beam of 25 meters. It will be equipped with a 150 ton offshore crane, ROV hangar, prepared for A-frame and accommodation for 90 people. Rem Offshore recently received notice of contract termination for two of its platform supply vessels chartered for

Kara Sea operations. (*Offshore Energy Today*)

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WATERJET-PROPELLED CREWBOAT DELIVERED TO PETROBRAS



BS Camburi, a 36-meter Monohull Crewboat built in Brazil by Arpodor Engenharia to the Petrobras type P2 specification has been launched and delivered. Designed by Incat Crowther, the 118-foot (36-meter) aluminum crewboat is powered by triple CAT C32 ACERT diesel engines coupled to three Thrustmaster DOEN DJ290 waterjets. Designed to Petrobras type P2 crew boat spec, this vessel will transport up to 70 passengers and crew as well as carry 50 tons of deck cargo plus fuel and fresh water

cargo at a fully loaded service speed of more than 17 knots. The Thrustmaster DJ290 waterjets have been specified with stainless steel pump assemblies fitted with 29-inch (737-milimeter) high volume single stage axial flow impellers. According to Thrustmaster of Texas, Inc., the waterjets provide excellent high-speed efficiency with superior cavitation margins, allowing full power application at any load condition and also at zero speed for maximum possible thrust during docking and station keeping maneuvers at sea. Additionally, Thrustmaster's prefabricated aluminum intake duct installation combines maximum vessel integrity with simple installation. Each DJ290 has its own fully integrated hydraulic system providing steering and reverse control. All of the hydraulic equipment including cylinders hydraulic and associated hose connections are completely inboard mounted. All hydraulic pumps are directly driven from the gearbox PTOs. Vessel propulsion control is managed using Thrustmaster's CAN BUS – Control system. Configured for triple engine – twin station; the system combines primary control of engine throttle and gear command with the waterjet steering and reverse functions and all necessary monitoring, alarm and backup control functions. The second (rear facing) station has been fitted with Doen's eDOCK joystick control system. This provides a single joystick lever control that simultaneously actuates and controls waterjets and engines for low speed maneuvering control. The waterjets and control system are supplied to DNV

HSCLC R2 CARGO B CREW boat. *(Source: MarineLink)*

FIRST CRANE/WORKBOAT SUCCESSFULLY DELIVERED TO KOC

Grandweld shipyards successfully delivered the first Crane/Workboat, named **KOC El-Kout** (Imo 9688532), for Kuwait Oil Company (KOC) on the 15th December 2014. The contract was signed in February 2013 to design and build a series of four heavy-duty Crane / Workboat class vessels to meet the specific needs of KOC. The vessels were designed by Grandweld



and model tested before starting production. The vessels are designed for unrestricted duties and for tasks such as lifting and moving heavy equipment, oil-pollution control, SPM hose handling, FO/FW supply to remote areas, and other similar duties. These vessels are powered by 2 x 1068KW medium speed main engines driving Azimuthing Stern Thrusters with Controllable Pitch Propellers. The engines are supported by Condition Based Monitoring System to monitor the engines and propulsion system through satellite. Each vessel is equipped with a crane in the forward area of the vessel capable of lifting 20 tons at 10 meters radius. The vessel is also fitted with a bow thruster to enhance the vessel's maneuverability. The vessel achieved bollard pull of more than 35 tons and speed of more than 11.9 knots during sea trials much above its contractual requirement. *(Press Release Grandweld)*

DELIVERY VOS GLAMOUR



We are delighted to announce that we have today, Friday 19 December, taken delivery of **VOS Glamour**. The vessel was delivered to the company at Fujian South East Shipyard (FSES) in Fuzhou, China. **VOS Glamour** is a 60-m field-support vessel (FSV) and the first in a series of four such FSVs being built at the Shipyard for Vroon. The vessels feature a

revolutionary, wave-piercing bow shape. The remaining three vessels will be delivered to the company over the next few months. The company has ordered a total of 22 offshore-support vessels at Fujian Southeast, with delivery between 2014 and 2016. In a ceremony held last month at the Shipyard, **VOS Glamour** was christened by Mrs Renza Stanga, aunt of Vroon's Managing Director, Coco Vroon. **VOS Glamour** will be heading for the North Sea, where she will be managed by Vroon Offshore Services Aberdeen. We wish the vessel and her crews safe and successful voyages. *(Source: Vroon)*

WINDFARM NEWS

SURVEY VESSEL FOR ELBE OPERATION

No Limit Ships has built a custom version of the No Limit 1640 to meet weather conditions on both the shallow waters of the Elbe and the stormy outer Elbe area. The survey vessel was ordered by the German Wasser- und Schifffahrtsamt department Cuxhaven. To be able to inspect the shallow waters and groynes of the river



Elbe, the draught was limited to 1 metre, while it had to be able to cope with strong currents, fast rising and high water levels, heavy seas, and high and steep waves. *Run Aground Without Damage* Therefore, contrary to the standard 1640, the survey vessel does not have a deep-V hull, but a deep-V with a flat keel, enabling it to run aground without damage. The rudders and propellers are placed in such a way that they cannot touch the riverbed. For the first time, a No Limit has been equipped with a nozzle to protect the propellers should the survey vessel touch the riverbed. The nozzle also increased efficiency and stability. To prevent the penetration of sand in the engine in shallow waters, the vessel's engine has an indirect box cooler instead of a direct cooling system. *Specifications No Limit 1640 Survey Vessel* Overall length: 16.40 metres; Overall width: 5.40 metres; Draught: 1,00 metre; Displacement: approx. 30 tonnes; Fuel: 3000 litres; Drinking water supply: 400 litres; Wast-water tank: 500 litres; Maximum speed: > 10 knots; Hull: steel; Superstructure: aluminium; Engines: 2 MAN D 2866 190 kW continuous power 250 hp; Survey Equipment: Kongsberg. The survey vessel has been built according to Lloyds register regulations. Offshore Wind Farm Mooring Device. In cooperation with Barkmeijer Shipyards, No Limit is now building two 22 metres tenders for the Dutch pilot services. These two vessels are part of an order for seven tenders. The order book is filled until the summer of 2016. The company is currently also developing ambulance vessels, the No Limit 24 metres and the construction of a special device to facilitate mooring at wind farms. This invention makes it possible to approach the wind farm from any desired direction. (Source: SWZ-Maritime)

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ALICAT TO BUILD ANOTHER CTV FOR DALBY OFFSHORE



Dalby Offshore and Alicat Workboats have signed a contract for the construction of an Alicat 23m Crew Transfer Vessel (CTV). The **Dalby Don**, which is set to be delivered in July 2015 is a sister vessel to the **Dalby Swale** delivered during 2014 that has worked on the Greater Gabbard and London Array Offshore Wind Farms. This will strengthen Dalby's

current wind farm fleet, and it will offer a more flexible diverse range of high specification vessels. "The **Dalby Swale** has already proved itself as an excellent addition to our growing fleet of CTV's, and the response from clients and crews alike has been nothing less than immensely positive. Therefore the decision to work with our trusted partners at Alicat Workboats to build further vessels was a relatively easy decision for me," said Stuart McNiven, Managing Director of Dalby Offshore Services Ltd. Colin Palmer, Senior Skipper of Dalby Offshore Services Ltd said: "As full time master on-board The **Dalby Swale**, Alicat Workboats have truly pulled out the stops of this fantastic 23m CTV. I have skippered numerous Alicat built vessels over the years but this is the finest, most practical, comfortable and fastest of the vessels with a maximum speed of 32kts. Powered by twin MAN V12 1400hp with Rolls Royce FF550 water jet propulsion this makes the vessel very manoeuvrable with the ROCS vector stick making challenging conditions a pleasure, with noise levels only reaching 55db in the main saloon it is no wonder the passengers enjoy being on-board the vessel with the entertainment system and the on-board facilities." Steve Thacker, General Manager, Alicat Workboats Ltd said: "Commitment to custom technical innovation and the highest possible build quality is what, we believe, will continue to differentiate British boat builders from competitors across Europe and further afield in the developing Asian market. The UK continues to be the strongest market for offshore wind and with focus shifting to Round 3 requirements we have listened to our clients and the industry to develop a specification that balances the needs of our operators and their clients with capital purchase price. "We have a strong relationship with Dalby Offshore, who already operate six Alicat build CTV's and are proud to be selected to build this seventh vessel. We are working on further projects that we hope to announce early in the New Year." *(Press release; Photo: Dalby Offshore)*

BOSKALIS AWARDED CONTRACT FOR WIKINGER OFFSHORE WIND FARM

Royal Boskalis Westminster N.V. (Boskalis) in partnership with Volker Stevin International (VolkerWessels) have been awarded a contract by Iberdrola Renewables Offshore Deutschland GmbH for the partial construction of the Wikingen Offshore Wind Farm in the German section of the Baltic Sea. The work comprises the transport and installation of seventy wind turbine foundations and six offshore substation piles. The contract carries a value of approximately EUR 75 million for Boskalis. The Wikingen Offshore Wind Farm is located 34 kilometers northeast of the island of Rügen and will generate a total capacity of 350 MW. Each of the seventy wind turbine foundations consists of a four-legged jacket and four piles that will be transported from four different

locations in Europe to Sassnitz-Mukran in Germany by Boskalis barges and anchor handling tugs and Dockwise semi-submersible transport vessels. Following the transport from Sassnitz-Mukran to the wind farm the piles will be driven into the seabed after which the jackets will be installed and connected to the piles. The pile installation activities will be executed by a Boskalis Giant barge with a 1,000-tonne crane and the installation of the jackets by the Boskalis 2,200-tonne Taklift 4 shearlegs. The project is scheduled to commence in the first quarter of 2016 with completion expected in the fall of 2016. Boskalis' strategy is aimed at benefitting from key macro-economic factors which drive worldwide demand in our markets: expansion of the global economy, increase in energy consumption, global population growth and the challenges that go hand in hand with climate change. This project is related to the development of generating renewable energy due to climate change and increasing energy consumption. *(Press Release Boskalis)*

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THIRD WINDEA CATAMARAN LAUNCHED

On December 15, 2014, a launching ceremony was held at the terminal in Emden's outer harbour for a further Windea catamaran that is entering service under the German flag. The ship's godmother Miranda van Laar-Prikkel, wife of co-partner Paul van Laar from IJmuiden in the Netherlands, gave the “Twin Axe Bow” type catamaran from Damen Shipyards the name “**Windea Three**” and wished: “Safe voyages for the crew and always a handbreadth of water under the keel for the ship.”



This manoeuvrable Crew Transfer and Service Vessel, CTSV for short, will be transporting both personnel and materials to the offshore wind farms. Three operating partners have equal shares in the company Schiffahrtsgesellschaft Windea CTV Three GmbH & Co. KG. Besides Emden-based Ems Maritime Offshore GmbH (EMO), a subsidiary of AG “EMS” Group, these are SSC Wind EMEA GmbH from Wildeshausen and Van Laar Beheer BV from the Dutch town of

IJmuiden. Thanks to their joint commitment, this long-standing close collaboration and the productive cooperation already achieved with the “**Windea Two**” have now been extended even further. For these three companies, the investment in the catamaran “**Windea Three**” means a steady continuation of their involvement in the offshore wind market segment. “**Windea Three**” is in fact the third newly constructed vessel in 15 months. “Since the first ship came into service in September of last year, the CTSVs have not been inactive for a single day. This fact speaks both for the technical concept of the ship and for the good performance of the seafaring crew,” explained Knut Gerdes, CEO of EMO. According to Gerdes the quality of these ships and crew is also shown by the fact that, like its sister ships, it is sailing under the German flag. Hinrich Eden, the managing partner of SSC Wind EMEA, also pointed to the smooth cooperation with Laar Beheer BV and EMO. “We have had close connections with AG “EMS” Group since 2009, and this is reflected in the partnership-based operations and successful joint ventures such as WINDEA Offshore and the helicopter activities with Northern Helicopter,” said Eden. “Small and medium-sized enterprises can only be successful on the steadily expanding international market if they continue to cluster their characteristic know-how and skills without losing their competitive qualities, such as speedy responses and their proximity to operational processes. The SME sector must remain a motor for new, globalizing markets, too,” he added. The new vessel has a large foredeck that is some 90 square metres in size and, depending on passengers and the amount of fuel in its tank, it can accommodate between 10 and 15 tonnes of cargo. Normally, however, it is used to ferry personnel and is licensed for up to 24 service workers. In this role the ship moves its bow up to the wind turbine and lets technicians reach the service platform by means of a ladder. Trianel Windkraftwerk Borkum GmbH & Co. KG has been acquired as a customer and is chartering “**Windea Three**” from 17.12.2014 onwards. In the future the transfer vessel will be stationed at its home port of Borkum and from here it will sail to its daily activities in the Trianel Windkraftwerk Borkum wind farm, formerly known as Borkum West 2. What’s more, Trianel Windkraftwerk Borkum GmbH & Co. KG has already concluded further contracts with EMO for the use of additional logistical services as well as the newly developed facilities on Borkum for the operating phase of the Trianel Windkraftwerk Borkum wind farm. “We are very pleased with this collaboration,” stressed Dr Bernhard Brons, the chairman of AG “EMS” Group, and added: “Together we can make outstanding use of our synergy partnerships that have developed in the offshore wind market.” The task of operating “**Windea Three**” will be handled by EMO, with its major experience of such work. With this investment in the new offshore catamaran, the company is further consolidating its position in the offshore market and will continue to play a major role in supplying offshore wind farms with personnel and materials. *(Press release; Photo: Offshoreservice)*

ESVAGT WINS CONTRACT FOR OFFSHORE WINDFARM



Esvagt has landed another contract for servicing offshore wind farms: 'Dudgeon Offshore Wind

Farm', an approximately 400 MW offshore wind farm off the east coast of England, which from autumn 2016 will be serviced by an Esvagt SOV that has been specially designed for the purpose. "We are proud that Statoil, as the operator of the Dudgeon Offshore Wind Farm, shows us the confidence and belief in both our concept and skills", says Søren Nørgaard Thomsen. To perform the task, Esvagt has ordered an SOV vessel from the Norwegian shipyard Havyard Ship Technology. The yard, located in Leirvik by Sognefjord, is known for its design and construction of vessels for special purposes. Havyard is also behind the construction of the two service ships for 'Baltic 2' and 'Butendiek', which Esvagt will have delivered in early 2015. The new SOV for the Dudgeon Offshore Wind Farm will have room for 40 wind turbine technicians. The technicians, who will service and carry out maintenance on the wind turbines, will live on the ship, from where they will service the turbines and, among other things, be transferred to the turbines via a special gangway system. The SOV concept is an important part of the offshore wind turbine operator's efforts to reduce the overall cost of energy production. In recent years, Esvagt has focused on establishing itself in offshore wind. Four major contracts for service vessels for offshore wind farms is confirmation of Søren Nørgaard Thomsen in that Esvagt has chosen the right strategy: "Our targeted commitment to offshore wind has proven to be correct and we are looking forward to establishing ourselves further in this business area", says Søren Nørgaard Thomsen. The new contract is expected to mean about 40 new jobs at Esvagt. *(Source: Esvagt)*

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SALE OF TWO GUARD/PATROL VESSELS



Martrade BV of Sliedrecht, The Netherlands is pleased to announce the sale of the two former Danish Navy guardvessels Milla A (ex VTS 3) and Mickey A (ex VTS 4). The sale was concluded in close cooperation with Martrade's partner Klaus Heun Shipping Eftf ApS of Nakskov. Both units were purchased by J.A. Rederiet of Stenderup from the Danish Navy and now sold to a Swiss company who will use the vessel for transportation of

crew, contractors and subcontractors. Both units has been loaded on the carrier Mira A (owned as well by J.A.Rederiet) for transport to Rotterdam. *(Source: Martrade BV, Sliedrecht, The Netherlands).*

YARD NEWS

BIGROLL SHIPPING ORDERS MC CLASS DUO

Dutch transportation company BigRoll Shipping has contracted COSCO Dalian Shipyard Co. Ltd to build two more MC Class module carriers, bringing the total number of vessels under construction to four, the company said. The first two vessels **BigRoll Barentsz** and **BigRoll Bering** were ordered in 2013 and are scheduled for delivery late



2015 and early 2016. The two additional vessels will be named **BigRoll Baffin** and **BigRoll Beaufort**. They are due for delivery mid-2016 and early 2017 respectively. All BigRoll vessels are named in honour of famous Arctic explorers, which was inspired by the ships' suitability for shipping to Arctic areas. The MC Class are designed with particular focus on a high ballast capacity, low fuel consumption, high service speed and sea keeping behavior – which in turn provides lower acceleration forces on the cargo. The Dutch-flagged MC Class vessels are specifically designed to deliver modules and equipment for large projects and are highly suited to travel to remote areas such as the Arctic regions as well as directly offshore. They have Finnish Swedish 1A Ice classification, and are designed and fully prepared for a DP2 notation, according to BigRoll. *(Source: BigRoll)*

FIRST PSV FOR ESNAAD TAKING SHAPE



The sections of our yard number 470 are assembled, over 70 meter of hull is standing on the slipway, the engines and thruster units are placed and so are the electric switchboards and many other key components and pieces of equipment. This means that the first vessel of a series of 10 PSV's is taking shape. Build activities are in full swing and every day more workers join on board. With the

keel of the second ship just laid and the steelcutting of the third ship started, the programme is now in full swing. *(Source: De Hoop)*

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MAASKANT SHIPYARDS RECEIVES ISO 9001:2008 CERTIFICATE

Maaskant Shipyards (Stellendam), part of Damen Shipyards Group, has received certification from Bureau Veritas for aligning its quality and management systems with internationally recognized standards, the company said in its press release. A certificate of approval for the ISO 9001:2008, management standards was presented to the yard by Bureau Veritas on 17 October 2014. Achieving ISO 9001:2008 certification is a testament to the hard work and dedication of staff and management at the yard. Bureau Veritas spent four days at the Maaskant yard undertaking their final review and certification of the quality assurance system, and the yard's managing director, Frits van Dongen, reports that the feedback was excellent. He emphasizes that the methods Maaskant has developed through this quality system will help the shipyard with increased productivity and work efficiency, something which will make it even more competitive. "We believe this certification equips

us to develop even better systems in terms of improving the efficiency of all the processes that need to be performed when delivering first class ships according to a customer's needs and expectations," Mr. van Dongen went on to say. "We believe that this will provide predictability and added security



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Bureau Veritas Certification certifies that the Management System of the above organisation has been audited and found to be in accordance with the requirements of the management system standards detailed below

STANDARD

ISO 9001:2008

SCOPE OF SUPPLY

Design, production, repair, maintenance, inspection and dry-docking of inland vessels, sea-going vessels and other steel constructions.
Delivery and maintenance of diesel engines.

Original Approval Date: 17 October 2014

Subject to the continued satisfactory operation of the organisation's Management System, this certificate is valid until: 17 October 2017

To check the validity of this certificate please call: +31 (0)88 450 55 00
Further clarification regarding the scope of this certificate and the applicability of the management system requirements may be obtained by consulting the organisation.

Certificate Number: NL013471-1

Date: 3 November 2014



Managing office: Bureau Veritas Inspection & Certification (The Netherlands) NV,
Compagnyweg 2, 9021 AB IJmuiden, The Netherlands
Registration office: Bureau Veritas Inspection & Certification (The Netherlands) NV,
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for our customers and suppliers." Maaskant is a professional and well organized ship repair and newbuild yard with a high management focus on safety, quality and reliability. It also has a well-deserved reputation for innovation, and recently announced an electrical fishing system that offers benefits and

efficiencies that cannot be achieved with conventional nets. An international organization, Maaskant sets itself apart based on its high levels of expertise, experience and ambition, and the quality of its client base. With the award of the ISO 9001:2008, the next goal for Maaskant Shipyard will be achieving ISO 14001 certification. *Maaskant Shipyards* Maaskant Shipyards is a newbuild and ship repair yard that specializes in all types of fishing vessels. The company also successfully designs and constructs seagoing workboats such as buoy laying and offshore vessels. The yard has approximately 85 staff and more than 65 years of experience with reconstruction work such as the lengthening of ships, fitting of new engines, refit of wheelhouse and cabins, and the maintenance of fish catching and processing installations. Rapid service is guaranteed by Maaskant's on-site engineering works and extensive stock of components and spare parts. In the event of emergencies, the yard can provide an effective 24-hour a day service both at home and abroad via its mobile service and repair team. Maaskant Shipyard started out in 1948 maintaining winches for local fishing boats. The company has continued and expanded this activity ever since, and now manufactures its own range of advanced winches alongside its ship building and repair activities. It also produces custom-made winches according to the specifications of customers, typically for sea and coastal fishing, dredging, working vessel and offshore applications. *(Press Release Damen)*

DAMEN SHIPYARDS GALATI WINS PRESTIGIOUS DUTCH ROMANIAN BUSINESS AWARD

Damen Shipyards Galati has been presented with the Dutch Romanian Business Award for its Corporate Social Responsibility plan, particularly the Group's community investment initiatives. The Award was presented by Ben Jager of the Dutch Romanian Network to Peter de Kiewit, Damen Sales Manager for Romania at the PSV Eindhoven football club stadium. The jury presented the Award in recognition of Damen's positive contribution to the social development of the region and the stimulating effect



its activities have on the commercial relations between the Netherlands and Romania. Mr de Kiewit commented: "Damen is delighted to have received this award, especially because it recognises our efforts with both our employees and with the local community in Galati." The most important criterion the award-winner had to fulfil is that it should carry out community investment in Romania: investments for the general public rather than for financial gain such as education, humanitarian aid etc. Damen Shipyards Galati's initiatives include a recruitment and career development programme for students from the Naval Architecture Faculty of "Dunărea de Jos" Galați University and from vocational schools in the town. This programme aims to get students prepared for a future profession in a shipyard and gives them access to material and human resources for career development. *Community initiatives* Another important part of investing in the future generation of shipbuilders is the company's support for children and students attending the local, national and 'World Robot Olympiad', which is being organised by the Faculty of Mechanical Engineering Galati. During the spring holiday, and via the "Saptamana Altfel" programme, a week is dedicated to specific educational activities other than regular courses, whereby the shipyard organises and hosts

visits of large groups of children from different schools. This includes a presentation about the company and an outline of the main components of a ship, followed by a shipyard tour. Vessel launching ceremonies always prove particularly popular with the students! As well as this, DSGa supports families in need and charities such as “Childheart/Inima de copil” and “Familia” and provides other community social services. *Investments* Damen Shipyards Group is believed to be the largest Dutch investor in Romania. In a five-year plan running through to 2016, the Dutch shipyard group is planning to invest a staggering €83 million. In 2014 alone, Damen has invested €4.5 million. This has included two underwater, plasma-cutting machines, replacement cranes, new tools and equipment and internal transport development. As well as this, the company embarked on a three-year programme to reduce energy consumption and it will be improving and replacing the power system at the Romanian shipyard in a five-year initiative. Additionally, three new painting halls are being built in a €6.5 million, three-year programme. In the future a new covered hall will be constructed and the main crane, which has a capacity of 320 tonnes, will be upgraded. Damen will also invest in renewing the transport infrastructure. Becoming part of the Group in 1999, the Romanian shipyard, which is on the banks of the River Danube, is the largest of the 32 yards in the Damen Shipyards Group and it is one of the most state-of-the-art facilities. *Portfolio* Employing some 1,600 people, Damen builds a wide portfolio of vessels from innovative vessels, like the **ASD Tug 2810 Hybrid**, through to some of the largest vessels in the range such as Offshore Support Vessels and the Joint Support Ship for the Royal Netherlands Navy. Recently, Damen delivered a new Damen Stan Tug 1606 to Romanian company Logistic Remo Services in Constantza. “This was great to see that Romanian companies are making investments for the future. Even while the economic situation is tough, Logistic Remo Services has decided to invest in a brand new tug,” emphasises Mr de Kiewit. Damen will also launch the LNG-propelled Damen EcoLiner inland vessel, which has an air-lubricated hull, in June. This pioneering vessel is ideally suited for operating along the River Danube and it is not only a clean vessel, with very low emissions, it is extremely cost effective, reducing fuel costs dramatically. “We are thinking along with our clients. We know the inland shipping sector is having a tough time; this vessel is a solution for reducing costs and cutting emissions.” (*Press Release Damen*)

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ALPHABRIDGE TUGBOAT

The Alphabridge Tugboat concept. The most advanced tug boat bridge concept currently available 360 degrees view without compromise. Launching customer KOTUG rotortug. New orders received for 3 KT prelude project tugs and seacor USA refit. The Alphabridge Tugboat console concept is designed and performed by Alphasat, together with some of the biggest Tugboat operators in the world. This design was made to optimize the ergonomics of a tugboat bridge and is to be seen as an opening to a discussion together with the yard and the Owner on how to optimize operation and



viewing possibility onboard tomorrow's tugboat. Together with Newbuild captains all the different ideas were put on paper and were later on put into a 3D model to see how this would improve operation of the tugboat. Alphatron's bridge design, called Alphabridge, was able to comply to this new market demand because of its modularity. This ergonomic design is based upon 2 approved screens, showing RADAR and ECDIS at the fore

position. Also 2 extra 15 inch screens are part of the fore steering position that are able to show a diversity of information through a smart touch screen switching arrangement, such as CCTV, RADAR, ECDIS, AMS or other information. The aft position has 1x a 15 inch screen showing the same information as shown at the fore position, again selectable via a smart switching arrangement.

GIANT 5 DELIVERED

Last Saturday 20th December 2014 the Keppel Nantong Shipyard delivered the Smit Consept design Vuyk engineering semi submersible barge **Giant 5** to her owners Boskalis Offshore. The barge is the first in a series of three. She has a length of 137.00 mtrs a beam of 36 mtrs and a depth of 8.50 mtrs with a empty draught of 1.60 mtrs. And a loaded draught of 6.45 mtrs.

Submersible particulars:
Submersible draught aft 17 mtrs and



forward 17 mtrs also. She has a grounding draft of 20 mtrs. *Cargo capacity:* Deadweight 21.000ton; Deck area 4500m²; Free deck length 120m; Deck load 20ton/m². Ballast system type Diesel-electric pumps with a capacity of 6,400 m³/h (4 x 1,600 m³/h). The two main generators develops a total output of 840 kW. The auxiliary generator delivers 60 kW. The barge is classed Lloyds Register of Shipping +100 A1 Pontoon, Submersible to a maximum draught of 17m, IWS, (*Source: Bram de Feijter*)



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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - [First Crane/workboat successfully delivered to KOC](#)
 - [Multraship and Damen agree deals for three more ASD Tugs](#)
 - [Kotug and Boskalis sign MOU to merge European Harbour Towage Operations](#)
 - [Further Global Presence KOTUG in Asia](#)
 - [Signet Completes First of 3-Part Jacket Tow to Congo](#)

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