

MIDWEEK-EDITION

TUGS & TOWING NEWS

MARQUETTE TRANSPORTATION UP FOR SALE MORE THAN \$1 BILLION



Marquette Transportation Company LLC, a U.S. towboat operator, is exploring a sale that could value it at more than \$1 billion and has attracted the interest of Dell Inc Chief Executive Officer Michael Dell, according to people familiar with the matter. Marquette’s owners, that include its founders and buyout firm KRG Capital Partners

LLC, are working with investment bank Harris Williams & Co on an auction for the company that is already underway, the people said this week. Private equity firms and family offices are vying for Marquette, including MSD Capital LP, the private investment firm of Michael Dell and his family, the people added. Marquette has annual earnings before interest, tax, depreciation and amortization of close to \$150 million, the people said. The sources asked not to be identified because the sale process is confidential. Marquette, KRG, Harris Williams and MSD representatives did not immediately respond to requests for comment. Paducah, Kentucky-based Marquette provides towboat services in the Mississippi River and other major waterways in the United States. It operates more than 120 boats and 850 barges, serving agricultural and energy companies. The company was created in its current form in 2007 with the merger of three family-owned businesses and backing from KRG. *(Reporting by Mike Stone and Greg Roumeliotis in New York; editing by Andrew Hay).*

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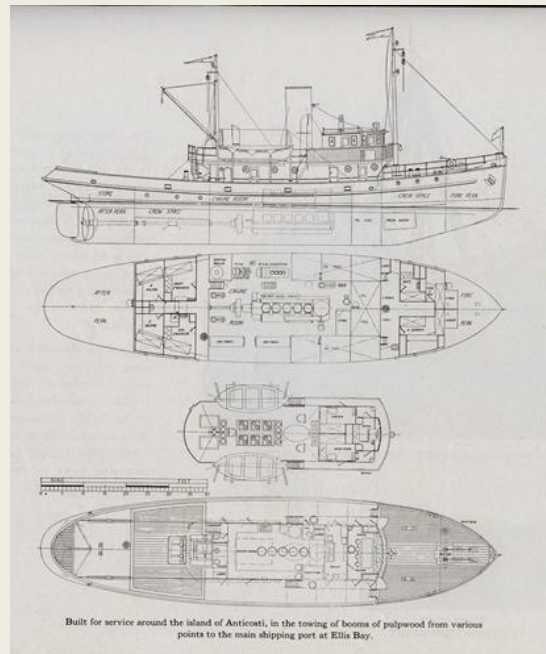
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FLASHBACK GEORGE M. MCKEE / METRIDIA

An interesting tug was built in 1928 by Davie Shipbuilding + Repair in Lauzon, QC. It was built for Anticosti Shipping Co, and as the owner's name would imply it was for service at Anticosti Island. That huge island dividing the St.Lawrence River as it empties into the Gulf of St.Lawrence was rich in timber. The Anticosti Corp had a major operation on the island, which involved cutting timber in the winter, floating down rivers to bays, booming and bundling it, then towing it out to the ship Port Alfred. The ship then carried the wood to the Saguenay River port of the same name where Anticosti had built a pulp mill. Named **George M. McKee**, the tug was heavily built to work in ice and had a cutaway bow like an icebreaker. Also rare for a tug at that time it had a diesel engine. Its large 5 cylinder Fairbanks Morse was rated at 700 bhp. It carried a crew of fourteen, including a large engine room crew (housed below deck aft). It served the Anticosti Corp until 1933 when it was



Built for service around the island of Anticosti, in the towing of booms of pulpwood from various points to the main shipping port at Ellis Bay.



acquired by Manseau Shipyard, the shipbuilding arm of the Simard family at Sorel, QC. The shipyard was to become Marine Industries Ltd, and they remained owners of the tug until 1970. I don't know what the tug during the World War II years, but following the war it made many trips to Halifax, Sydney and Shelburne, NS to tow decommissioned warships to Sorel for scrap. It also made trips to the United States east coast, to such places as Camden, NJ - probably towing surplus naval vessels. In 1970 the tug was sold to a diving company based in Montreal and renamed **Metridia**. In 1976 owners in Rimouski bought the tug, but it was beached at Bic, and eventually dismantled and scuttled off nearby Ile St-Barnabé. By the time I saw it first in 1972 it had been much modified with a steel wheelhouse and raised bulwark forward, but in other respects looked much the same as when it was built. (Source: *Mac Mackay-Tugfax*)

MODEL TUG HOUMA FINISHED

Robert Mattson reported that he finally finished the model of the tug **Houma** (Imo 7029811) in the colors of Eklof. As can be seen on the picture she is a very fine model, well done Robert. The original tug was built in 1970 by Jakobson Shipyard of Oyster Bay; New York under number 446 as the **Texaco Houma II** for Texaco Marine Beaumont, Texas. The tug was then acquired by Eklof Marine Corporation of Staten Island; New York, where she was renamed the **Houma**. In 1993, Eklof Marine

Corporation was acquired by K-Sea Transportation of Staten Island, New York. Where the Houma retained her name. In 2006 she was outfitted with a JAK coupler system. In 2011, K-Sea Transportation was acquired by the Kirby Corporation of Channelview; Texas, Where the tug retained her name. She is a twin screw tug rated at 1,950 horsepower. In 2013, Kirby's Philadelphia Operation also known as River Associates was acquired by Vane line Bunkering of Baltimore, Maryland where the tug again retained her name. She has a length



of 87.5 feet a breadth of 29 feet and a depth of 9.7 feet. The grt is 196 tons and nrt 133 tons. *(Picture: Robert Mattson)*

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SVITZER BAGS TWO MIDDLE EAST CONTRACTS

Copenhagen based Svitzer A/S have increased their presence in the Middle East with the signing of a twelve year contract in Oman and a five year extension to an existing towage provision arrangement in Egypt. The Oman contract agreement follows what Svitzer describe as a “highly competitive bidding process” to provide marine related services for a twelve year period to Petroleum Development Oman (PDO) at the Mina Al Fahal port facility in Muscat, Oman. PDO is a joint venture between the Omani Government (60%), Shell (34%), Total (4%) and Partex (2%) and as such is the largest source of income for Oman with all the country’s oil exports passing through the Mina Al Fahal terminal facility. Svitzer will provide five vessels for the operation, three of which are expected to be new builds. The basis of the contract was a tailored vessel solution at an attractive price, combined with in-depth knowledge of local content requirements. Torsten Holst Pedersen, managing director of Svitzer’s Africa, Middle East and Asia region said: “Svitzer is committed to Oman and has been employing and training Omani crew since 2000. With this contract, our aim is to ensure continued employment of the local Omani employees currently working in the existing operation as we will start with 90% local employees.” Around the same time, Svitzer announced that



they had secured a five year extension to their existing contract for provision of marine related services at Egyptian LNG's Idku terminal east of Alexandria on Egypt's Mediterranean coast. Svitzer have been operating at Idku since 2005 and the extension will see continuation of services using four tugs and three pilot boats. Svitzer describe their partnership with Egyptian LNG as being based on a shared vision to promote operational excellence and an

unrelenting approach to safety culture, their proven ability to perform in these areas being important for renewal of the contract. Svitzer and Egyptian LNG had worked closely to identify the best operational solution for the latter's current gas export requirements, providing Egyptian LNG with full operational flexibility at a competitive cost level. *(Source: Maritime Journal; Photo: Mercator Media)*

BRAND-NEW TUG MICHEL IN DEN HELDER

The Damen ASD Tug 2913 **Michel** (Imo 9689081) moored at Damen Shipyards Den Helder, the Netherlands. The tug owned by Petersen & Alpers from Hamburg, Germany, has been built at the Damen yard in Galati, Romania. Petersen & Alpers are launching customers of this new type of tugboat. It will be the most powerful tug in the history of the German owner, with a pollard pull of approximately 80 tonnes.



(Source and Photo Paul Schaap)

COAST GUARD MEDEVACS TUGBOAT CREWMEMBER IN SAN FRANCISCO

The Coast Guard medically evacuated a crewmember from a tugboat servicing an anchored commercial ship in the San Francisco commercial anchorages Monday afternoon. At 12:06 p.m., Coast Guard Sector San Francisco Command Center watchstanders were notified of a crewmember suffering stroke-like symptoms aboard the **Point Vicente**, a 98-foot tugboat, operating approximately



1.5 miles east of Hunter's Point. At the time of the call, the **Point Vicente** was conducting a fuel transfer with a container ship, the Liberian-flagged **ANL Bindaree**, whose personnel provided initial medical attention to the crewmember. While conducting training in the area, a Coast Guard Air Station San Francisco MH-65 rescue helicopter crew overheard requests for

assistance and responded. The crew airlifted the person off of the container vessel and transferred them to Air Station San Francisco, where medical personnel met and transferred the person to a local hospital. "I am glad we were able to quickly come to this individual's aid and get them to advanced medical attention," said Capt. Greg Stump, commander, Sector San Francisco. "The **ANL Bindaree's** quick notification of the incident to the Coast Guard and their initial medical attention was second-to-none, which demonstrates the high level of professionalism amongst commercial mariners calling upon the San Francisco Bay." *(Source: Foreign Affairs; Photo: Tugboat Information)*

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SVITZER APPOINTED A NEW CHIEF OPERATING OFFICER

Svitzer Australia, the nation's leading provider of safe, reliable towage and other marine services, has expanded its management team with the appointment of Steffen Risager to the new position of Chief Operating Officer. Mr Risager will have responsibility for commercial relationships and the day-to-day operations of the Company's harbour towage business nationwide, reporting directly to Svitzer Australia's Managing Director Mark Malone. Announcing the appointment today, Mr Malone said the creation of this new position reflects Svitzer's determination to consolidate and grow its existing business while continuing to pursue emerging opportunities in the off-shore oil and gas industry. "Despite our recent successes at securing major new contracts supporting some of the world's largest energy projects, we nonetheless remain focussed on making our traditional harbour towage business even more competitive and sustainable for the long term," said Mr Malone. Svitzer has contracts to

deliver towage and other marine services to Chevron’s Gorgon and Wheatstone operations as well as Oil Search’s Kumul Terminal, all of which will continue to be managed by the Company’s Terminal and Off-shore business unit. “Mr Risager brings with him an extensive understanding of the Company’s operations and a strong appreciation of the needs of our customers. I am confident he will make a significant contribution to shaping Svitzer’s future here in Australia,” said Mr Malone. “Indeed, the appointment of an individual with Mr Risager’s qualifications and experiences reflects the strategic important of the Australian operation to Svitzer globally.” Mr Risager was previously Head of Business Transformation based in Copenhagen. Svitzer Australia has a modern fleet of more than 100 vessels operated by highly trained professional crews out of 35 ports and terminals nationwide. *(Press Release Svitzer)*

TSUNEISHI COMPLETES ITS FIRST 3,230KW CLASS TUGBOAT

On January 14th, 2015, Tsuneishi Group (Zhoushan) Shipbuilding, Inc. (head office in Fukuyama, Hiroshima Prefecture) completed the “**Hojin Maru**,” the first 4,400-HP class tugboat to be built by group company Tsuneishi Group (Zhoushan) Shipbuilding, Inc., and handed it over to its owner, Kambara Logistics Co., Ltd. This ship will be passed on to Kambara tug and Marine



Services Co., Ltd. established in January, 2015. This ship was built as a replacement of the **Hojin Maru** ship that Kambara Logistics Co., Ltd. has been operating since 1997. In recent years, operating profits have become increasingly important, and there is a growing need for domestic and overseas merchant ships that are bigger and faster. The new **Hojin Maru** is about three meters longer, has a larger hull, two standing four-stroke diesel engines, and is equipped with variable-pitch propellers that include a full-swivel Kort nozzle. Maximum tugboat force is 63.7 ton, and maximum speed has been increased to 15.6 knots. This ship is also equipped with special equipment such as an oil spill treatment system to prevent ocean pollution and fire extinguishers and a sprinkler system to help fight fires that occur on other ships as well. Accordingly, this ship can serve not only as a tugboat but also as a first responder in emergencies such as marine fires and oil spills. The Hojin Maru is scheduled to be used mainly at Okayama Prefecture’s Mizushima Port and in the Seto Inland Sea.

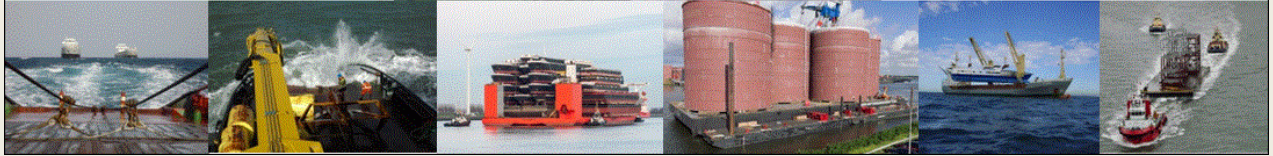
General specifications: Type: 4,400 HP class tugboat; Name: **Hojin Maru**; Length: 40.20 meters; Breadth: 9.20 meters; Depth: 4.20 meters; Gross tonnage: 252 tons; Qualification: JG coastal zone; Main engines: Made by Daihatsu Diesel Mfg. Co., Ltd. standing four-stroke diesel engine 6DKM-26e (× 2 units); Propellers: Made by Kawasaki Heavy Industries, Ltd. variable-pitch propeller with full-swivel Kort nozzle (× 2 units); Maximum speed: 15.6 knots (MCO); Tugboat force: 63.7 tons forward, 59.9tons reverse (MCO); Maximum occupancy: 10 passengers and 7 crew members; Shipyard: Tsuneishi Group (Zhoushan) Shipbuilding, Inc. *(Source: Tsuneishi Group)*

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KOC SHAMEKH COMMENCED YARD TRAILS



Last week was seen the Damen Shipyard Galatz; Romania built ASD 3212 with yard number 512519 tug **KOC Shamekh** commenced her yard trail on the Danube River. The tug is the fifth in a series of nine for the Kuwait Oil Company (KOC) - Mina Al Ahmadi, Kuwait. The vessel has a length of 32.70 mtrs a beam of 12.82 mtrs. Her total engine output is 5,050 bkW. She has a free sailing speed of 14.3 knots and a bollard pull of

80 tons. (Photo: Paul Ionescu)

ASTILLEROS GONDAN TO BUILD ØSTENSJØ LNG-FUELED TUGS

Spanish shipbuilder Astilleros Gondan has been awarded the newbuilding contract for the three LNG fueled escort tugs that Norway's Østensjø Rederi is building for operation at Statoil's Melkøya terminal. As we reported last week, the Robert Allan designed tugs will have Wärtsilä dual-fuel (DF) engines integrated with a customized gas storage and supply system also supplied by Wärtsilä. Though they



will primarily burn LNG (Liquefied Natural Gas), the Wärtsilä DF engines provide the flexibility to select the most suitable fuel according to availability, price and local environmental restrictions. The three new escort tugs will operate in icy environments of down to to -20° C. With dimensions of 40 m length and 16 m beam, they will have a bollard pull of 100 tons and escort steering force of 155 tons. Delivery is set for first half of 2017. Østensjø Rederi says Astilleros Gondan was chosen to build the tugs based on an extensive evaluation taking into account; experience, quality, price and delivery time. Østensjø Rederi says it is very familiar with Gondan as the shipyard has delivered eight vessels to the company since 2005 — five tugs of this size and three large PSVs. (*Source: MarineLog*)

LARGO REMO



Yesterday I received a picture from the National Dutch Towing Museum for identification of the enclosed picture of a Smit tug. Towingline can inform you that this is the former Panama registered tug **Largo Remo** (Imo 7501089). In a newspaper of The Times Record from Troy; New York, dated Wednesday, September 8, 1976, was read the following text; *The Largo Remo, a 105-foot*

tugboat built for a Texaco Oil Co. refinery in Panama, went on river trials this morning from the Mobil dock in the Port of Albany and is scheduled to leave tonight for Panama. The Matton Shipyard of Cohoes built the tugboat under a \$2 million contract and launched the 'ship June 15 in the first such launching in about five years, according to Karl Franz, Matton Shipyard's general manager. About 30 selected passengers were aboard for this morning's river trial. The keel of the 300-ton tugboat was laid in June of 1975 and outfitting was completed this month. In Panama, the tugboat will shift oil tankers and barges near the refinery. According Equasis the tug is laid up as from October 2014. The Largo Remo was built under number 342 and delivered to the Refinerie Panama SA – Colon. In the 1990's she was sold to Smit Americas, which is seen in the picture, Panama. In 1996 she was sold and renamed Tridente and in 1997 sold to Venecia Ship Service CA – Puerto Cabello; Venezuela and renamed Vesca R-18. She has a length of 32.19 mtrs a beam of 8.82 mtrs and a draft of 4.13 mtrs. The two General Motors V12 type 12-645-E2 diesel engines develops a total output of 3.000 bhp with a free sailing speed of 12 knots. (*Photo: National Dutch Towing Museum*)

YESTERYEAR TUG ISLAND COMMANDER & SAMARINDA

The Canadian tugboat **Island Commander** dockside in British Columbia. He is an ex-steam trawler, built in 1912 and converted to a tugboat in 1936. Twenty years later, her steam engine was replaced with a diesel. Former fishing vessels make good tugboats because, like tugs, they were designed to pull and they have the hull capacity for heavy loads. A number of fishing craft have been converted to tugboats, and they have gained the reputation of being good seaboats. As can be seen by the

absence of fendering in this photograph, the **Island Commander**, like other converted trawlers, tows mostly on the hawser. The whaleback forecastle head is left over from her fishing days, but she has been fitted with a tug-style cabinhouse and wheelhouse. The front of the wheelhouse has the typical Northwest Coast squared-off shape. The tug **Samarinda**, a converted whale catcher, tied up alongside another converted fishing vessel, the **Island Commander**. Like fishing trawlers, whalers have good seakeeping ability and powerful engines for towing dead whales to factory ships. Converting them to tugs is relatively easy. The **Samarinda** was built in Japan in 1950 and was converted in the late 1960's by a Canadian firm. After flying the Panamanian flag for a few years, she was sold to a towing company in the United States. The high flaring bow of the **Samarinda** is typical of whale-catchers. She is 144 feet long and powered by a 2000 horsepower diesel. The last Canadian-flag steam tug that worked the coast of British Columbia was the converted steam trawler Pacific Challenger, which was also the last steam powered whaler built (1952, Norway). Her engine was replaced with a diesel plant in 1974. (Source: *On the*



Hawser by Steven Lang and Peter H. Spectre)

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SMIT AND NIPPON CONTRACTED TO SALVAGE GROUNDED MSC SHIP

After running aground 8 days ago off the east coast of Okinawa, Japan, plans to salvage Military Sealift Command's USNS **Sgt. Matej Kocak** (T-AK 3005) are under way today. In a phone call with MSC spokesperson Nathan Potter, he says the ship is currently being dewatered and that a tanker is

on its way to defuel the vessel. gCaptain sources, along with AIS data, indicates the **M/T SLNC PAX** will be utilized for the transfer, however MSC did not confirm. MSC says the defueling will likely commence Monday and that two salvage companies, SMIT and Nippon Salvage, have been contracted for the eventual float-away of the ship. The ship is currently stable and once floated, will be brought to White Beach, Okinawa where divers will assess the damage and repairs will be made. *(Source: gCaptain)*



WRECK REMOVAL CONVENTION INFORCE FROM APRIL



The insurance and certification requirements of the Convention on the Removal of Wrecks become effective this April. In this connection, the Danish Maritime Authority has a request for Danish companies and shipowners. Therefore new regulations will be implemented. All Danish ships of or above 20 GT (gross tonnage) must take out insurance or other financial security to cover the owner's

liability in connection with the removal of wrecks. The ships must not engage in trade at all if such insurance or other financial security is not held. The regulations apply to all types of ships - not just merchant ships, but also fishing vessels, passenger ships and recreational craft. Large ships of or above 300 GT must carry a certificate on board, certifying that they have the required insurance/financial security. If such a certificate is not carried on board, the ships must not engage in trade and are at risk of being detained - this is so in Denmark, Bulgaria, Congo, Cook Islands, India, Iran, Malaysia, Marshall Islands, Morocco, Nigeria, Palau, Great Britain and Germany. The requirement to carry a certificate also applies to foreign ships of or above 300 GT calling at Danish ports or offshore installations in Danish territorial waters. *Request for Danish shipowners* The Danish Maritime Authority urges all owners of Danish ships of or above 20 GT to make sure that they have taken out valid insurance to cover their liability in connection with the removal of wrecks before 14 April 2015. In addition, the Danish Maritime Authority urges Danish shipowners with ships of or above 300 GT to forward applications for certificates to the Danish Maritime Authority as soon as possible and well in advance of 14 April 2015 so that we can help you get the certificate and,

thus, avoid any problems. The application form and guidelines for the application are available from the webpage of the Danish Maritime Authority. *(Source: Maritime Global News)*

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GALAPAGOS AUTHORITIES TO SCUTTLE GROUNDED CARGO SHIP

Emergency Operations Committee of Galapagos (Comité de Operaciones de Emergencias de Galápagos) has decided to sink the general cargo ship **Floreana** that ran aground January 28 while carrying provisions from the island of San Cristobal to Puerto Ayora. The Governor of the province Jorge Torres said that the vessel “is quite run down” after the stranding,



and once all the cargo is unloaded, it will be towed to sea and scuttled. At the time of the incident, the 1984-built, 2658 dwt ship was carrying 1500 tons of cargo and 13,000 gallons of fuel. The ship’s faulty propulsion system and ballast tanks are the possible causes of the accident. The authority stated that around 500 tons of perishable goods are lost. World Maritime News Staff; Image: Consejo de Gobierno de Galápagos *(Source: World Maritime News)*

GENERAL CARGO VESSEL GULFEM KALKAVAN AGROUND, TURKEY



General cargo vessel **Gulfem Kalkavan** dragged an anchor and was pushed ashore in Tuzla Shipyards area on Feb 2, in a severe storm which battered Marmara sea coast. No information on damages scale. Photos of the grounded vessel from local media. *(Source: Fleetmon)*

THREE FREIGHTERS GROUNDED BY STORM IN NEMRUT BAY, TURKEY

Three unmanned general cargo vessels in lay-up were pushed aground in Nemrut Bay, Aliaga, Turkey, Adriatic sea, by a storm which battered the area at night Feb 1. All three vessel were anchored in Cakmakli area, **Gofer B** and **Melek B** having one watchman on board, **Bodyer** without anyone. Vessels dragged anchors and



were pushed aground. **Gofer B** was pushed ashore, as can be seen on a photo, condition of **Melek B** and **Bodyer** unknown. No spill reported. All three vessels were in lay-up, according to AIS, since the end of 2012. Watchmen from **Gofer B** and **Melek B** were evacuated in the morning Feb 2. Salvage works will commence after the storm abates. (Source: *Fleetmon*)

OFFSHORE NEWS

PETRONAS OPTS FOR CARIMIN'S VESSELS



Carimin Petroleum Berhad, a provider of offshore oil and gas support services in Malaysia, has received an umbrella contract for provision of spot charter marine vessel services from Petronas Carigali Sdn Bhd (PCSB). The company says that the award, secured by the Group's wholly-owned subsidiary Carimin Sdn Bhd, will start immediately and be effective for two years until 2017. Carimin is required to provide two types of vessel, namely the Anchor

Handling Tug/Supply (AHTS) vessel and the workboat. The contract has an option for a further one-year extension. Carimin notes that the spot charter contract stipulates usage of the vessels by the client on demand within the contract period. Mokhtar bin Hashim, Managing Director, Carimin Petroleum Berhad, said: "Securing this contract is significant for Carimin because it is the Group's first contract to provide pure marine services, which is a positive step towards establishing this new earnings stream. "This award also deepens our working relationship with PCSB, where we have existing contracts to provide hook-up and commissioning (HUC), maintenance, manpower, and now marine vessel services. We believe that winning this contract amidst the dampened sentiment in the O&G sector demonstrates the Group's competitiveness within the industry. "We intend to continue doing well for our jobs in hand, as we are constantly eyeing more of such contracts to increase our

income base.” *(Source: Offshore Energy Today)*

NAO FIXES DUO

Nordic American Offshore (NAO) has moved two of its platform supply vessels (PSVs) out of the poor North Sea spot market on term deals. New York-listed NAO, which was spun-off from Nordic American Tanker, said the charters will last four months, with further options for each vessel, which it did not name. The ships will start with a major oil company in February or March. The company said: "We are pleased to observe the attractiveness of the NAO vessels,



which all are operated in the North Sea." NAO has six ships built in 2012 and 2013, with four newbuildings to follow this year. *(Source: TradeWinds)*

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LONG TERM CHARTER CONTRACTS FOR THE PSVs SEA TORTUGA AND SEA TRIUMPH



Deep Sea Supply is pleased to announce that the Company has agreed on long term bareboat contracts for the PSVs "**Sea Tortuga**" and "**Sea Triumph**" for operations in Australian waters. The end charterer will be an international oil major company, and both bareboat contracts are for 18 months firm plus 18 months option. Expected commencement of the

bareboat charters is late March 2015. *(Press Release Deep Sea Supply)*

ULSTEIN UPGRADES 'ISLAND PERFORMER' FOR U.S. GIG

Ulstein has informed that the subsea vessel **Island Performer** has been upgraded for its next assignment in the U.S. Ulstein Verft has installed cargo tanks and corresponding piping, a switchboard room for deck equipment and the sea fastening frame for stacks, as well as platforms for the tower winches. Furthermore, the tower has been upgraded, and cables have been installed for future deck equipment. The vessel is now



ready to load equipment for her U.S. assignment, and will be leaving Norway shortly, the company said in the press release. To remind, the vessel will serve its first five years for FTO in the Gulf of Mexico. Island Performer is an SX121 subsea vessel design, specialized for RLWI/IMR work. The ship was designed and built by Ulstein. The naming ceremony was held in June 2014 and the vessel was delivered from Ulstein Verft to Island Offshore in July 2014. With a length overall of 130m, and width of 25m, the vessel can accommodate 130 people. (Source: *Ulstein Verft*)

EZRA NETS NEW DEALS. LEWEK CONSTELLATION ON TRACK



Ezra Holdings' Subsea Services division, EMAS AMC, has secured multiple contracts from various energy companies valued at more than US\$65 million (including options). The scope of work includes project management, engineering, and transportation and installation works for a floating production storage offloading (FPSO) vessel in Africa, as well as various engineering and offshore construction support contracts.

The company said that work on the various project activities has started with offshore execution taking place in 2015 and 2016. "Despite the current headwinds faced by the oil and gas industry, our tendering activities remain healthy," said Lionel Lee, Ezra's Group CEO and Managing Director. "We sit in the value chain where it is more resilient. Since the beginning of 2015, the Group has announced contract wins totalling more than US\$355 million. I am delighted that we are consistently being recognised for our track record and engineering capabilities across the development and support of offshore oilfields by our clients." **Lewek Constellation** According to the press release, **Lewek Constellation**, the Group's ice-classed, DP3 multi-lay construction vessel with heavy lift capabilities, is on track to turn fully operational by March 2015. Prior to completion, the

vessel has secured a backlog of nearly US\$0.5 billion, and is fully committed through to the middle of 2016. The company noted that with the delivery of the **Lewek Constellation**, the Group has substantially completed its major capex in this growth cycle and is poised to move into a phase of free cash generation which will ultimately improve gearing and develop balance sheet strength. The vessel has completed the installation of her multi-lay system in the Netherlands and is currently undergoing commissioning works. The Group has also closed the increased loan facility to finance the construction of the vessel up to its completion. “We are excited to be part of this landmark project for the subsea industry, and to see the **Lewek Constellation** come online. The **Lewek Constellation** will be only one of two vessels in the world in her class, and we are proud to be associated with the project from start to finish,” said Magnus Piene, Global Head of Offshore for DNB, the colead-arranger for the loan facility for the **Lewek Constellation**. “We have seen Ezra grow and transform since the early 2000s as a ship charterer to becoming a full-fledged subsea engineering services provider, and we would like to congratulate Ezra on achieving yet another milestone with the **Lewek Constellation**,” said Joyce Tee, Managing Director, Head of Shipping, Aviation & Transportation, Institutional Banking Group of DBS Bank, the co-lead arranger for the loan facility for the **Lewek Constellation**. “I am extremely pleased with the progress we have made with the **Lewek Constellation**, and I would like to thank our principal banks for their commitment and strong support in seeing this project come to fruition,” said Lee. The Group has secured a healthy backlog of approximately US\$2.5 billion, with a majority of the contracts expected to be executed over the next 12 to 18 months. *(Source: Ezra)*

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STRATEGIC MARINE LAUNCHES CREW BOAT JATI SEVEN

Strategic Marine, a shipbuilder for the oil & gas sector, has launched the **Jati Seven**, its first ever Offshore 40 Generation 3 crew boat being built for long term customer, Dinastia Jati. According to Strategic Marine, Dinastia Jati is an oil and gas services group based in Malaysia and the **Jati Seven** is the first in a series of three 3rd Generation vessels being built for them. The launch of **Jati Seven** represents the culmination of



several years of evolutionary design and production, the company has said in the press release. The company further notes that the launch of this vessel also marks a new benchmark for the most efficient crew boat in the market for its class. The company has explained that this Generation 3 vessel retains the major features of the Generation 2 version whilst increasing cargo carrying capacity, fuel efficiency and improved sea keeping. Reece Newbold, Head of Group Business Development at Strategic Marine said today: “This vessel marks an important chapter in the design and construction of our crew boat range and highlights the strong relationship with Dinastia Jati and indeed the overall Malaysian crew boat market. We are excited to introduce a new bench mark to the sector.” *(Source: Offshore Energy Today)*

UNIONS DON'T WANT 'PIETER SCHELTE' IN UK



Maritime union RMT has slammed Shell UK's decision to award to Swiss-based Allseas Group SA the contract for the decommissioning of three of its Brent platforms that are situated on the UK Continental Shelf using its newest vessel, the Pieter Schelte, for the task. Shell has today said it has begun preparing plans for the decommissioning of the Brent Delta Platform in the UK North sea using the 'Pieter Schelte'. The Brent

Delta platform is one of four platforms located in the Brent oil and gas field. The company has said that a thirty day public consultation on plans to start scrapping of the Brent field will begin week starting Monday, February 16. RMT pointed out that there is no place in the UK for “a vessel which is named after a top German Nazi jailed for war crimes at the end of the war.” The vessel was named after Pieter Schelte, father of the Allseas founder, Edward Heerema. The Maritime Union also said that the vessel operates under a Panamanian flag of convenience, “employing socially-dumped foreign labour on pitiful pay and conditions as well as being named after the company owner Edward Heerema's father who served as a Waffen SS officer and was imprisoned after the second world war.” RMT General Secretary Mick Cash said: “Coming just days after we remembered the liberation of Auschwitz it is sickening that a vessel named after a senior Nazi, jailed for war crimes, is set to be working on a tax-payer funded contract in British waters. This scandal must be stopped and RMT will work with our sister union's and the ITF to bring this outrage to public attention and force it to be called to a halt.” *Contract signed in 2013* Worth noting, the decision to award a contract to Allseas is not exactly news, as the deal was signed back in 2013. The Pieter Schelte, the RMT is crying 'foul' over, has recently arrived in Rotterdam where it will be outfitted before embarking on its Brent field assignment. Steve Todd, RMT National Secretary, added: “This shocking news compounds the fact that with a massive decommissioning program in place on the offshore UK continental shelf over the next 10 to 20 years, out of all the vessels that will be used hardly any of them will have British crews on board. Furthermore, we will be lucky if any of the work from the decommissioning benefits

anywhere in the UK or any of the UK workforce and yet it is UK taxpayers money that will fund the programme.” “That is an absolute disgrace which is brought into sharp focus by the revelation that a union-busting company, using a ship honouring a top German Nazi and flagged out to Panama, stands to rake in a fortune at British taxpayers’ expense.” Offshore Energy Today sent e-mails to Allseas and Shell, seeking comment on the accusations by RMT, but did not receive a response at the time of the writing of this article. Pieter Schelte: The Brent contract is the first to be awarded to Allseas for Pieter Schelte. The dynamically positioned single-lift installation/decommissioning and pipelay vessel, built by Daewoo Shipbuilding and Marine Engineering (DSME) in Okpo, Korea has been described as the largest vessel of its kind in the world. Pieter Schelte, with a length of 382 m and width of 124 m, will has topsides lift capacity of 48,000 t and a jacket lift capacity of 25,000 t. *(Source: Offshore Energy Today; Photo: Maarten Versluijs)*

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MAGSEIS BAGS RED SEA SURVEY

Norwegian ocean-bottom seismic specialist, Magseis, has secured a deal with BGP Arabia Co. Ltd for a pilot survey for the Saudi Arabian Oil Company (Saudi Aramco). According to Magseis, the survey will be conducted in the Red Sea and should last until the end of February. This is the company’s second job scooped for the first quarter, after a multi-client project in the



Barents Sea. Magseis also won a contract with Chevron for seabed seismic acquisition in the UK sector of the North Sea that will start towards the end of the first quarter and will be conducted using the company’s proprietary MASS system and the vessel **Artemis Athene**. Prior to the start of the Chevron project, the vessel is scheduled for one or more pilot surveys and the upgrade to 4500 sensor units. The value of the contract hasn’t been announced, however, the Oslo-listed company said it expects Red Sea pilot survey to kick off soon. *(Source: Subsea World News)*

WINDFARM NEWS

SEAZIP OFFSHORE SERVICE BRINGS TWO NEW OFFSHORE WIND SERVICE VESSELS INTO SERVICE



At the end of March, Harlingen-based SeaZip Offshore Service BV will bring two new service vessels into service for the support of wind farms at sea. These are vessels of the successful Damen FCS 2610 type, modelled after the proven ‘Twin Axe Bow’ concept. The vessels, called **SeaZip 3** and **SeaZip 4**, are going to sail under the Dutch flag and were built by Damen Shipyards in Singapore. Technical inspectors from SeaZip Offshore Service recently attended the trials

and have informed us that both trial runs passed off smoothly. Therefore, shipment of the **SeaZip 3** and **SeaZip 4** to the Netherlands has been given the green light. Both vessels will be completed at Damen Shipyards in Gorinchem and delivered to SeaZip Offshore Service in March. SeaZip Offshore Service is part of Harlingen-based JR Shipping Group, which will also conduct the operational management of the offshore service vessels. Currently, SeaZip Offshore Service operates two very similar sister ships, **SeaZip 1** and **SeaZip 2**. Both vessels have long-term charter contracts with the German RWE energy group and are put to use in the Nordsee Ost offshore wind farm, which will become operational later this year. *Enthusiasm of offshore wind industry* Mr. Jan Reier Arends is co-founder and one of the two Managing Directors of SeaZip Offshore Service. Mr Arends comments: “The fact that the **SeaZip 1** and **SeaZip 2** remain in service during the winter months is noteworthy. It is an indication of how welcome this new generation of efficient and 100% seaworthy service vessels is. Experiences with both vessels have been very good. They are swift, reliable, comfortable and safe. It is interesting to see how customer relations’ work practices and requirements continue to trigger permanent innovation. Damen, for example, increased cargo capacity on board the vessels and relocated their passenger compartments to be able to meet accommodation capacity requirements to an even greater extent. As a result, our crew members can stay on board while in port. Damen continues to develop this successful type of ship further with the aim of providing the offshore wind industry with services which are exactly customized to their needs. The market is responding enthusiastically. There is a great deal of interest in the vessels already, whereas they cannot be deployed until late March.” With this type of vessel, Damen Shipyards and SeaZip Offshore Service take into account the anticipated trend to choose offshore wind farm locations at ever greater distances from the coast and at great depths. The **SeaZip 3** and **SeaZip 4** are state-of-the-art service catamaran ships for the transport of passengers and cargo. These aluminium vessels (type FCS 2610) are constructed by Damen Shipyards and modelled after the innovative Twin Axe Bow concept, which provides maximum stability on the open sea and steady sea-keeping behaviour, at the highest possible speed (25 knots). The SeaZip 3 and 4 (length 26.30 m) each provide space and

comfort to 12 passengers and have a 20 ton cargo capacity. Each deck is geared to the transport of two to four containers (20ft/19ft). The vessels are equipped with their own crane system and provisions for diving. *(Source: SeaZip)*

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ICENI CONQUEST IN YARMOUTH

Last week was seen the **Iceni Conquest** entering Great Yarmouth, next time she leaves at the end of March she will have Iceni colours and logos. The Iceni Marine Service Ltd. operated vessel was built by Alicat Workboats and has a length of 21.30 mtrs a beam of 7.66 mtrs and a draft of 1.10 mtrs. The two MAN 12V 1400 engine develops a total output of 2800 hp. She is classed MCA Workboat Code, Category 1 MGN280(M). *(Source: Twitter)*



CWIND APPOINTS NEW GLOBAL HEAD OF SHEQ

CWind, a leading provider of services to the offshore wind industry, has created a new role in the business to ensure that it continues to develop and maintain the highest levels of SHEQ as it expands its global footprint. Mr Kevin 'Pat' Paton has been appointed to the role of Global Head of SHEQ (Safety, Health, Environmental and Quality), making him responsible for the SHEQ functions of CWind Ltd and its subsidiary companies within the UK and Germany. This new appointment reflects CWind's absolute commitment to the safety of CWind's people and partners at all times during its operations. Mr Paton joins the company from RWE, where he occupied the position of HSE&S Manager, responsible for multiple European offshore renewable energy projects such as Gwynt y Môr and Galloper in the UK and Innogy 1 and Nord See Ost in Germany. Prior to this he was active in the oil & gas industry, as Projects HSSE Manager at Petrofac, where he managed all HSSE matter on multiple project sites in the MENA region. He began his career in the Royal Navy Submarine Service spending 17 years as a Nuclear Engineering Officer and as part of the Flotilla SHEQ Department. Pat brings over 20 years of experience in managing SHEQ systems to CWind.

In his new position, Pat is responsible for not only developing the safety culture of the business and progressing the company's strategic SHEQ goals but also to ensuring the CWind brand promise provides a single safe system of work that delivers solutions with the least risk possible working to achieve zero injuries. Peter Jorgensen, Managing Director at CWind commented on the appointment of Mr Paton: "Pat's appointment gives us a fresh take on SHEQ operations at CWind – helping us to maintain and build on our already high standards. I am confident Pat's appointment will support CWind in its continuous drive to achieving SHEQ excellence in all of our business areas within the offshore wind industry." Commenting on his new appointment, Pat said: "CWind has a reputation for quality and excellence within its field and this, teamed with the company's forward thinking outlook, is what attracted me to the position. Working to maintain SHEQ standards in one of the harshest and most hostile environments within the Renewable Industry and brings with it a range of challenges. Achieving the highest levels of safety performance requires participation from every employee. At CWind our 'Safety First' program allows all employees to fulfil the role of functional line safety. Looking into CWind's future vision, we are upping our game in health and safety and I'm excited by the challenge." (*Press Release CWind*)

SEACAT SERVICES SETS SIGHTS ON EUROPEAN OFFSHORE WIND BOOM



Offshore energy support vessel (OESV) operator places £6 million, two-boat order and prepares to launch second tank-tested 26m catamaran ahead of 2017 construction boom. Class-leading offshore energy crew transfer vessel operator Seacat Services has placed an order worth £6 million with local boat builder South Boats IOW for two DNV-GL class-certified next

generation 24m catamarans as it looks to bolster its fleet ahead of the next phase of European offshore wind construction. While new construction is set to slow during 2015 as a number of sites reach completion, throughout 2016 installation activity is projected to steadily increase and, in 2017, a significant uptick is anticipated as numerous large projects get underway. Concurrently, demand for larger, more versatile crew transfer vessels to service deep water developments in Germany, Denmark the Netherlands, Belgium and soon France will continue to grow steadily as the industry expands. In order to cater for this expected spike in demand for high-quality support vessels, Seacat Services has committed to extending an ambitious build programme with South Boats that has already seen the launch of eight state-of-the-art catamarans, each building on the unparalleled quality, reliability and safety standards set by the last. With **Seacat Courageous** - the firm's second 26m tank-tested OESV - currently in build and due for launch in mid-February this year, the two new 24m catamarans, named **Seacat Mischief** and **Seacat Magic**, are scheduled for launch in October 2015 and January 2016 respectively. Once complete, the vessels, built to a custom design specification, will expand the Seacat Services operational fleet to 11 and will be available for charter in both the domestic and wider European markets. "As the offshore wind market prepares to enter by far its most significant and challenging phase of development to date, firms throughout the

supply chain must start gearing up to support that expansion,” said Ian Baylis, Managing Director, Seacat Services. “As ever, this will require forward-thinking and timely investment.” “It’s also going to depend on the ability of those firms to cooperate and support each other. That’s one of the reasons why our ongoing relationship with South Boats Isle of Wight has always been so beneficial, not only to us, but also to the clients we serve and the industry at large.” “While these new 24m vessels are being built with the imminent construction rounds in mind, they are, as ever, the product of a hugely productive development relationship and years of experience at sea, accrued not just in the domestic market, but in the wider European offshore wind industry.” Steve Thacker, Managing Director, South Boats IOW, added: “Local supply chain hubs, such as the one we have built with Seacat Services on the Isle of Wight, have been instrumental in driving standards in European offshore wind to date and will undoubtedly prove invaluable as the industry enters a critical phase of construction.” *(Press Release)*

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YARD NEWS

PORT OF LONDON AUTHORITY INKS DEAL ON NEW CATAMARAN SURVEY VESSEL

The Port of London Authority (PLA) has sealed a deal to put a new purpose-built survey catamaran on the river Thames. The robust and fuel-efficient CTruk MPC19 is set to replace the PLA’s Yantlet vessel as she reaches the end of her service life. The new boat is due to enter service later this year and will continue the PLA Hydrography



team’s vital survey work which facilitates safe navigation on the tidal Thames. The river is an essential link for trade, travel and leisure. It is home to the UK’s second biggest port, is the busiest inland waterway and hosts the largest concentration of rowing clubs in the country. □ High-tech, fuel-efficient and proven catamaran design; □ New boat due for delivery later this year; □ Vessel will

replace long-serving survey vessel Yantlet. The CTruk MPC19 is a hydro-dynamically optimised twin-hull design that boosts smooth passage through the water. It also has a low draught for shallow water access and a low air draught (height) so it can get under Thames bridges with ease. The boat can accommodate up to 12 people (two crew and 10 passengers) and is loaded with features including: □ Water-jet propulsion (for a high level of control and low draught); □ Multi-beam sonar platform; □ A 4-metre survey-capable Rigid Inflatable Boat (R.I.B.); □ Cruise speed of 18 knots; □ Survey speed from 2 knots; □ Fuel efficient to save operating costs; □ Top-of-the-range echo sounding systems and ancillary survey equipment; □ Deck that can take loads of up to 1 tonne per square metre; □ Equipment includes a Palfinger foldable knuckle crane. This type of boat is popular with offshore wind farm support work. Essex-based supplier CTruk will build the FRP composite vessel using a vacuum resin-infusion technique, giving a smooth hull shape and lean body frame that will allow for a more efficient passage along the Thames. Capt. John Pinder, port hydrographer, said: “This boat should be an excellent addition to our fleet. It offers more space to our busy crew and its fuel efficiency is a bonus that will help us keep costs down. We very much look forward to taking delivery of the craft and naming her.” CTruk has built 18 of these multi-purpose cats to date, with the popular design racking up thousands of service hours on 24/7 operations in the UK and Europe. Chairman Pete McIntosh commented: “Building for a client as highly regarded in its field as the PLA is a great endorsement for CTruk. We look forward to working closely with the PLA team to produce a boat that is well suited to the complex demands of their important work on the river Thames.”

(Press Release CTruk) □

TUCO DELIVERS THE FIRST PROZERO 12M DC LIGHT PILOTBOAT TO SEA CHARTER A/S.



Tuco Marine delivers the first vessel specially designed and equipped for Pilot services to the shipping company Sea Charter A/S. The vessel, which has been built at Tuco’s facilities in Faaborg, is an ProZero 12m DC. During this week it has been sea trialed in the cold January conditions offered by the bay off Faaborg. The ProZero 12m DC features, a complete protective cabin for the crew. So the tests could be carried

out in very comfortable conditions despite the cold weather. Sea Charter A/S is going to use the ProZero 12m DC in a charter agreement the company has entered with the Danish National Pilot Service Company Danpilot. Danpilot will use the boat in a new flexible internal boat program, and the ProZero 12m DC will enter service at several of Danpilts pilot stations during the charter. The delivered vessel is as many of the ProZero vessels in Tuco Marines ProZero range of vessels, equipped with a flexible hang cabin, that are mounted on rubber shocks, to secure optimal sound dampening, and crew comfort inside the cabin. Where four suspended seats and a toilet ensures the very best traveling experience for the crew and passengers. On the aft deck of the vessel, six seats are built into the exterior through a well thought through aft deck layout including seating’s build into the engine

box and engine room ventilations. The light pilot boat is equipped with a Volvo Penta D6 inboard diesel engine and it is capable of doing more than 27 knots when transporting Pilots and Passengers to or from pick-up points, which will be the boat's main area of use. In addition to Pilot Services, the boat will be used for passenger transport as DANPILOT also preforms crew change operations in their operational areas and the ProZero 12m DC therefore carry all the necessary certificates for transporting passengers. The boat is further equipped with both radar, AIS and a double VHF installation for optimal communication. The ProZero 12m DC also holds an extra aft-deck steering position and extensive deck lighting fore and aft, and a full camera surveillance system for both on-board and from land surveillance of the vessel and its operations. The ProZeros foredeck is equipped with boarding ladders in both side and a bow entrance for bording installations through the bow. The ProZero 12m DC has received great marked feedback since the revealing of the design mid-2014 and have been recommended for use as CTV in the offshore marked and as comfortable Dive Support Daughter Craft. *(Press Release)*

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CIMC RAFFLES SENDS SS-MPP VESSEL ON SEA TRIAL

China's rig builder CIMC Raffles has informed that on January 31, 2015, the 50,000T DWT semi-submersible multi-purpose (SS-MPP) vessel left from CIMC Raffles deep dock and started its sea trial. CIMC Raffles says that during the sea trial, several tests will be completed including DP, PMS, FMEA, and vibration noise. This 50,000T DWT SS-MPP vessel has a length of 216 meters, width of 43 meters, depth of 13.35 meters, designed draft of 10 meters, goods deck dive depth of 13



meters and design speed of 13.5 knots. Furthermore, the vessel has DP2 dynamic positioning system and unmanned engine room and all moving tail buoyancy tank. *(Source: Offshore Energy Today)*

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:

- [Damen delivers Stan Launches for Multirship Boatman](#)
- [Italian harbour towage and offshore Operator Corima orders a Damen ASD tug 2810](#)
- [Multi-annual and exclusive towage contract for KOTUG](#)
- [Signet Shipyard Delivers EPA Tier 3 ASD Tug](#)
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