



MIDWEEK-EDITION

## TUGS & TOWING NEWS

### *ITASCA – FORMER THAMES SEEN AT GREENOCK*



During X-mas season the former Dutch tug **Thames** was seen on the Clyde. The 1961 built **Thames** was converted into a yacht in 1979 at the Amsterdamsche Droogdok Maatschappij – Amsterdam for Valmont Marine Services and managed by Salisman Ltd. – Georgetown; USA and renamed **Itasca** (Imo 1002055). As can see the vessel after 54 years is still a beautiful vessel/design. *(Photo:*

*Tommy Bryceland)*

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### *USS CONSTELLATION ARRIVES IN TEXAS TO BE SCRAPPED*

The **USS Constellation** has reached its final port. The Kitty Hawk-class aircraft carrier was delivered Friday, Jan. 16, to International Shipbreaking Ltd., of Brownsville, Texas, by the oceangoing tug **Corbin Foss**, which began the 16,000-nautical-mile journey from Bremerton, Wash., on Aug. 8. “It took about as long as expected. We encountered a lot of weather,” said Drew Arenth, manager of business development and planning for Foss Maritime, Seattle, who was in Texas port for the arrival. They encountered especially rough weather before the Strait of Magellan, so they lost a few days turning away from a storm. In the strait itself in early November, they had five tugboats total on the tow, Arenth said. Earlier, off Antofagasta, Chile, a four-man U.S. Navy salvage team was called in

because ballast shifted and the 61,000-dwt carrier was listing to port. The problem was resolved, according to a blog Foss maintained during the trip. Members of the eight-person crew were changed throughout the voyage -- the longest trip a Foss tug has made, Arenth said. Refueling procedures and speed varied depending on conditions. Port calls included Long Beach, Calif., Balboa, Panama,



Valparaiso, Chile, Montevideo, Uruguay, Rio de Janeiro, Brazil, and Port of Spain, Trinidad. The 150'x40'x20' tug, which is powered by two ALCO 16-251F diesels that produce 4,100 hp each at 900 rpm, headed to Lake Charles, La., where she was to pick up a barge and sail back to Washington via the Panama Canal for a quick 30-day trip. The carrier job was "a little bit of an opportunity for us to show what we know how to do," Arenth said. "It shows our global reach." For the *Constellation*, commissioned in 1961 and decommissioned in 2003, it was the end of the line. The Navy will pay International Shipbreaking \$3 million and continue to own the vessel during the dismantling. "The contractor takes ownership of the scrap metal as it is produced and sells the scrap to offset its cost of operations," the service said. The job will take about two years and yield about 60,000 tons of material, Bob Berry, vice president of International Shipbreaking, earlier told WorkBoat. Elsewhere at Brownsville scrappers, the aircraft carrier *USS Forrestal* was at All Star Metals and the *USS Saratoga* at ESCO Marine. (Source: [Workboat.com](http://Workboat.com))

## FAIRMOUNT ALPINE DELIVERS ALLSEAS CARGO BARGE 'IRON LADY 1' IN ROTTERDAM



Ocean going tug [Fairmount Alpine](#) has safely delivered Allseas' large cargo barge '*Iron Lady 1*' in



Rotterdam after a voyage of 14,800 nautical miles at an average speed of 6.5 knots. Barge *Iron Lady 1* is an impressive 200 meters long and 58 meters wide. **Fairmount Alpine** with *Iron Lady 1* on tow departed from Shanghai mid-August and sailed via Cape of Good Hope to Rotterdam. During the voyage bunkers were taken at Singapore, Mauritius and along the African coast. *(Press Release)*

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### THE GREAT LAKES TOWING ANNOUNCES TWO NEW HIRES



The Great Lakes Towing Company has hired two new employees within its Great Lakes marine operations group. Lindsay R. Dew has been named Director of Operations & Compliance, and Mark W. Delventhal has been named Director of Technical Services & Business Development, both reporting to Gregg Thauvette, Vice President – Operations and working in The Company's Cleveland offices. Lindsay will assume combined responsibility for

all day-to-day operations of the towing business, and work to improve the company's quality management programs and systems.

Mark will take on the engineering and technical aspects of the towing operation, and work to expand the base of business for The Company's fleet and its other marine resources, including the potential for growth in contract and project work on the East and Gulf Coasts and in the Caribbean. He will also use his talents and experience to lead the Company's fleet renewal and planning programs, including design and development for the construction of new tugs. "By



combining these functions under Thauvette's leadership, we are realigning The Towing Company's operations management expertise to better serve our contract customers." – Joe Starck, President, The Great Lakes Towing Company. Lindsay retired from the U.S. Coast after twenty (20) years as Maritime Operations & Safety Specialist, including duties as a marine inspector. Just prior to joining The Towing Company, he was with ABS Consulting for eight (8) years providing risk analysis and risk management expertise. Lindsay has significant experience working in U.S. and international ports and seaways, including the Atlantic, Gulf of Mexico and Caribbean. However, this will be his first opportunity experiencing the maritime industry on the Great Lakes. He and his wife have four boys. Mark spent ten (10) years at P&R Water Taxi, a company of the Hawaii Resource Group, in Honolulu Hawaii as Director of Maritime Operations where he was responsible for management of the company's 22-vessel operation. He also managed the day-to-day operations of the shipyard that serviced its fleet as well as Federal and Commercial Clients. Mark also spent nineteen (19) years at Military Sealift Command as Construction Representative and Project Officer. As a Project Officer for the Navy's Auxiliary Fleet, he was responsible for the life cycle maintenance and operations of the T-AFS, T-ATF and the ARS transfer program as well as harbor assist tug and port operations tug contracts at various Navy stations. As a construction representative, he also oversaw the repair, conversion and construction of numerous MSC vessels in shipyards on the East and Gulf Coast. Mark is a 1985 Graduate of U.S. Merchant Marine Academy with a degree in Marine Engineering. He and his wife have three sons. *(Press Release)*

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## SMIT AMANDLA MARKS A DECADE OF GROWTH

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This year black empowered marine solutions provider SMIT Amandla Marine will be celebrating ten years since the company was established in South Africa. Today, the company partners with clients that include De Beers Marine, Sapref, PetroSA, South African Maritime Safety Authority, Department of Transport, Department of Environmental Affairs, FT Marine, BP, Engen and Shell to remain the local key employer of South African seafarers

and a market leader in the field. In a statement the company said that whilst the competitive landscape has changed considerably over the years, it is the employees of SMIT Amandla Marine, who own 12% of the company, who are driving consistent growth, a progressive safety culture and peak productivity across the board. Successfully charting a course for the future is Managing Director, Paul Maclons, who took up this role in 2005 and together with the Board of Directors has ensured that the organisation remains focused on effective service delivery, shareholder returns and stakeholder partnering. "Looking back over the past decade, there have been many highlights for SMIT Amandla Marine," he said. "These have included several newbuild projects in South Africa, supporting the local ship building industry, as well as recognition for the company's investment in people through numerous awards. The introduction of new tonnage over the years as part of our fleet renewal strategy has also been particularly rewarding." The company has a fleet of 19 vessel operating across six locations in Southern Africa, while an effective fleet management ensures continuity of service to clients in the energy, ports and ship owner segments. Maclons says that in recent years, it is the company's expansion into Mozambique and the establishment of a local

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operating entity in this new market that remains a key driver of its growth strategy. “In 2013 we established SMIT Serviços Marítimos de Moçambique and are focused on expanding our footprint in the region,” he notes, citing the company’s provision of a tailored, offshore solution for mining company Vale out of Beira as unique in the region. “In this niché, specialised industry, the experience and competence of the professionals the company employs at sea and ashore underpins its success. The transformation of the company’s workforce has been a key driver of training and development efforts and whilst retention of skills remains a challenge in the competitive maritime industry, SMIT Amandla Marine’s reputation rests on the skill and track record of its workforce. “The 10 year milestone is a good reason to celebrate achievements of the past, but for the team at SMIT Amandla Marine it is the opportunities of the next decade that are driving their continued focus on service excellence and safe operations.” Paul Maclons concludes: “We remain challenged as always to position ourselves as a trusted partner to our clients, suppliers and service providers, offer rewarding work to our employees and continue to achieve good returns for our shareholders.”

*(Source: Ports & Ships; Photo: Smit Amandla-Glenn Käsner)*



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## CHANGING OUT TOWING WIRES



On a misty morning in the Rotterdam port the tugs **SD Salvor** and the **Pacific Hickory** changing out new towing wire on Franklin offshore Europe RDM Base and will be ready for their new job. *(Press Release Franklin)*



## ALEXANDRA – A SAD END

This weekend brought sad news as the breaking up of former GPS tug **Alexandra** (1963) began at Erith. As of today (Saturday) there were two major areas of damage, the starboard area of the wheelhouse and funnel, and a hole in the casing next to the towing hook. Photo was taken on Saturday 17th Jan 2015 by Krispen



Atkinson. I find it strange as to why no attempts have been made to remove fittings that could be sold on to other boat or tug owners/collectors such as the brass porthole/skylights next to the funnel, engine room vents, engine room parts/mechanical parts and so on. There are certainly people who would. It is a real shame to see this once proud working tug which was still in service with GPS up until a few years ago (seen below in 2008) end its working life this way. *(Source: The Liquid Highway; Photo Krispen Atkinson)*

## TWO MISSING AFTER TUGBOAT SINKS IN C. KALIMANTAN WATERS

Two persons are missing after a tugboat called **Sarpatim 09** sank hit by three meter-high waves in the East Kotawaringin district of Central Kalimantan on Saturday morning 17<sup>th</sup> January 2015. "The incident took place around 00.45 AM WIB (UTC + 7)," East Kotawaringin Police Chief Adjunct Senior Commissioner Himawan Bayu Aji said on Saturday. Two of the missing Indonesians have been identified as Zulkipli, the tugs captain and crew member Heri Kusmiran. The tug boat was owned by PT Sarmiento Parakantja Timber (Sarpatim) and was used for log barging. There were three people aboard the tug boat. Two are missing and one person named Nuryadin managed to escape. "The tug boat had just finished unloading cargo at sea and was to return to the Mentaya waters, when it was hit by a wave," Dodi Wiwoho, an officer from PT Sarpatim, revealed. A team from the East Kotawaringin water police is conducting a search for the missing crew members. *(Source: Antara News) Update:* Bodies of crew of sunken tugboat found; The bodies of the captain and one crew member of the tugboat Sarpatim, which sank on Saturday, were found on Sunday morning in the waters of Sampit Bay off East Kotawaringin regency in Central Kalimantan. Benny Novainudin, head of Sampit Port Authority, said that the bodies of captain Zulkifli and crew member Hari Kusmiran were found inside the boat by traditional divers. The bodies, were then taken to the Dr Murjani State Hospital to be examined. The boat, which was operated by logging company PT Sarmiento Parakantja Timber, sank when workers were loading it with logs in the regency's waters. Benny said the victims were suspected to have been asleep during the incident, while another crew member managed to swim away. *(Source: Jakarta Post)*

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## 1100 BHP TWIN SCREW TUG FOR SALE

Landworth Ltd. announce the sale of a 2003 built 1,100 bhp twin screw tug. The tug has a length of 21.87 mtrs a beam of 6.80 mtrs and a moulded draft of 3.40 mtrs. The two Yanmar 6LAAM-UTE develops a total output of 820 kW (1,100 hp) at 1,850 rpm. She has a free sailing speed of 10 knots and a bollard pull of 10 tons. The tug carries the Indonesian flag and has a grt of 114 tons and a nrt of 35 tons. Delivery: Indonesia; Delivery to Buyer's location



can be arranged at additional cost (if feasible). *(Source and contact: Landworth Ltd; E-mail: [sales@landworth.hk](mailto:sales@landworth.hk))*

## HELMUT WITH SCHELDEOORD PASSING KIEL CANAL



The 2007 built Damen Stantug 1606 German registered with call sign DJTT tugboat **Helmut** was seen on the 16<sup>th</sup> January 2015 seen on the Kiel Canal towing the dredger platform "*Scheldeoord*". The Helmut is built by Santierul Naval Damen Galati SA" – Galatz; Romania under number 1103 / Damen number 503103, for Hans Schramm & Sohn GmbH & Co. KG.; Germany. She was shipped on the Karin Schepers for

transport to Rotterdam and completed by the Damen Shipyard – Hardinxveld; Netherland in 2008. She has a length of 16.56 mtrs a beam of 5.50 mtrs and a draught of 2.14 mtrs. The two Caterpillar C18 develops a total output of 896 kW (1,218 hp) with a free sailing speed of 10 knots and a bollard pull of 16 tons. She is classed Bureau Veritas. *(Photo: Tony Zech)*

### TRITON IN CHARTER

It is reported that for some weeks the 2008 built Dutch registered with all sign PHOF tug **Triton** (Imo 9451537) from Triton Tug BV IJmuiden; Netherlands and managed by Iskes & Zoon BV been chartered by Multraship – Terneuzen. *(Source & Photo: Richard Wisse)*



### URANUS TOWING FPSO KUITO 60 MILES OFFSHORE GOZO



The 2009 built Liberia registered with call sign D5CY7 offshore tug/supply ship **Uranus** (Imo 9398539) was seen towing the decommissioned **FPSO Kuito** which served Chevron for 14 years offshore Angola bound to Aliaga, Turkey for scrap in a position of 60 miles offshore Gozo on Friday 16th January, 2015. The Tug is owned by Uranus Harms Offshore – Hamburg; Germany and managed by Harms Bergung Transport – Hamburg; Germany. She has a grt of 3,732 tons a dwt of 3,587 tons and is classed Germanischer Lloyd. *(Photo: Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com))*

### HOYLAKE RNLI LIFEBOAT LAUNCHES TO STRICKEN TUG

Hoylake's new RNLI lifeboat launched again last night, 19<sup>th</sup> Januari 2015, to race to the assistance of the tug **Willpower** and the barge it was towing. The tug with a crew of four lost power whilst





underway to the west of the Mersey Bar and was unable to proceed on course. Holyhead Coastguard requested the launch of the lifeboat *Edmund Hawthorn Micklewood* and coordinated the rescue for the first time since the closure of the coastguard station at Liverpool last week. The volunteer crew were paged at 6.45pm and the lifeboat was towed across the East Hoyle sandbank by the new Launch and

Recovery Vehicle to the launch site shortly afterwards. Due to the investment in the station's high-tech equipment by the Royal National Lifeboat Institution, the lifeboat was able to reach the casualty to the west of the Mersey Bar at 7.27pm. The tug, the *MTS Valour* had also proceeded to assist the casualty. The two vessels stood by the disabled tug and the barge which it had been towing. Another tug, the *Millgarth*, with a pilot on board, was despatched from the River Mersey to assist in the rescue due to the size of the 80 metres long barge. Conditions were difficult for those attempting to take up the tow in the darkness with a rough sea and a heavy 2 metre swell. The Liverpool port authorities closed the Mersey to outward bound ships during the rescue due to the risks involved with the situation. At 9.50pm the *Millgarth* was able to pick up the tow wire and held the barge in position to the west of the entrance to the River Mersey until those ships which had been held up by the emergency were able to safely sail and clear the buoyed channel. Hoylake RNLI lifeboat was requested by Holyhead Coastguard to standby the casualty while the tow was established and the barge brought in to the River Mersey safely. Once this had been achieved the lifeboat was released by Holyhead Coastguard. It was able to use its revolutionary jet propulsion system's ability to navigate in shallow water to make good speed and returned to the boathouse at Hoylake at 01.20am. Lifeboat Coxswain Dave Whiteley said after the recovery: 'The huge investment by the RNLI in our new Shannon class all-weather lifeboat and launching equipment is already proving its value. We were able to reach the casualty safely and in record time. This was an excellent outcome to a very dangerous situation. A good night's work.' (Source: RNLI; Photo: Ruud Zegwaard)

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## NIEUWSBRIEF NATIONAAL SLEEPVAART MUSEUM

De laatste nieuwe Nieuwsbrief van het Nationaal Sleepvaart Museum is uit. Hierin vindt u onder andere het voorwoord van de voorzitter, de dag van de donateurs, het bekende allemansend, info m.b.t. de promotiefilm en vrijwilligersfilm, de verplaatsing van de automatisering server, de links van het museum



naar facebook en twitter, het nieuwe logo, de nieuwe tentoonstelling over Kotug en tenslotte de nieuwe aanwinst voor het museum van het model van de [Passaat](#). U kunt deze nieuwsbrief lezen door op de [hier](#) geplaatste link te klikken. Veel lees plezier namens de vrijwilligers van het Museum en tot ziens in het Museum

## MESSICO ENTERING GRAND HARBOUR, MALTA FOR THE FIRST TIME



The 2007 built Italian registered tug with call sign IIFT2 tugboat [Messico](#) (Imo 9421180) was seen entering Grand Harbour, Malta on Monday 19th January, 2015 coming from offshore Tunisia of which she was involved with the 2009 built jack up oil rig Ralph Coffman move together with her sistership [Spinola](#). The tug is owned and managed by Rimorchiatori Riuniti SpA – Genua; Italy. The Robert Allan

design 36/70 tug was built by Astilleros Armon SA – Navia; Spain under number 651 has a length of 36.65 mtrs a beam of 13.60 mtrs and a depth of 5.00 mtrs. Her two MaK 8M25 diesel engines develops a total output of 5,280 kW (7,718 bhp). She has a free sailing speed of 13.9 knots and a bollard pull of 82 tons. Her grt is 694 tons and dwt is 300 tons and is classed Registro Italiano Navale.

*(Picture Credit as Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com))*

## PETROJARL I ARRIVE IN ROTTERDAM

On Sunday 18<sup>th</sup> January 2015 the long awaited tow of the [Petrojarl I](#) finally arrived at Rotterdam after a long and very stormy voyage across the North Sea. It could have been a perfect tug-day, had she gone upriver as planned. However, due to possible draft problems, the tow suddenly backed

from the river into Europort and the destination of the lead tug was changed to the Caland waiting berth. *Petrojarl I* was towed by the **Boa Bison** and the **Boa Odin** (ex Svitzer Pembroke). Assistance on the river was given by the Kotug Tug **RT Spirit**, **RT Magic**, **SD Salvor** and the brand new tug **RT Evolution**. (Photo: Hans Hoffmann)



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## YESTERYEAR TUG SPRING HILL



Canadian tugs have long been frequent visitors to United States waters. Here the Spring Hill, owned by the Cumberland Railway and Coal Company of Parrsboro, New Brunswick, runs down Portland Harbor in Maine sometime before 1913. The **Spring Hill** was built in 1893 at St. John, New Brunswick, and was 102 feet long. Her twin stacks indicate she had two boilers to feed steam to her single engine. In the background in this photograph are a number of lumber schooners and at least one fishing schooner drying

their sails. The big six-masted schooner, the *Ruth E. Merrill*, is a coal carrier that has just finished discharging her cargo. In the far distance, near the shore, is a schooner barge. The three men on the after deck of the **Spring Hill** are flaking down a hawser, perhaps stowing it in the lazarette, since a hatch cover appears to be propped against the starboard shrouds. The side fenders have been pulled up on the guard to keep them out of the water and protect them during docking. Note the tug's long



cowls to provide ventilation for her engine room. *(Source: On the Hawser by Steven Lang and Peter H. Spectre)*

## ACCIDENTS – SALVAGE NEWS

### OFFSHORE SUPPORT VESSEL **RED 7 ALLIANCE** COLLIDED WITH THE LOCK'S GATE IN KIEL CANAL

Offshore support vessel **Red 7 Alliance** struck the gate of southern Lock, Kiel Canal, in Brunsbuettel in the morning Jan 17, reportedly at high speed, due to engine failure. The gate was seriously damaged and became inoperable. Vessel suffered a breach in the bow area with ensuing water ingress, which was controlled by the vessels' pump. **Red 7 Alliance** was towed to Brunsbuettel for survey and investigation. *(Source: Fleetmon)*



### CHINA CONFIRMS 21 DEAD, 1 MISSING AFTER TUG SINKS IN YANGTZE RIVER



Chinese authorities have confirmed that 21 people were killed and one was missing after a tug boat undergoing sea trials sank in the Yangtze River, the state-run Xinhua news agency reported on Saturday. The 30-metre (98-ft) boat had 25 people on board when it sank on Thursday, including eight foreigners – four Singaporeans, an Indonesian, a Malaysian, an

Indian and a Japanese, it said. Three people, all Chinese, had been rescued. All eight foreigners died. Sembcorp Marine Ltd, a Singapore-based shipbuilder, said on Friday the tug boat that its subsidiary, Jurong Marine Services Pte Ltd, had planned to charter sank during a sea trial. Three of the company's employees were on board. Sembcorp Marine is part of Sembcorp Industries Ltd, an industrial conglomerate with Singapore's state investor Temasek Holdings being the biggest shareholder. Xinhua said the 368-tonne boat was built by Anhui Bengbu Shenzhou Machinery Co. Ltd. in October. (Reporting by John Ruwitch; Additional reporting by Rujun Shen in Singapore;

*(Source: gCaptain-Editing by Nick Macfie) Photo: Rescue workers carry a body on a tug boat that sank in the Yangtze River, near Jingjiang, Jiangsu province January 17, 2015. A search and rescue operation was still underway after the boat capsized on January 15, leaving 22 people missing, including foreigners. REUTERS/Aly Song*

## BOW DAMAGE AFTER COLLISION

On the 15<sup>th</sup> January 2015 the 2011 built "**Troms Capella**" entered the port of Aberdeen, coming from Peterhead, with an apparent collision damage at the bow. On the 17<sup>th</sup> January the vessel shifted to the Upper Dock. The Troms Capella is the former **Skandi Kochi**. The cause of the collision damage is not known. *(Source: Vesseltracker: Photo: Shipspotting)*



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## GENERAL CARGO VESSEL DANTIC TOWED TO HAUGESUND



General cargo vessel **Dantic** suffered engine failure off Torvastad, Torvastad Karmoy, southwest of Haugesund, Norway, North sea, in the afternoon Jan 17. Vessel dropped an anchor and waited for a tug, and later was towed to Haugesund. On a photo from Haugesunds Avis troubled **Dantic** awaiting tug. *(Source: Fleetmon)*



## HOEGH OSAKA SALVAGE MAKES PROGRESS

*Monday Update:* If all goes according to plan the **Hoegh Osaka** car carrier could be moved to the port of Southampton as early as Wednesday, nearly three weeks after the ship was intentionally beached on the Bramble Bank in the Solent. Over the weekend, the ship remained stable at the Alpha Anchorage as a much needed break in the weather allowed salvors to pump water from the vessel and continue ballasting operations, reducing the list to 47 degrees. Divers meanwhile



were in the water carrying out inspections of the ship's hull, determining that there is no significant damage. On Sunday, the Secretary of State's Representative for Intervention and Salvage (SOSREP) was at the site to witness the ongoing salvage operations, which are said to be "progressing well" according to the UK Maritime and Coast Guard Agency (MCA). According to Monday's update from the MCA, de-watering operations finished at 11:30 Monday and preparations were underway to begin pumping water remaining in the car decks into the empty fuel tanks of the ship. As was reported previously, an estimated 3,000 tons of water entered the vessel through a crack in hull and an oily film, reported to be hydraulic fluid from the cars, had developed on the surface. The plan was to pump the clean water from the bottom in order to avoid the contaminated water. The update on Monday added that the list was expected to improve slowly "over the coming hours". Weather conditions are expected to remain favorable over the coming days, and salvors plan to move the **Hoegh Osaka** to the port of Southampton later this week, possibly as soon as late Wednesday or early Thursday. The **Hoegh Osaka**, carrying some 1,400 cars, was intentionally grounded on the Bramble Bank in the Solent on Saturday, January 3 after the ship developed a severe list shortly after departure from Southampton. The ship self-refloated in high water and strong winds on January 7 and has since been held in position by tugs at the nearby Alpha Anchorage. Strong winds have played a critical role throughout the entire salvage project, however the ship has remained stable and no pollution has been reported. The ongoing salvage is being managed by Svitzer. *Tuesday update:* The list of the vessel has decreased to 37 degrees as of Monday night as salvors continue to pump more clean water from the lower car decks. The list was originally 52 degrees and is expected to decrease to 15 degrees over the coming days prior to the ship being moved from the Alpha Anchorage to Southampton, the UK Maritime and Coastguard Agency reports. The MCA reports that weather continues to remain favorable, however the long-range forecast is indicating that it is unlikely that the ship will be moved on Wednesday. (Source: gCaptain: Photo: MCA)

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## OFFSHORE NEWS



## OLYMPIC SCORES DOUBLE



Norwegian shipping company, Olympic Ship AS, has informed that two of its vessels have been awarded new contracts. M/V **Olympic Triton** was awarded a new contract, firm for one-year plus an additional optional year, up to two years total. The contract was awarded by Demar in Mexico. The vessel will perform subsea and support functions for Demar under contracts with PEMEX for work in the Gulf of Mexico.

**Olympic Triton** is a Multifunctional Subsea Vessel with a large deck area and large cargo capabilities for most operations. The company says that the vessel is equipped with diesel-electric machinery which ensures low noise levels and low fuel consumption. **Olympic Zeus** The vessel M/V **Olympic Zeus** has been chartered for a period of up to 90 days. The vessel will be carrying out project work in West-Africa. The contract will start early February 2015. **Olympic Zeus** is an Anchor Handling Tug Supply and Offshore Construction Vessel with hybrid propulsion system. The vessel has installed 250t offshore crane. Extended version of Safe Deck Operation equipment also installed. Equipped with: Merlin WR200 – Electrical Work Class ROV 200 HP CEO, Stig Remøy, states: “I am very pleased with the contracts. These awards confirm the demand for the Olympic fleet despite a challenging market.” *(Press Release)*

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## OIL SEARCH TECHNOLOGY HELPING WITH MH370 JET SEARCH

Fugro, a Dutch company offering survey services to the international offshore oil and gas industry, has informed that an additional vessel has been commissioned to carry out underwater search activities for missing Malaysia Airlines flight MH370. **Fugro Supporter**, a multi-purpose offshore survey vessel, is currently on its way to the Southern Indian Ocean search area, having conducted trials in Bali. The vessel is equipped with a Kongsberg HUGIN 4500 autonomous underwater vehicle (AUV) which will be used to scan those portions of the search area that cannot be searched effectively by the equipment on other vessels. The addition of the **Fugro Supporter**, which is expected to start search activities in late January, is jointly funded by the governments of Australia and Malaysia. In December 2014, 65-metre survey vessel **Fugro Equator** completed a bathymetric

survey of around 208,000 km<sup>2</sup> of the seafloor, collecting seabed data and transmitting them to the ATSB for processing by Geoscience Australia. The resulting bathymetric maps of the seabed assisted in planning subsequent stages of the MH370 search and ensured safe and effective operation of the underwater search equipment. The six-month bathymetric survey of the relatively uncharted search



area off Western Australia has revealed previously unknown features including rugged terrain and deep trenches. **Fugro Discovery** has been conducting deepwater search operations since October 2014. The 70-metre vessel is equipped with specialist deep tow survey systems including side scan sonar and underwater video as well as aviation fuel detection sensors. **Fugro Equator** was reconfigured to accommodate similar specialist equipment and has been mobilised to the search area to join the underwater search operations. In addition to locating the missing Boeing 777 aircraft, the underwater search aims to map the MH370 debris field in order to identify and prioritise the recovery of specific aircraft components, including flight data recorders, which will assist with the Malaysian investigation. *(Source: Offshore Energy Today)*

## SHAN 1 SUCCESSFULLY DELIVERED TO ADNOC



Grandweld Shipyards successfully delivered 42M Aluminium Fast Crew Boat “**SHAH 1**” to ADNOC group on the 14th January 2015. The contract for construction of the 42M Aluminum Crew Boat for Abu Dhabi National Oil Company (ADNOC) was signed on the 31st of December 2013. ADNOC awarded Grandweld after winning an international tendering for the Fast Crew Boat project and

enhancing a successful business relationship. The 42M crew Boat is powered by 3 high speeds diesel engines driving 3 fixed pitch propellers and capable of developing a speed in excess of 21knots. The Boat shall be a Fast Crew Boat with diving support capability to provide various Services required in the offshore operations. The vessel has luxury features of 30 person’s crew seating capacity, with 104 sqm loading area for over 90 Tons of deck cargo requirements, and specially designed wheelhouse and crew cabins to Achieve highest quality standards and maximum space utilization and comfort. The vessels will be operated by Irshad in Fujairah Oil Terminal, and will be utilized to transport personnel and support offshore oil & gas Operations. *(Press Release Grandweld)*



## BLIZZARD HAS BEEN SOLD

Tschudi Offshore & Towage vessel **Blizzard** (Imo 8516952) has been sold to Resolve Marine. The 1987 Scheepswerf Waterhuizen J. Pattje Waterhuizen, Netherlands under yard number 359 built Anchor Handling Tug Supply vessel has a length of 69.90 mtrs a beam of 15.90 mtrs and a max draft of 6,89 mtrs. The



two MaK 8M35 diesel main engines develops a total output of 12,000 hp. Her free sailing max. speed is 14 knots and bollard pull 144 tons. Her grt is 2,311 tons and nrt is 693 tons. It is likely that she will be renamed **Resolve Blizzard**?. The **Blizzard** is the former **Maersk Leader**. (Photo: Resolve)

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## MANIVIKI ROVER IN CAPE TOWN



Last week was seen in the South African Port of Cape Town the 2014 built St. Vincent and Grenadines with call sign J8B5081 Offshore Supply Vessel **Maniviki Rover** (Imo 9680877) at the Layby Berth C/Town. The vessel is owned by Petrostuff Nigeria Ltd. and managed by CS Offshore DMCCO – Dubai; United Arab Emirates. She has a grt of 3,583 a dwt of 3,877 and is classed American Bureau of Shipping. (Photo: Aad Noorland)



## GREATSHIP ANJALI FOR A BUNKER CALL IN CAPE TOWN

Another visitor in the South African Port of Cape Town last week was the 2008 built India registered with call sign AUTD Offshore Tug/Supply Vessel **Greatship Anjali** (Imo 9408425). The subject AHTS visit the port for a bunker call. The vessel is owned and managed by Greatship India Ltd. – Mumbai; India. She has a grt of 1,596 a dwt of 2,209 and is classed Det Norske Veritas. *(Photo: Aad Noorland)*



## CONTAINERS WITH WEAPONS SEIZED IN GALLE PORT



Police seized several containers with weapons stored in a vessel at Galle Port today January 18, 2015. According to the Police Headquarters, the vessel named '**Mahanuwara**' has been rented and maintained by a private firm called Avant-Garde security service. The vessel was searched following a tip-off received by Galle DIG this afternoon. Officers in charge of the vessel have told the police that about 3000 weapons have been stored in the

vessel including T-56 firearms, automatic machine guns, 84-S rifles and semi-automatic firearms. They have further informed the police that this vessel was maintained as a floating arsenal under the consent of the Defence Ministry, to provide security for other vessels. However, Police media spokesman SSP Ajith Rohana said that they have commenced an investigation led by an Assistant Superintendent of Police regarding the case. Avant-Garde is a private security service firm which belongs to a former Army Major Nissanka Senadhipathi. *(Source: Goldfm News) Note: The Mahanuwara is the former 1975 built Anchor Handling Supply Vessel Smit-Lloyd 114*

## FAREWELL TO HIGHLAND BUGLER

After ten years membership of the supply fleet of the Southern North Sea (SNS) Pool in Den Helder, the Netherlands, the platform supply vessel **Highland Bugler**, operated by Gulfmark Offshore UK, finally bid farewell to the fleet on Saturday 10 January 2015. The **Highland Bugler** was built in 2002 by the Norwegian Brattvag shipyard and joined the SNS Pool in 2004. *(Source and Photo: Paul Schaap)*



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## DEEPOCEAN HIRES 'REM FORZA'



Rem Offshore ASA has entered into a charter agreement with DeepOcean AS with the Construction Support Vessel "Rem Forza". The charter agreement is for a duration of three years with another three yearly options. The vessel is of MT 6022 design. In addition Micoperi SRL has exercised one option with the OCV vessel "Rem

Pioneer", bringing the firm period to February 2016, with a further possibility to extend it for one more year. *(Source: Offshore Energy Today)*

## SEABIRD BAGS WEST AFRICA SEISMIC

SeaBird's **Northern Explorer** has signed a letter of intent (LOI) for a 2D seismic survey in West





Africa. M/V **Northern Explorer**, a 76 meters-long 2D/Source vessel, joined SeaBird, a global provider of marine acquisition for 2D/3D and 4D seismic data in 2005. According to Seabird, the survey size is approximately 1,700 km with an estimated value of USD 1.3 million. The project is expected to start in February 2015 and will have an estimated

duration of two weeks. *(Source: Subsea World News)*

## WINDFARM NEWS

### MPI WORKBOATS EMPLOYED ON SUEZ CANAL EXPANSION PROJECT

Two of MPI Workboats' 17m windfarm-maintenance vessels, **MPI Cardenio** and **MPI Cervantes**, are currently operating in Egypt. Last year MPI Workboats secured long-term contracts for the vessels. **MPI Cardenio** and **MPI Cervantes** were transported from Antwerp and started work on the project in November 2014, with the contracts running until the end of 2015. The Suez Canal expansion project involves the widening and deepening of the Canal at Great Bitter Lake in Egypt, over a length of 25 km and to a depth of 24m. Our workboats are being used for crew transfers. We wish the crews safe and successful operations. *(Source: Vroon)*



### BIBBY ATHENA SOON TO ARRIVE IN UK



Osiris Projects latest custom-build survey vessel **Bibby Athena** is due to arrive in the UK for the first time in the next few days. Built by French shipbuilders Socarenam, the vessel was constructed to the same high specifications as the company's successful Semi-SWATH catamaran **Bibby Tethra** launched in 2011. The vessel includes a number of subtle enhancements including a full rate dual head RESON multi-beam system, larger

moonpool and high capacity deck-crane, which reflects the company's development into a more challenging offshore market. *(Source: Bibby Offshore)*

## YARD NEWS

### *IRVING AWARDED AOPS BUILD CONTRACT*

Canadian media report that the federal government has now signed a build contract with Irving Shipbuilding for the AOPS (arctic/offshore patrol ships) program. Irving is the prime contractor for the ships, which are to be built at its Halifax Shipyards under Canada's National Shipbuilding Procurement strategy. As widely expected, the government will get fewer ships than initially projected and will pay more for them. Construction costs are pegged at C\$2.3 billion, up from the



expected C\$2.1 billion. The total cost of the AOPS ships and their support infrastructure is projected at C\$3.5 billion and the number of ships will be five or six, rather than the six to eight originally foreseen. Whether the sixth ship gets built will depend on how well Irving succeeds in squeezing costs in what's described as an "incentives laden" contract. The first ship is scheduled to be completed in 2018, with each subsequent ship being delivered every nine months until 2022. Design of the vessels is said to be 90 percent final. They will be 103.6 m long with a beam of 19 m. The top speed in open water will be 17 knots while the top speed in one meter of ice will be 3 knots. *(Source: MarineLog)*

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### *LATEST DAMEN SHIPMENT GUARANTEES SHORT DELIVERY TIMES*

To maintain the continuous availability of its wide range of built-for-stock vessels, Damen Shipyards Group is currently shipping a diverse cargo of **16 new pontoons and tugs**, as well as numerous modular barges, from China to the Netherlands. The latest shipment displays the efficiency of Damen's global construction and transport network and represents a major cooperation between its





various product divisions and numerous local partners in China. To perform the shipment, Damen mobilised ZPMC's [Zhen Hua 28](#). The 232-metre semi-submersible vessel left Nantong, China at the beginning of January and is due to arrive in Rotterdam at the beginning of March. The whole process exhibits the significant cooperation with Damen's local Chinese partners such as Yahua

Shipyards, Damen Yichang Shipyard, Damen Changde Shipyard, SHBM and local Nantong and Taicing Authorities. The cargo includes eleven Stan Pontoons® of six different models (SPo 9127, SPo 8916ICE, SPo 7120, SPo 6020, SPo 6316 and SPo 2116) and numerous modular barges. The fully ballastable Stan Pontoon® 9127 is worthy of particular consideration: also known as 'North Sea Barge', its large deck with high loading capacity and predesigned plug and play options make it perfectly suited for ocean going transport and offshore projects. Two examples of this benchmark pontoon will be available for purchase from March – illustrating Damen's successful formula of building for stock to ensure minimum delivery times. As well as standardised built-for-stock models, the [Zhen Hua 28](#) is also carrying a custom-built spill pontoon that will be delivered to its owner just a few months after ordering. Spill pontoons are utilised to prevent spillage of dry bulk products during transshipment by crane barge. Damen's Pontoons & Barges Division designed this so-called Spill Pontoon to specific customer demands in answer to stricter European port regulations. Topping off the diverse shipment are several workboats – including [Stan Tugs 1205](#), [Stan Launches 1305](#) and [two large Shoalbusters](#). Damen is experiencing significant growth in sales of its pontoons and barges – the past few months have witnessed deliveries around the world to customers in five different continents. To meet the demand, there are two further shipments of more than 20 pontoons planned for later this year. Constructed in accordance to Lloyd's Register regulations, Damen's pontoons and barges can be designed to client-specific

demands such as customised crane barges and various hopper barges. All models are prepared for plug and play installation of options like pumps and generator sets and can be commissioned within a very short time. With a considerable part of Damen's broad portfolio directly available from stock, clients can take advantage of the company's presence in the Middle East, West Africa and China. Final construction and outfitting can be



performed in short time scales to guarantee ultra-short delivery times. Local construction is also possible in combination with Damen Technical Cooperation. *(Press Release Damen)*

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## *NORDIC YARDS PREPARES TWO MULTIPURPOSE SALVAGE VESSELS OF PROJECT MPSV06 FOR MOORING AND SEA TRIALS*

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Two 7MW multipurpose salvage vessels of project MPSV06, the [Beringov Proliv](#) (Hull No 217) and

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the **Murman** (Hull No 218), built for FSI Sea Rescue Service of Rosmorrechflot (Federal Marine and River Transport Agency of Russia) were undocked at Nordic Yards (Germany) on January 18, 2015, press center of Rosmorrechflot says. The vessels intended for rescuing of people and ships, diving and search operations, protection of environment in case of oil spills have been built under the federal special-purpose programme "Development of Russia's Transport System (2010-

2020)". The vessels are to be delivered to FSI Sea Rescue Service of Rosmorrechflot and put into operation in March 2015. The first 7MW multipurpose salvage vessel, oblique icebreaker **Baltika**, was put into service in late December 2014. The **Beringov Proliv** and the **Murman** were laid down on November 12, 2013. (Source: PortNews)

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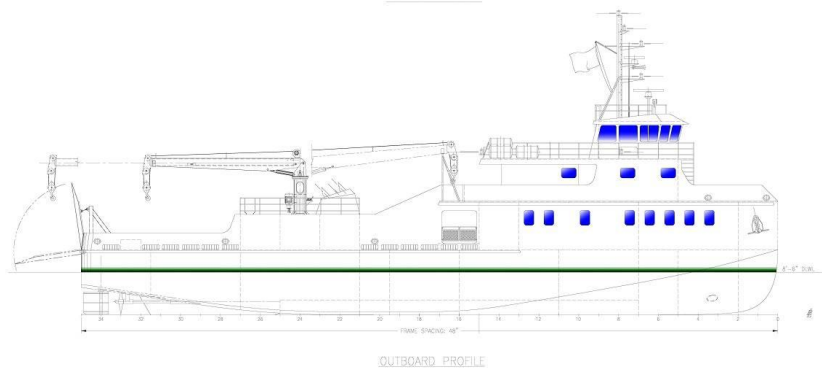
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## NICHOLS BROTHERS TO BUILD VESSEL FOR AMERICAN SAMOA

Ice Floe, LLC dba Nichols Brothers Boat Builders (NBBB) has been contracted by the Government of American Samoa to build a multipurpose vessel to operate in the warm waters of the South Pacific primarily between Pago Pago and the Manu'a Islands, however the vessel will also be certified to travel to Tonga, Fiji and U.S. territory Islands to support the economic development of American Samoa. NBBB has contracted Elliott Bay Design



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Group (EBDG) to provide the functional design and production engineering for the project. "We are very happy to be working with EBDG again on another landing craft project," said Gavin Higgins, CEO of Nichols Brothers Boat Builders. NBBB contracted EBDG to complete the production engineering for the Bowhead Landing Craft, which the yard delivered late last year." The proposed vessel, which is a 140 ft. landing craft, has a beam of 38 ft., depth of 13 ft. and accommodates up to eight crew members overnight. The boat is one of a small number available to transport local residents between the Samoan islands. Until recently, most of those vessels served the immediate community. The new landing craft features a spacious air-conditioned passenger accommodation for 150 passengers on the main deck and cabins for eight crewmen on the 01 deck, will also be available for tourists. The aft deck of the vessel has a 1,840 sq ft. cargo ware deck with a 15-ton capacity telescoping deck crane for vehicle, container and vital cargo transportation. The vessel is equipped with two Caterpillar C32 main engines with 850HP each and a 150HP bow thruster driven by a hydraulic motor for ease of maneuverability. EBDG noted that the vessel's design is in accordance with ABS Rules for Building and Classing Steel Vessels of 90m or less for the structural design, and meets US Coast Guard (USCG) requirements per 46 CFR Subchapter T or I. Nichols Brothers Boat Builders and the Government of American Samoa have been working together on the design concept of the new multipurpose vessel since early 2014. "We have visited American Samoa multiple times to survey and learn from the current vessels and operators so we provide American Samoa with a vessel that will maximize their operations and supplement their existing fleet," Higgins said. Project Manager Mark Thompson said, "This is an exciting and rewarding project for Nichols as it is a real design build project. Working this one on the heels of Bowhead allows us to keep the same team together which is great for communication." Nichols Brothers Boat Builders will begin construction of the vessel in spring 2015 with delivery in April 2016 using the same team that recently successfully completed the Bowhead project. Construction will take place at NBBB's Freeland facility on Whidbey Island where it is currently building a vehicle passenger ferry for Wahkiakum County, two ATB Tugs for Kirby Offshore Marine amongst various repair projects. This spring, construction will also commence on the Superstructure portion of the third 144-Car Washington State Ferry contracted to Nichols by Vigor Industrial. (*Source: MarineLink*)

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
  - [Nieuwsbrief Nationaal Sleepvaart Museum](#)
  - [Boskalis increases holding in Fugro to 20%](#)
  - [New RAmports 3200CL Tugs for PSA Marine Qalhat SAOC](#)
  - [Damen delivers Offshore Cable Layer to Van Oord in only 15 months](#)
  - [First Crane/workboat successfully delivered to KOC](#)



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