

Tugs Towing & Offshore Newsletter



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

TUGS & TOWING NEWS

EVERGEM SOLD



Martrade BV of Sliedrecht is pleased to announce the sale of URS Combitug “**Evergem**” (Imo 9035008). The “**Evergem**” was built in 1993 at the NV Scheepwerf of Rupelmonde in Belgium as the “**Thomas Letzer**” under number 472 and in 2000 renamed “**Evergem**”. Vessel was last year’s mainly trading in the Ghent/Terneuzen area for Unie van Redding en Sleepdienst NV (URS). On the picture the vessel is

leaving Terneuzen for the last to bound to Rotterdam-Ridderkerk where the new owners will take physical delivery of “**Evergem**”. She has a length of 31.99 mtrs a beam of 9.04 mtrs a draft of 3.95 mtrs and a depth of 4.65 mtrs. The eight cylinder ABC type 8MDZC diesel engine develops an output of 2,000 kw (2,719 bhp) at 800 rpm. She has a free sailing speed of 13.5 knots and a bollard pull of 39 tons. *(Press Release Martrade)*

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RT ATLANTIS COMMENCED TRAILS

On the 14th April was seen the Cheoy Lee new building Rotor tug **RT Atlantis** (Imo 9707479) commenced trails Hong Kong waters. The tug, a ART80-32 design, is built for the owners Elisabeth Ltd in Malta. This Rotortug®, exclusively designed by Robert Allan Ltd, is the third in the series of four on order with Cheoy Lee shipyards Ltd., with the **RT Discovery** and **RT Endeavour** delivered last year. This new ART series sets the new industry



benchmark and established itself in a firm position on the high performance harbour- and escort tug markets. **RT Atlantis** combines high Bollard Pull over both working ends and superior steering force at all operational speeds with improved fuel economy and operational flexibility. Both in the indirect mode as well as in the direct mode performance is unmatched and built-in redundancy maximizes operational safety. Her second to none maneuverability, performance and safe operations provide the preferred tug design at terminals and floating production – and storage units. Her propulsion consist three Caterpillar 3512C engines, each developing 2,365 hp, coupled to Schottel SRP3000FP fixed pitch azimuth thrusters. The vessel has a length of 32 mtrs a beam of 12.60 mtrs a draft of 6.31 mtrs and delivers a bollard pull of 80 tons, both ahead and astern with a free running speed of 12.5 knots. (Photo: John Regan)

EUROPEAN TUGOWNERS ASSOCIATION: THE ANNUAL MEETING 2015 IN ATHENS HOSTED BY TSAVLIRIS SALVAGE



The 52nd Annual Meeting of the European Tugowners Association (ETA) will be held in Athens from 13 until 15 May 2015. ETA's member Alexander G. Tsavliris & Sons will host the 2015 Annual Meeting, a return to Greece since the 1993 meeting in Crete. The three-day programme will include a meeting of the Supervisory Committee, the Annual Meeting of Members, a Conference of Members and Associates and a Social Day. The Conference topic is "Towage in a global

shipping context". Since 1964, Full and Associate Members gather each year, invariably in one of the European littoral countries where members operate. The European Tugowners Association was formally established in London on 1 July 1963 and transferred to Brussels in 2002. It is one of Europe's oldest maritime trade organisations. The Association is widely recognised as the sole representative body of European tugowners and operators striving for safe and efficient maritime transport and port services within Europe. At present, the ETA has 81 full members in 21 countries who own or operate a combined fleet of



some 700 tugs in European ports/installations. The membership encompasses family businesses and port authorities with very small to medium size tug fleets as well as the major towage companies operating well over 100 tugs in Europe and a much larger number worldwide. Each member-country has a Representative on the Supervisory Committee, nominated by the full members of the individual countries or the respective national tugowners association. Nicolas A. Tsavlis is the Representative for Greece. Tsavlis Salvage Group is one of the most active emergency response contractors for maritime casualties worldwide, as well as the most frequent user of LOF contracts. With tugs on permanent stations at strategic locations, the Group's international activities embrace every service relating to marine salvage and towage, extending to complex wreck removals and partnering today's shipowner in fulfilling the obligation to protect the marine environment from pollution. Tsavlis Salvage Group celebrates 100 years from the birth of the company's founding father, Alexander George Tsavlis; 75 years from the commencement of the first Tsavlis shipping company and 50 years from the foundation of Tsavlis Salvage in 1964. (*Press Release Tsavlis*)

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SL BOYNE ISLAND



Last week the LNG tugboat **SL Boyne Island** has arrived in the Gladstone Port and officially Gladstone-registered. The tug is the third in a series of five that is delivered by the Sanmar Shipyard in Turkey. Smit Lamnalco general manager Fred Rutgers said maritime law dictated that the vessel sailed from Turkey to Gladstone under a Singapore flag. "But the moment the **SL Boyne Island** arrived the tug is registered under the Australian flag. All the five

tugs are named to the surrounding Island. It's something for the Gladstone region and it symbolises the ports. The tugs are named **SL Curtis Island**, **SL Heron Island**, **SL Boyne Island**, **SL Quoin Island**

and **SL Wiggins Island**. The tug will operate from their home base RG Tanna Terminal. General manager Fred Rutgers said the five LNG tugs were a big investment for the company. "The shipping yard (in Turkey) has provided exceptional quality vessels," he said. "All the extra gear is really well advanced." The fourth tug has departed the Tuzla Sanmar Shipyard: Turkey already and it is expected that she will arrive at the end of May. *(Photo: Laurens de Bruijn)*

JIAN GANG 106, HONG KONG 15 APRIL 2015

This old Chinese tug, **Jian Gang 106**, arrived in Hong Kong Victoria Harbour yesterday, 15th April and anchored near the Star Ferry terminal. She is registered in Guangzhou and other than a MMSI number I am unable to find out anything about her. Nice old girl to but could do with some love and attention! *(Photo: Joh Regan)*



GREEN ISLE READY FOR ACTION



Last week was seen the Damen new building Multicat **Green Isle**. The Multicat is owned by Green Marine - Stromness, Orkney and ready for action. *(Photo: Peter Andriessen)*

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ORCADIA II TRANSFERRED FOR OUTFITTING



Last week was seen the Damen built yard number 571683 MultiCat 2613 **Orcadia II** (Imo 976643) being transferred to the Damen Hardinxveld yard for outfitting. The Multicat is on order for Scot Marine and is the second for this owner. The standard dimensions for this type of vessel are Length (meter)26.25; Beam (m) 13; Power total (BKW)2850; Bollard pull max (tonnes)45 and a Crane capacity (tm)15.

She has grt of 199 tons and is classed Bureau Veritas. *(Photo: Arie Boer)*

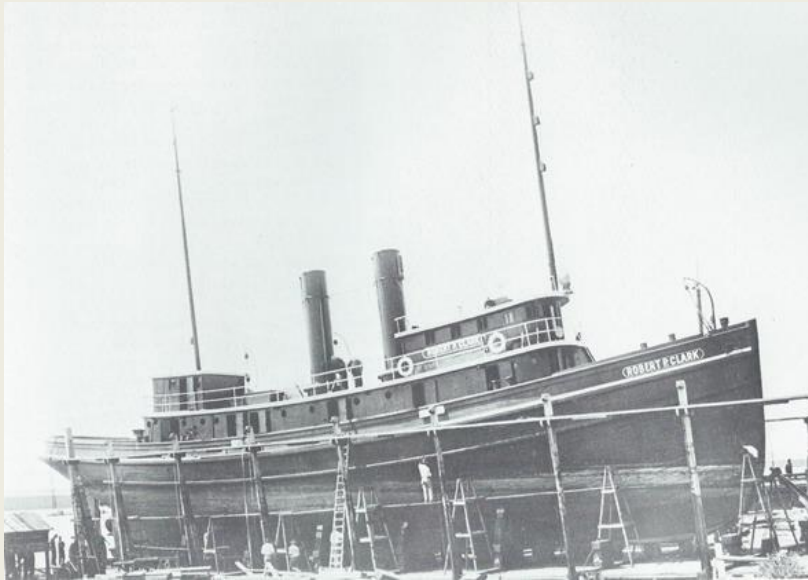
PUNTA MAGNISI ENTERING POZZALLO PORT, SICILY

The 1996 built Italian registered with call sign IIKQ tugboat **Punta Magnisi** (Imo 9153044) was seen entering Pozzallo Port, Sicily on Thursday 9th April, 2015 to assist 2 bulkers. The tug is owned and managed by Augusta Imprese Maritime – Augusta; Italy. She has a length of 30.00 mtrs a beam of 10.00 mtrs and a draft of 4.00 mtrs. The two Wartsila NSD type 6R25 at 900 RPM engines have a total output of 3,750 hp with a bollard pull of 47 tons and



a free sailing speed of 12 knots. She is classed Registro Italiano Navale. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

YESTERYEAR TUGS BUILDING, LAUNCHING AND REPAIR ROBERT P. CLARK



An oceangoing tug hauled out for a general scrapedown and painting. This is the **Robert P. Clark**, owned by the Gulf Refining Company and built in Orange, Texas, in 1917. Tugboats, especially the oceangoing variety, are deceptive-looking when they're in the water – they tend to look like they have shallow draft. When out of the water, their deep underbodies are apparent. Tugboats have deep drafts primarily to get their propellers

as low in the water as possible. Because of the passage of the hull, water near the surface is disturbed and aerated. If the propeller cannot get an effective purchase on this water, pulling power is wasted. A deep propeller is in solid water and hence has a better bite. There are other reasons for deep drafts in tugboats, of course, one of the most compelling being to create the space and buoyancy in the hull to carry big engines and ample fuel. The **Robert P. Clark** was 128 feet long and was rated at 1000 horsepower. She was used to tow oil barges in the Gulf of Mexico until she was taken out of service and abandoned in 1937. The shack on the after boat deck housed the mate and radio operator. In the early days of radio at sea, the radio equipment was segregated as much as possible from the rest of the ship because of the batteries and their potentially dangerous gases. *(Source: On the Hawser by Steven Lang and Peter H. Spectre)*

ACCIDENTS – SALVAGE NEWS

OLEG NAYDENOV SINKS OFF CANARY ISLANDS

A Russian trawler **Oleg Naydenov** sank some 15 miles off Punta Maspalomas, the Canary Islands, at around 22:45 local time Tuesday, Spain's Salvamento Maritimo reports. As World Maritime News previously reported, the trawler had been burning for days after a fire that started in the engine room April 11 spread throughout the vessel which was at the time loaded



with cardboard. At the time of the incident, [Oleg Naydenov](#) was docked at the port of Las Palmas. After failed attempts to contain the fire, the authorities decided early Sunday to tow the burning trawler some 20 miles offshore, fearing that the ship's fuel tanks might explode or that the vessel might sink in the port due to the large amounts of water used to contain the fire. The trawler sank with around with 1,409 tons of fuel inside the tanks to a depth of 2,400 meters. Salvamento Maritimo said that the tug [Punta Salinas](#) has remained at the location of the sinking, and has reported no signs of contamination in the area yet. All 72 crew members aboard the trawler at the time of the incident disembarked the vessel safely on Saturday. The reports from yesterday hinted at the possibility of the vessel pulling through the incident without sinking. The fire had been put out, with some residual smoke coming from onboard the ship, and the initial list of 11 degrees had been reported as unchanged. *(Source: World Maritime News; Photo: Salvamento Maritimo)*

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BOURBON OFFSHORE: THREE KIDNAPPED FROM CREWBOAT OFF NIGERIA



French offshore services provider Bourbon Offshore confirmed Monday that three crewmembers have been kidnapped one of its crewboats off the coast of Nigeria. In a statement, Bourbon said that three were kidnapped from the [Surfer 1440](#) after it was boarded on the night of April 8th off the Nigerian coast. Bourbon says that it immediately activated an emergency unit in Nigeria. The company added that its

Bourbon Interoil Nigeria is in contact with the families of those kidnapped. The three kidnapped were all Nigerian nationals, the company said. [Surfer 1440](#) is part of Bourbon Offshore's Surfer-series crewboats. Bourbon said it would make no further comment on the situation. *(Source: gCaptain)*

\$50 MILLION IN COINS SALVAGED FROM WRECK

Marine salvage experts have recovered \$50 million in silver coins from a ship sunk by a German submarine in 1942 as it was transporting the cash from India to London to help finance Britain's

efforts in World War Two. Mauritius-based Deep Ocean Search, the firm in charge of the salvage 700 km (400 miles) south of the South Atlantic island of St. Helena, said the recovery from the wreck of the SS **City of Cairo**, lying at a depth of 5,150 meters, was a world record. "The ship was broken in two and buried deep in the sea-floor silt. Parts of the ship had meters of mud heaped upon it," Deep Ocean Search said on its website. "Operating at this depth caused serious technical difficulties which were new to us." A



mixed cargo and passenger ship, **City of Cairo** was sailing from Mumbai to Britain via Cape Town and Recife in Brazil in late 1942, carrying 296 passengers and 100 tons of silver coins belonging to the British Treasury. It was spotted by a German U-boat in the South Atlantic and sank after being



hit in quick succession by two torpedoes. In all, 192 people of those on board survived in life-boats until they were picked up by passing ships and dropped off either in St. Helena or Cape Town in South Africa. Deep Ocean Search started looking for the wreck in 2011, and eventually found it lying on an underwater slope in the foothills of the mid-Atlantic Ridge. Under a contract with Britain's Department of Transport, the company recovered "several tens of tons" of

silver coins, still sitting in hessian sacks, from the wreck. It also managed to lift the propeller from one of the torpedoes. The operation was completed in 2013 but kept under wraps until this year.

After Deep Ocean had taken its cut under international marine salvage rules, the remainder of the treasure was returned to its original owner - Britain's Treasury, a spokesman confirmed.

*(Source: [Marex](#). [Extra Information regarding the City of Cairo below reported by Uboat.net](#) The **City of Cairo** was built in 1915 by Earle's Shipbuilding & Engineering Co Ltd, Hull and owned by Ellerman Lines Ltd, London. The 8,034 tons steam passenger ship was*



homeported Liverpool. She was sunk by the *U-68* – Karl Friedrich Merten in position 23.30S – 05.30W. There were 311 people on board of which 104 died and 207 survived. She was enroute from Bombay to the UK via Durban; Cape Town and Pernambuco; Brazil. She has a cargo of 7,422 tons general, incl. pig iron, timber, wool, cotton, manganese ore and the 2000 boxes silver coins. *The report:* On 1 Nov, 1942, the *City of Cairo* (Master William A. Rogerson) left Capetown with 150 passengers, of whom nearly a third were women and children and followed the African coast until she reached a longitude of 23°30S, where she turned westward across the South Atlantic. She was unescorted, only capable of 12 knots and her engines burned smokily. On 6 November, the smoke trail was sighted by *U-68* and at 21.36 hours one torpedo struck the *City of Cairo*. The master gave order to abandon ship and all the women and children left the ship safely, only six people were lost in the evacuation. Merten fired a second torpedo after 20 minutes, which caused the ship to sink by the stern about 480 miles south of St.Helena. Then *U-68* questioned the survivors in the six overcrowded lifeboats and left the area. The survivors were over 1000 miles from the African coast, and twice as far from South America. Because of their limited supplies, they set sail for St.Helena. The survivors calculated that they should reach St.Helena in two to three weeks and rationed the drinking water accordingly. Everyone was limited to 110 ml a day, even though they were exposed to tropical heat. Over the course of the next three weeks, some of the boats were found by other ships, but others disappeared. 79 crew members, three gunners and 22 passengers were lost. The master and 154 survivors were picked up by the *Clan Alpine* and landed on St.Helena. 47 survivors were picked up by the British merchant *Bendoran* and landed at Capetown. One boat with 17 people on board had calculated that they reach St.Helena on 20 November, but by the 23, several were already dead and the island was still not in sight. They were certain that they must have missed St.Helena and, rather than circle around in a vain attempt to discover it, they decided to head west to the coast of South America, which they knew to be a further 1500 miles distant. On 27 December, after a voyage of 51 days, two exhausted men were picked up by the Brazilian corvette *Caravelas*, only 80 miles off the coast and landed at Recife. It is told that one of these two men died on the ship he was returning across the Atlantic from the US to Britian, when the ship was torpedoed and sunk with all hands. The other refused to cross the Atlantic until the war was over. Three survivors were picked up by the German merchant *Rhakotis* (Kapitän z.S. Jacobs) on a voyage from Japan to Bordeaux. The blockade runner was torpedoed and sunk by the HMS *Scylla* (98) (Capt T.M. Browning OBE) on 1 Jan, 1943 about 200 miles northwest of Cape Finisterre. One of the survivors from *City of Cairo* died. The remaining two men were picked up by *U-410* (Sturm) and landed at St.Nazaire three days later. (Source: *UBoat.net*; Photo *City of Cairo* courtesy of Allan C. Green Collection)

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BULKER CAPSIZES OFF ZHOUSHAN, FIVE CREW MISSING

A 104-meter long bulk carrier “*Hai Jian 77*” capsized near Xiao Qu Shan Island in Zhoushan



prefecture, East China early Tuesday morning with nine crew on board. Four crew members have been rescued by the rescue team dispatched to the scene by Ministry of Transport's Donghai Rescue and Salvage Bureau. The remaining five crew are still unaccounted for. According to Marine Traffic's vessel tracking record, the ship's last known port was Qidong, its destination unspecified. The search and rescue operation is underway. The Rescue and Salvage Bureau

reported that the Chinese-flagged bulker turned upside down suddenly as it was battling stormy winds and rough seas. *(Source: World Maritime News; Photo: China's Ministry of Transport)*

OFFSHORE NEWS

CEONA TEAMS UP WITH SEAWELD IN GHANA

Ceona, SURF contractor with heavy subsea construction capabilities, has entered into a Joint Venture (JV) with Seaweld Engineering which will act as a strategic partner for offshore deepwater construction projects in Ghana. According to Ceona's press statement, the JV allows it to extend its operations in West Africa and build upon the success it has already



achieved in the region. The agreement will see Seaweld Engineering supporting Ceona in delivering its full line of products and expertise in Ghana. The companies have been working together since late 2014 and the JV was officially registered by the Petroleum Commission in Ghana in March 2015. As part of Ceona's growth plans, the company has opened an office in Accra as well as taking on a further office and yard space in Takoradi. Mark Preece, Executive VP Commercial and Business Development at Ceona, said: "It was important for us to find an experienced and respected partner to support our move into Ghana as we increase our growing geographical footprint across West Africa. "Seaweld Engineering is well known in the country and has a well-earned reputation for the high quality of its work in oil & gas. The JV will complement both companies as we offer our combined strengths to clients requiring specialist support in deepwater construction operations." Seaweld Engineering is headquartered in Takoradi and is a specialist in steel fabrication for the oil & gas industry. Established in 1979, Seaweld provides inspection, repair and maintenance service.

(Source: Offshore Energy Today; Photo: Huisman)

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BOURBON IN BRIBERY CASE INVESTIGATION



Bourbon Offshore, a France-based supplier of offshore support vessels, has said that its former tax manager is being investigated for allegations of bribery of public officials in Cameroon, Equatorial Guinea and Nigeria in connection with the tax audits of local entities in 2011 and 2012. The company itself is now under investigation too. The company's former tax manager had been fired following the arrest at the airport of Marseille-Provence

while he was returning from Africa in possession of approximately 190,000 euros in cash in October 2012. A formal judicial investigation has now been initiated in Marseille, in particular for bribery of foreign public officials. "As a consequence, the legal entity Bourbon SA has today been placed under formal investigation for the same charge, together with a guarantee of 1 million euros," Bourbon said in a statement yesterday. "Pursuant to this procedure, after the former Tax Manager was placed under formal investigation, some members of the Executive Management were placed under formal investigation in April and November 2013 for complicity in bribery," Bourbon has said. The company said that, together with its Executive Management, it very strongly contests the charges brought against them, and Bourbon also highlighted the fact they are entitled to the presumption of innocence and will reserve their explanations for the judicial authorities. "The group operates in complex environments. Its activities are carried out in strict compliance with the laws of each country and BOURBON attaches great importance to compliance with anti-bribery regulations. Moreover, these events have encouraged the group to strengthen its policies, procedures and training programs in relation to ethics and compliance and in particular those regarding the fight against bribery," the company added. *(Source: Offshore Energy Today)*

SHELL TO USE 'ISLAND CONSTRUCTOR' ON DRAUGEN

AS Norske Shell has received consent from the Petroleum Safety Authority (PSA) Norway to use the **Island Constructor** for activities at well 6407/09-A-555-H on the Draugen field, in the

Norwegian Sea. Shell is the operator of the Draugen oil field which is located in the Norwegian Sea in 250 metres of water. The field has been developed using a fixed concrete facility with an integrated deck. Stabilised oil is stored in tanks in the base of the facility. **Island Constructor** is a well intervention vessel built in 2008 and operated by Island Offshore Management AS.



The vessel received Acknowledgement of Compliance (AoC) in September 2010. *(Source: Offshore Energy Today)*

TGS ANNOUNCES JOINT VENTURE AGREEMENT TO ACQUIRE NEW MULTI-CLIENT 3D IN BARENTS SEA



TGS announces that it has signed a joint venture agreement with Dolphin Geophysical (DOLP) to acquire 4,500 km² 3D multi-client seismic survey over the western part of the Hammerfest Basin in the Barents Sea. The survey will provide industry with broadband data over APA acreage not previously covered by modern MC 3D. Successful exploration of remaining resources in this area could

provide the key to commercial production developments in this part of the Barents Sea. The new survey is based and planned on TGS' and Dolphin's existing data and G&G knowledge in this geographical area. The new project links the existing Dolphin's Gotha 3D survey with TGS' Finnmark Platform 3D surveys and will provide industry with seamless data coverage over large areas in the Western Barents Sea. TGS provides multi-client geoscience data to oil and gas Exploration and Production companies worldwide. In addition to extensive global geophysical and geological data libraries that include multi-client seismic data, magnetic and gravity data, digital well logs, production data and directional surveys, TGS also offers advanced processing and imaging services, interpretation products, and data integration solutions. All statements in this press release other than statements of historical fact are forward-looking statements, which are subject to a number of risks, uncertainties and assumptions that are difficult to predict, and are based upon assumptions as to future events that may not prove accurate. These factors include TGS' reliance on a cyclical industry and principal customers, TGS' ability to continue to expand markets for licensing of data, and TGS' ability to acquire and process data product at costs commensurate with profitability. Actual results may differ materially from those expected or projected in the forward-looking

statements. TGS undertakes no responsibility or obligation to update or alter forward-looking statements for any reason. *(Press Release TGS)*

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EMAS AMC CLINCHES SEVERAL GLOBAL PROJECTS TOTALLING US\$55 MILLION

□ The contract awards come from a variety of oil majors, national oil companies and independent oil operators. □ Maintains a healthy backlog of US\$1.0 billion, with majority of contracts to be executed over the next 24 months. EMAS AMC, the subsea division of EMAS, a leading global offshore contractor and provider of integrated offshore solutions



to the oil and gas (O&G) industry, today announced that it has won multiple new awards from various oil and energy companies worth approximately US\$55 million. Scope of work includes project support, inspection, maintenance and repair (IMR), subsea removal work of pipelines and structures, installation of buoys and lifting of structures and mattresses, as well as a pre-FEED study. Work has commenced for several projects, with the others slated for offshore execution from Q3FY2015 onwards. “Amidst the volatile oil price environment and current headwinds faced by the oil and gas industry, we continue to show resilience with contract wins across the globe. The spectrum of work also builds our global track record and demonstrates our subsea expertise and the capabilities of our project enabling assets,” said Mr Lionel Lee, EMAS Group CEO and Managing Director. EMAS AMC has secured a healthy backlog of approximately US\$1.0 billion, with a majority of the contracts expected to be executed over the next 24 months. *(Press Release EMAS)*

SEALION ORDERS TWO OFFSHORE CONSTRUCTION VESSELS IN CHINA

Sealion Shipping Ltd, on behalf of Toisa Limited, has ordered two DP2 Multi-Purpose Offshore Construction & ROV Support Vessels (RSV's) in China. The vessels will be built by Qingdao Wuchuan Heavy Industry Co. Ltd (QWHI), with delivery expected in mid-2017. Each vessel will have two offshore, active-heave compensated, knuckle boom cranes fitted: a 150 tonne crane with a



depth capability of 3,000 metres single fall, and an auxiliary crane with a capacity of 25 tonne and a single fall depth capability of 2000 metres. There will be a working deck area of 1,100m² and a large working moon-pool of 7.20 x 7.20 metres. With a minimum deck strength of 10t/m² and specific areas strengthened to take 25t/m², carriage and deployment of heavy equipment and

special project related machinery is facilitated. Sealion says that operational safety is enhanced with provision of an enclosed ROV Hangar designed to accommodate two large work class ROVs for over-side launch. The company also explains that all the necessary interfaces to service ROVs, as well as dedicated offices, control rooms, workshops and stores are included in the hangar design, producing an ergonomically arranged space for efficient operation of ROVs. Each vessel will be able to accommodate 100 persons in cabins and public spaces. *Main particulars of the vessel are:* LOA 97.10m; LBP 87.30m; Beam (moulded) 22.00m; Depth (moulded) 9.20m; Draught (design) 7.20m; Trial speed 15.00 knots; Deadweight (approx.) 5,500 tonnes; Accommodation 100 persons. *(Source: Offshore Energy Today)*

NEW CEO FOR WORLD WIDE SUPPLY AS

Norwegian supplier of offshore support vessels World Wide Supply AS, has announced an appointment of new Chief Executive Officer. Jostein Sætrenes will hand over the position as CEO of the company to Frede Uldbæk. The company has explained that the reason for the CEO change is that



Sætrenes wants to focus on other tasks, especially the further development of Shipsinvest AS where he is CEO as well. Shipsinvest invests in ownership positions in single purpose ship owning companies (minimum 25% ownership). The company's main focus are offshore service vessels and live fish carriers. World Wide Supply's new CEO Frede Uldbæk is educated from Copenhagen Business School and holds an MBA. He has extensive experience from the Maritime Industry and is today Managing Partner in Sydvestor AS. World Wide Supply has developed and contracted 6 PSVs at Damen Shipyards Group in the Netherlands. *(Offshore Energy Today)*

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NORDIC AMERICAN OFFSHORE LTD. EXTENDED DELIVERY OF NEW BUILDINGS



Nordic American Offshore Ltd. (NAO) announced today that it has agreed with the Norwegian based Vard Aukra shipyard to extend the delivery of two Platform Supply Vessel (PSV) newbuildings, originally scheduled to be delivered in mid-2015. The ships are now scheduled to be delivered during the first quarter of 2016 when NAO will take ownership. The vessels are fully financed and the manufacturing process is developing satisfactorily.

(Press Release NAO)

SWIBER SECURES US\$133 MILLION CONTRACT, 3RD MAJOR AWARD IN INDIA THIS YEAR

Swiber Holdings Limited has secured a US\$133 million contract, the third major award in India in the last three months, for Engineering, Procurement, Installation and Construction (EPIC) services in India. The project by the same national oil company which awarded Swiber two major contracts in February and March, involves surveys (pre-engineering, pre-construction/pre-installation



and post-installation) design, engineering, procurement, fabrication, installation, and commissioning of six pipelines totaling to 60km, connecting it to existing pipelines, modification and repair of platforms and jackets. This fast track project is scheduled for completion by second quarter of 2016. With the latest contract, the Group's order book stands at close to US\$2 billion including US\$435.6 million new contracts announced last month, a US\$710 million offshore field development project in West Africa last December and a US\$310 million contract from the same client in February. Group Chief Executive Officer and President Mr. Francis Wong said: "To have the same client come back to us repeatedly demonstrates Swiber's understanding of our client and the market, and our ability to bring the Group's resources to bear to meet our client's needs. We are optimistic about prospects in our target markets despite the fall in oil price and the cutbacks in capital expenditure by some of the oil majors. We believe that our strategy of establishing long-term relationships with clients and suppliers has put us in good stead for a time like this." Swiber is a leading global provider of integrated offshore construction and support services to the oil and gas industry. It owns a young and modern fleet of 13 construction vessels supported by its in-house offshore support vessels. As it is already working on eight new platforms and associated pipelines in the same part of India for the same client, it will be able to deploy its vessels and streamline its processes more efficiently. Swiber has some 10 years of experience working in the Indian market and seven years with the same client. Its order book of close to US\$2 billion year to-date is a new record for the Group. The new contracts in India will start contributing to the Group's earnings from the second half of this year. (*Press Release Swiber*)

LAUNCHING OF THE PATROL BOAT RIO BELELLE



It is the first of the two Patrol Boats , "Rio Belle" ordered by the Spanish Guardia Civil and built in Astilleros Gondan GRP and Aluminium Division. Yesterday, 16th April, the first of the two Patrol Boats built for the Spanish Guardia Civil was launched at Gondan Shipyard's facilities in Ribadeo. The contract was signed last summer. With an overall length of 20.5 m and a beam of 5.0 m, these boats have been built in Aluminum and Fiber (GRP) in Gondan's Vegadeo yard. Both are scheduled to be delivered

this summer. These two Patrol Vessels are designed and equipped for surveillance, fighting drug trafficking and illegal immigration, plus protection of the marine environment, according to the duties of the Guardia Civil. Built for a service life of at least 15 years, the boats can reach 25 knots speed thanks to their waterjets powered by more than 2,000 HP. With a range of more than 570 miles, they comply with MARPOL standards. These vessels, designed according to the strict requirements by the Guardia Civil, will be equipped with a 96-miles range radar, and provide accommodation for five crew members in cabins, according to the standard of Guardia Civil for this type of vessel. On board there will be life-saving and first aid means. The Patrol Boats construction

is being carried out in the GRP and Aluminium Division in Vegadeo, facilities where Gondan Shipyard is developing a new line of business – the so-called Work Boats – built in Fiberglass and Aluminium (GRP). The new facilities were specifically designed and built for this type of vessel. They are formed by a warehouse of 2,000m², of which 1,400m² are fully thermally insulated and heated. In addition, it is equipped with a fireproof and isolated welding zone, an area for resin projection and a vacuum pump for lamination by infusion. Furthermore, this plant has temperature and humidity control systems installed. *(Press Release Gondan)*

WINDFARM NEWS

FUGRO TO INVESTIGATE BORSSELE WIND FARM SITE

Fugro has been contracted by the Netherlands Enterprise Agency, part of the Ministry of Economic Affairs, to execute the geotechnical site investigation and geological modelling of sites I and II of the future Borssele wind farm park. The 1,400MW wind farm zone is located off the Zealand coast at the southern border of the Dutch EEZ. Based on the geophysical survey data



acquired in January and February 2015, Fugro will perform boreholes and seabed cone penetration testing at the site. The investigation will provide crucial information for the developers of the Borssele offshore wind farm who are preparing for the tender which will open in December 2015. Fugro will undertake the geotechnical site investigation using two of its dedicated vessels, the MV Bucentaur and the Fugro Commander. *(Source: OffshoreWind; Photo: Fugro)*

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TIDAL TRANSIT'S TIA ELIZABETH GOES TO GWYNT Y MÔR OWF

Tidal Transit's personnel transfer vessel (PTV) **Tia Elizabeth** is following its sister vessel, **Kitty Petra**,



to fulfill a contract at Gwynt y Môr offshore wind farm off the Welsh coast. While the contract for Kitty Petra ended in September 2014, after which she moved on to the Westermost Rough offshore wind farm, the contract for **Tia Elizabeth**, due to begin on 16th April 2015, will run for the next two years. Tidal Transit's four PTVs have been in constant use by wind farms in the UK's coastal waters since their arrival from the Spanish shipyard where they were built. "Our

second and third vessels, **Eden Rose** and **Tia Elizabeth**, began their working lives on the Sheringham Shoal Offshore Wind Farm, working out of the port of Wells-next-the-Sea, which is very local to us," says Tidal Transit's Commercial Director, Leo Hambro. "However, now that some of these first contracts are coming to an end, our vessels are becoming available for work further afield. We are looking forward to working with Gwynt y Môr Offshore again on what will be the second largest operating offshore wind farm in the world." *(Source: OffshoreWinf; Photo: Tidal Transit)*

ALICAT WORKBOATS DELIVERS ICENI CONQUEST

Alicat Workboats Ltd., builders of Aluminium Workboats and Wind Farm Crew Transfer Vessels (CTV's), has delivered the third of class Alicat 21m, '**Iceni Conquest**' to Iceni Marine Services Ltd., also of Great Yarmouth, Norfolk. The 21m Alicat design has been proven in service with two other sister craft working on UK offshore wind projects. The vessel features Twin MAN V12 main engines coupled to Rolls Royce water jet



propulsion for speeds to 30 knots. The vessel has a resiliently mounted superstructure ensuring low noise and vibration levels for the technicians whilst passing to and from site, and forward and after cargo decks capable of carrying 7 tonnes of equipment. Designed by Global Marine Design Pty (GMD) of Australia, the Alicat Workboats range has been proven on both construction and O&M projects and are known for their spacious saloons, wheelhouses, their seakeeping and reliability. 'Iceni Conquest' has been tailored to meet Iceni Marine Services' requirements and has a livery to maintain corporate identity and resemblance to their existing fleet, built by sister boat builders, South Boats IOW Ltd. The vessel has secured a charter on the Greater Gabbard offshore wind farm

project with SSE Renewables ensuring the vessel leaves the yard and heads directly to work. The Icení Conquest is the second craft delivered to Icení from the Alicat facility in a month with a third delivered by South Boats IOW in February. The Alicat range is built in the UK, ensuring high levels of quality but the specification ensures competitive pricing. With a range from 12m to 27m, with or without class certification, with choice of propulsion types the Alicat range offers options for all operators for many different applications. Richard Thurlow of Icení Marine Services Ltd: “We have a long standing relationship with the Alicat Workboats and South Boats IOW group and with our latest two 23m vessels heading straight to O&M contracts we had a requirement for a smaller vessel to fulfil the requirements of offshore wind farm construction. The Alicat 21m fits the bill perfectly for us, it offers high quality workmanship, a hallmark of Icení vessels, but remains cost effective to purchase and operate. With the delivery of two 23m vessels already, this has been a busy start to the year for us.” Ben Colman of Alicat Workboats Ltd: “We are very proud to have handed ‘Icení Conquest’ over to Icení Marine Services Ltd. and wish the vessel well on her current and future projects. It is fantastic for the company to have sold, built and delivered to Icení their first vessel from the Alicat portfolio.” Alicat Workboats are currently constructing a 23m GMD designed Alicat vessel for Dalby Offshore Services Ltd., and a 26m DNV Class South Boats IOW designed CTV. This vessel is being built for stock and is available for sale now, with delivery of the craft due Q1 2016, subject to final specification. *(Press Release Alicat)*

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CWIND ORDERS FOUR AMC CREW TRANSFER VESSELS



CWind, a leading provider of services to the offshore wind industry, has today announced that it has placed an order for four new crew transfer vessels from Aluminium Marine Consultants (AMC), a shipbuilding and consulting company based on the Isle of Wight. The order consists of *two 23m aluminium*

catamarans and *two 26m aluminium catamarans*. CWind currently manages a fleet of 22 dedicated offshore wind crew transfer vessels but this is the first time the company has ordered aluminium vessels. Peter Jorgensen, Managing Director CWind, commented on the addition to the CWind fleet:

"The new larger vessels will boost our fleet's capability and thus enhance our ability to serve our clients' requirements. In ordering these vessels we took a strategic decision to diversify our fleet and thus be able to offer a wider range of options to the market as the industry grows." (*Press Release CWind*)

YARD NEWS

NEW AXE-BOW- 2205 STAN PILOT HAS BEEN LAUNCHED

NDSQ – Shipbuilders in Ras Laffan Qatar have just launched a new 2205 Stan Pilot vessel “**Al Ghaf**” for NSW (NakilatSvitzer Wijsmuller). This is the next generation 2205 that has been repowered and modified to improve the vessels overall ergonomics and & mechanical reliability by fitting C32 ACERT Caterpillars. Most changes were instigated by



NSW Engineering Department to make the vessel more suitable for their operation. Many improvements will be put to the test when she is trialed on the 22nd of April and will delivered for service on the 29th April for pilotage in Ras Laffan and offshore to the SBM loading facility. (*Press Release NSW*)

GRANDWELD SHIPYARDS CELEBRATES THE KEEL LAYING “FNSA-3 & FNSA-4”

Grandweld Shipyards celebrated the Keel laying for the two new 42.00 M Aluminum Crew Boats for Fujairah National Agency (FNSA). Dr. Sheikh Mohamed Bin Saleh Al Sharqi, the Vice Chairman of Fujairah National Group, attended the ceremony to mark the commencement of the construction. The contract was signed on September 24th 2014, by Sheikh Sultan Bin Saleh Al



Sharqi, the Vice Chairman of Fujairah National Group, Mr. Saif Al Salami, Managing Director of Fujairah National Group and Mr. Jamal Abki, General Manager of Grandweld Shipyards. The crew boats can seat 31 offshore personnel, and have a 100sqm cargo area for over 70 tons of deck cargo.

The crew boats will be capable of executing several missions such as security duties, fast transportation of offshore personal and cargo, supply of fuel, fresh water, etc. Mr. Sami Al Baghdadi, Managing Director of Fujairah National Group said, "Grandweld is internationally recognized as a modern and integrated shipyard. With its state of the art manufacturing facilities, it will help enhance the shipbuilding industry in the UAE." In addition, Mr. Jamal Abki, General Manager of Grandweld Shipyards said, "We have modified the design of the 42 meter boat by redefining our initial models. The current crew boats are faster, safer and better equipped to satisfy the needs of the crew members and increase their productivity. This poses extra advantages for our customers, which is bound to strengthen their trust in us." (*Press Release Grandweld*)

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OTTO MARINE'S SHIPYARD DELIVERED FOUR NEW-BUILD VESSELS WORTH A TOTAL CONTRACT VALUE OF USD 36.6 MILLION



· Group's shipyard has built four vessels for PT Pertamina Trans Kontinental, and delivery ceremony was held on March 27, 2015. · The vessels comprised two units of Harbour Tug and two units of AHTS. · The shipbuilding contracts reiterated the importance of the Group's shipyard to benefit from the cabotage market and also to capitalize on the offshore oil & gas market in Indonesia Singapore, 15 April 2015 – Otto Marine Limited, ("Otto Marine" or the "Group"), a

leading offshore marine Group, which owns and operates a large fleet of offshore support vessels with a worldwide presence, complemented by a technically proven shipyard, announced today that its shipyard, PT Batamec, has completed the construction of two units of Harbour Tug and two units of Anchor Handling Tug Supply ("AHTS") for PT Pertamina Trans Kontinental ("PTK"). A delivery ceremony was held for the four vessels on March 27, 2015 at the Group's shipyard in Batam, Indonesia. The deliveries consisted of two units of 3000 bhp Harbour Tugs, Patra Tunda 3151 & Patra Tunda 3152, and two units of 5150 bhp AHTS, Transko Balihe & Transko Moloko, for a total contract value of USD 36.6 million. Commenting on the vessel deliveries, Mr. Michael See, Group Chief Executive Officer, said: "While the Group strives to strengthen our position as a leading OSV

operator, our shipyard remains an integral part of the business portfolio. The shipyard continued to tap on the cabotage market in Indonesia, and take selective shipbuilding orders to enhance our revenue base. The successful construction and delivery of the four vessels once again demonstrated Otto Marine's expertise in building quality vessels, as well as our reputation among customers. We look forward to fostering closer business ties with PTK and look forward to more business opportunities. We expect the shipyard to make sustained contribution to the long-term growth of our Group, as it continues to provide fabrication, repairs and conversion services to our customers and to our own fleet, and build vessels for selective shipbuilding orders." (*Press Release*)

DAMEN SHIPREPAIR DUNKERQUE INSTALLS BALLAST WATER TREATMENT SYSTEM TO CABLE INNOVATOR

Global Marine Systems Limited's vessel **Cable Innovator** has recently left Damen Shiprepair Dunkerque (part of Damen Shiprepair & Conversion) after extensive work including the installation of a ballast water treatment system and a 5-year survey.



Global Marine Systems has been active on the cable-laying market since the industry's earliest days and offers its clients 160 years of experience in the sector. Global Marine has worked with Damen previously when its vessel, Wave Sentinel, went through a scope of work at the company's Brest yard. This time around, Global Marine initially considered sending the Cable Innovator to Damen Shiprepair Amsterdam, however, as this yard was filled to capacity, Dunkirk proved a more convenient option. Damen Area Manager Edwin Ruppert says this is the benefit of having 15 yards, 11 of which are located on the European coastline. "With yards covering the entire European coast, from the English Channel to the Baltic, we are always able to accommodate our clients." *Multi-role vessel Cable Innovator* is a multi-role vessel able to serve both energy and telecommunications sectors as well as facilitate scientific research. "The vessel is unique," said Mr Ruppert. "She is one of the largest cable layers in the world and has a very good track record. In anticipation of the forthcoming IMO Ballast Water Convention, we have outfitted the vessel with a ballast water treatment system." *Scope of work* The BWT-system, as well as being one of the main elements of the project, was also one of its more challenging aspects. "We installed the ballast water system, with all its complex piping, into a very tight space, in a very short timeframe," explains Damen Shiprepair Dunkerque Project Manager Florent Longer. To ensure this part of the work was completed on schedule, Damen cut a strategic entrance into the vessel's hull to speed up the installation process. Amongst the other work Damen carried out on the Cable Innovator were items required for the vessel's 5-year survey. Amongst these was the blasting and repainting of the ballast water tanks, fresh water tanks and vessel undersides. Damen also removed, overhauled and reinstalled the vessel's tail shaft, three tunnel thrusters and one azimuth thruster. This scope was also carried out with a focus on time-efficient delivery. "The removal and refitting of the shaft and thrusters involved a very quick turnaround. The teams were very well-led and performed excellently as a result," said Global Marine Superintendent Jeremy Lloyd. Speaking of Global Marine's selection of Damen to carry out the work on the Cable Innovator, Mr Lloyd continued, "Damen had a very positive attitude towards the project. This was apparent even from the tendering phase, when Mr Ruppert and Mr Longer came to the UK in person to inspect the vessel and get a

good understanding of what we required. They invested time and effort from the outset and we were confident in their ability to fulfil our requirements – which is exactly what they have done with an on time, on budget delivery.” (*Press Release Damen*)

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MARIN TEKNIKK HAS SECURED A NEW LARGE CONTRACT FOR AN ADVANCED DIVE SUPPORT & CONSTR. VESSEL FOR ULTRA DEEP CHARTER



Marin Teknikk AS has entered into a contract with China Merchants Heavy Industry (Shenzhen) Co., Ltd. (CMHI), for design & engineering delivery for a new developed large Multipurpose Diving Support & Construction Vessel to Ultra Deep Charter Ltd. (UDS) in Singapore. The vessel will be of the MT6023 DSCV design, with an 18 men single

bell saturation system, for operations down to 300 meters. MT6023 DSCV is an advanced Diving & Construction Vessel developed for demanding operations worldwide. The vessel will have a length of 111.58 meters and a breadth of 23 meters, top class accommodation for 120 persons, two cranes, a 150 T offshore crane with depth capability to 3000 m water depth, and one 10 T crane for operation down to 300m. In addition, arrangement for 2 WROV’s (unmanned remote operated submarines/robots) for operations down to 3000 meters ocean depth. The vessels are to be built by China Merchants Heavy Industry (Shenzhen) Co., Ltd. (CMHI), in China, and 1st vessel will be ready for delivery in mid of 2017, 2nd vessel end 2017 and 3rd vessel in mid of 2018. (The 2nd and 3rd vessel are optional contracts). Marin Teknikk has designed a new cost efficient and functional Diving Support & Construction vessel with high focus on safety for the crew/divers and operability. The vessels are following up designing environment-friendly, modern and advanced multifunctional offshore diving support construction vessels. The vessel’s 1,000m² open work deck area with deck strength of 10 ton/m² and a smaller storage area on top of dive hangar, creates a good platform for transport of equipment and tools to and from oil- and subsea fields, prepared for world-wide operations in the less deep and ultra-deep oil and gas sector projects. The vessel will be built according to Det Norske Veritas GL class; DNV GL + 1A1, EO, SPS, DYNPOS AUTR, DK(+), HELDK-SH, COMF-V(3), CLEAN DESIGN, DSV-SAT, DSV SURFACE, CRANE, ICE C, NAUT-

OSV(A), BWM-T, RECYCLABLE. "We are very pleased to design another series of great DSV's for UDS and sign another contract with CMHI", states Sales Director of Marin Teknikk, Richard Gjerde. "We have been working close with UDS the last 1 ½ year to develop one of the largest and advanced DP3 diving vessels, MT6027 in the offshore industry, under construction at ZPMC. This contract with the medium size MT6023 design, , we have worked on for a few months, shows again MT's strong position in the OSV market and that we are among the world's leading designers of advanced diving & construction vessels". This marks another important milestone in the history of Ultra Deep Solutions, in line with the company's strategic plan to spearhead the development and operation of efficient, cost-effective diving and support vessels in the oil and gas industry. With the partnership and cooperation of China Merchants Heavy Industries (CMHI), these Diving Support Vessels will be constructed with a target completion in 2017/2018. China Merchants Heavy Industry (CMHI), incorporated since 1997, one of the largest shipyards in China, has a successful track of record of delivering offshore rigs and vessels for the oil and gas industry. CMHI is currently building 2 Diving Support Vessels of MT6024 design, due for delivery in 2016/2017, which makes CMHI one of the most experienced Chinese shipyard to construct these complex vessels for UDS. The custom-designed DP2 MT6023 DSCV vessel, classed under Det Norsk Veritas (DNV), is equipped with state-of-the-art technology, which allows the vessel to operate in unrestricted waters for subsea support works. She is also equipped with a heave compensated 150T crane (depth of 3000m), a 18-men saturation system with single 18-men SPHL up to a depth of 300m (optional with twin bell), and WROV with LARS system. The delivery of these vessels is ideally positioned for the uptrend in the subsea sector of the oil and gas industry in 2017/2018. Mr Shel Hutton, Chairman of UDS, said "I am pleased by the positive response by oil majors and major diving companies to the design of our diving support vessels, and it affirms our company is heading in the right direction to build quality and size-appropriate vessels catered for the market. The current slowdown in the market allows us time to ensure our designs are optimized and customized for relevance in the oil and gas industry. I am thankful to our partners, and supporters, especially MT, DNV, and CMHI, who have supported the company's vision, and realizing our plans to build these vessels." (*Press Release Marin Teknikk*)

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - [Newsletter National Dutch Towage Museum April 2015](#)
 - [Sponsor action for renewal of the bridge deck ss FURIE](#)
 - [Two ASD 2411 tugs delivered to URAG](#)
 - [Bisso Towboat takes delivery of newbuild ship-assist tug](#)
 - [Anchor Handling Tug BEVER joins Iskes Towage & Salvage](#)

Be informed that the mobile telephone number of Towingline is: +31 6 3861 3662

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