



MIDWEEK-EDITION

TUGS & TOWING NEWS

ORCADIA II ON TRAILS



On Friday 24th April 2015 the Damen new building yard number 571683 Multicat 2613 British registered **Orcadia II** (Imo 9766413) underway to the Rotterdam Europoort for her technical trails and bollard pull tests. On the picture is seen the **Orcadia II** passing the Baanhoekbrug at Sliedrecht. The standard Multicat 2613 has a length of 26.25 mtrs a beam of 13.00 mtrs. The total power output is 2,850 bkW with a

bollard pull of 45 tons. Her crane has a capacity of 15 tm. *(Photo: Arie Boer)*

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COCAINE SEIZED FROM TUG IN NORTH SEA

Over two tons of cocaine has been seized following a joint UK National Crime Agency, Border Force and Royal Navy operation in the North Sea. Acting on intelligence supplied by the NCA, the ocean-going tug MV **Hamal** was intercepted by the Royal Navy frigate HMS Somerset and Border Force cutter **Valiant** about 100 miles east of the Aberdeenshire coast of Scotland on Thursday 23 April. The operation was conducted following close cooperation with the French Customs Service DNRED and in coordination with the UK's National Maritime Information Centre (NMIC) plus the Maritime Analysis and Operational Centre - Narcotics (MAOC-N) based in Lisbon. The crew of the **Hamal**,

nine men all aged between 26 and 63, were detained for questioning by investigators from the NCA's Border Policing Command, and later charged with drug trafficking offences. They remain in custody and will appear before Aberdeen Sheriff Court on Monday. The tug drew the attention of French customs officers after it left the Canary



Islands for northern Europe by an unusual route that skirted Britain. The officials believe that cocaine from South America may have been loaded in the Canary Islands. John McGowan, from the National Crime Agency's Border Policing Command, based at the Scottish Crime Campus, Gartcosh, said: "This is a potentially significant seizure of illegal drugs, only made possible by the co-operation between ourselves, Border Force, the Royal Navy, French Customs and our other international partners." "The exact amount of cocaine on board is yet to be determined and the search is likely to continue for some time. The ongoing NCA investigation is being supported by Police Scotland." MV **Hamal** is registered in the Marshall Islands and owned by a Ukrainian company. (Source: *Marex*; Pho: NCA)

BRISTOL TUGS IN COLOUR (VOLUME 1)



Horizon Shipbuilding, Inc., Bayou La Batre, AL, recently delivered the M/V **Chip Stiebing** to Florida Marine Transporters of Mandeville, LA. The 80 ft inland river towboat is the second in a three vessel contract with FMT and Mike Sims, the Project Manager for the construction of the **Chip Stiebing**, has now delivered two of the three 80 ft x 33 ft x 10 ft 6 in, twin propeller, vessels on-time. Horizon Shipbuilding has previously delivered several 140 ft and 120 ft towboats during an eight year relationship with

FMT. The contract for three 80 ft towboats was awarded to Horizon in 2013. The vessels have been designed by Jeff Brumfield and Rusty Zeller of FMT, John Gilbert & Associates and Horizon's design team. The 2,100 HP M/V **Chip Stiebing** is used for intracoastal waterways and inland rivers operations and is powered by twin Caterpillar 3508C diesel engines, rated at 1,050 hp at 1,600 rpm diesel engines. The reduction gears are Twin Disc MG 540 reduction gears. Three John Deere 4045 99 kW, 208 Volt AC, 60 Hz, diesel generators are installed for electrical power. (Source: *MarineLog*)

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BAO ANTUO 6 ASD TUGBOAT SUCCESSFULLY DELIVERED

On the afternoon of April 24, 2015, the 2×1471kW ASD tugboats named **Bao Antuo 6** was successfully delivered to Da Chanwan Port Co., from Jiangsu Zhenjiang Shipyard (Group) Co., Ltd, starting its sail smoothly. *(Source: Jiangsu Zhenjiang Shipyard)*



TUGBOAT COMPANY CALLS ON MOTORISTS ON JULIANA BRIDGE TO STOP THROWING GLASS BOTTLES



Employees of tugboat company KTK call on motorists using the Queen Juliana Bridge to stop throwing glass bottles off the bridge. Regularly people throw these glass bottles out the window when they are driving over the bridge. But they forget that the tugboats are docked right under the bridge. There are also employees of the company walking around on the dock. These employees do wear helmets. But there is no helmet strong enough against a bottle thrown from a 55 meters high bridge falling at a speed of nearly 200 km per hour. Even if the bottle doesn't hit someone, when it

hits the floor, it can break and that could have serious consequences for the employees. *(Source: Curacao Chronicle)*

ELBE CONGRATULATES THE KING OF THE NETHERLANDS

The 1959 built restored Oceangoing Salvage Tug **Elbe** congratulates the King last Monday as be a part

of the program on the King's Birthday Among other activities, the King and his family were viewing a 'Grande Maritime Parade' in Dordrecht; Netherlands in which the tug **Elbe** was sailing on. The tug salutes the Royal family by using the ship's horn to congratulate the King with his birthday.

(Photo: Marijn van Hoorn)



THE GREAT LAKES TOWING COMPANY & GREAT LAKES SHIPYARD ANNOUNCE TWO NEW HIRES



The Great Lakes Towing Company & Great Lakes Shipyard announced this week that it has made two new hires. **Graham Gajewski** has been named Naval Architect, reporting to Jonathan Leivo, Director of Engineering, and **Patrick Owens** has been named Operations Coordinator, reporting to Lindsay Dew, Director of Operations & Compliance, both working in the Cleveland offices. Graham earned his Bachelor of Engineering – Naval Architecture at the

State University of New York Maritime College and is a licensed USCG Unlimited Tonnage Third Mate. Graham's prior experience includes two (2) sea terms aboard the T/S **Empire State**, a summer internship aboard a Great Lakes trading cement carrier, and summer Naval Architecture Internship. Pat's distinguished career includes 20 years of service in the United States Coast Guard, culminating in a Command position as the Officer In Charge of Coast Guard Station Cleveland Harbor, Ohio from 2007 through 2012. In this position Pat highlighted his ability to work in a fast paced 24/7/365 operational environment and manage conflict both internally and externally, while honoring and respecting the chain of command and caring for the needs of his entire crew. His accolades include: Six (6) Coast Guard Good Conduct Medals, three (3) Coast Guard Letter of Commendation, two (2) Coast Guard Achievement, Coast Guard Commendation Medal, and Proclamation Recipient - Office of Mayor Frank G. Jackson, City Of Cleveland, Ohio. Pat earned his Bachelor of Arts in Public Safety Management, Homeland Security from the Maxine Goodman Levin College of



Urban Studies at Cleveland State University and graduated Summa Cum Laude. *(Press Release)*

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KOC KASER ON TRAILS



Last week was seen the Damen Shipyard Galati; Romania new building yard number 512310 ASD2810 design tug KOC Kaser (Imo 9675913) commenced trail on the Danube river and final technical trails and Bollard pull tests at the Black Sea and Constanta. The Kuwait registered with call sign 9KGN tug has the standard dimensions: Length o.a. 28.67 mtrs a beam of 10.43 mtrs and a draft at sides 4.60 mtrs. She is a 60 tons bollard pull tug with a free sailing speed of approx.. 13.5

knots. *(Photo: Paul Ionescu)*

FIRE ON BOARD INVESTIGATED

The Danish Accident Investigation Commission recently has published its report on the fire aboard the "**Frigga**" in May 2014: On 5 May 2014, a fire broke out on the Danish tug **Frigga** due to a leaking lubricating oil filter in the engine room. Prior to the accident, the chief engineer had observed a minor leakage of the filter and wanted to fasten the bolts on its top flange. In order to gain access to the flange, he needed to remove a shield from the flange. While doing so, he unintentionally removed an air bleeding screw on the pressurized filter. This caused an oil jet to



gush from the lubricating oil filter. Oil was sprayed on hot parts of the main engine, ignited and subsequently caused a deflagration. In the marine accident report on the fire on board **Frigga**, the DMAIB focuses on two main subjects in the analysis of the accident: 1) Design of and interaction with the lubricating oil filter. 2) Influence of stress response mechanisms on the crew members' emergency management performance. The DMAIB concludes that the origin of the fire can be traced back to a problematic design of the lubricating oil filter. Also, it is concluded that the equipment and procedures that were to facilitate the on-board emergency management were not designed and arranged with consideration of the cognitive and motoric changes of human stress response, but added to the stress load during the emergency situation instead. To read the full report click [HERE](#) (Source: DMAIB)

TUGNOLOGY '15 - LONDON



Tugboat Technology '15 will take place in London again on 19th and 20th May 2015 at the Lancaster Hotel, just off Hyde Park. After four hugely-successful Tugboat Technology events, in Southampton in 2007 (183 delegates), Amsterdam in 2009 (274 delegates), Antwerp in 2011 (318 delegates), London in 2013 (324 delegates), we feel justifiably proud of our two-day, 'no frills' conferences dealing solely with tugs. Feedback from previous events tells us that the hands-on, nuts-and-bolts focus of the papers, and the lively forum sessions, have proved extremely popular with delegates. The immensely useful



information and interaction they provide, together with the extensive networking opportunities at the event, have been shown to drive forward both business relationships and key elements of the development of our industry. We have given a great deal of thought to the topics covered in this year's papers, and have emphasised the key issues currently affecting the industry, including: fuel efficiency; tug safety; performance optimisation; use of alternative fuels, including LNG and hybrid battery systems; and crew comfort. Add to the above all of the networking opportunities on offer for delegates, and we are set for another highly worthwhile event not to be missed. On the Monday evening before the conference, Damen Shipyards have arranged a special reception, where the Rotortug **RT Evolution**

will be christened. A cocktail reception and dinner with wine will take place on Tuesday 19th May, sponsored by Samson and Damen Shipyards, respectively. As usual, the tea and coffee breaks, sponsored by MTU will take place in and around the tabletop display area, and the hearty lunch

each day, sponsored by Uzmar Workboat and Tug Factory, giving delegates plenty of time to network during the breaks. Delegates will also be able to take advantage of free WiFi during the event, which has been sponsored by JonRie InterTech.

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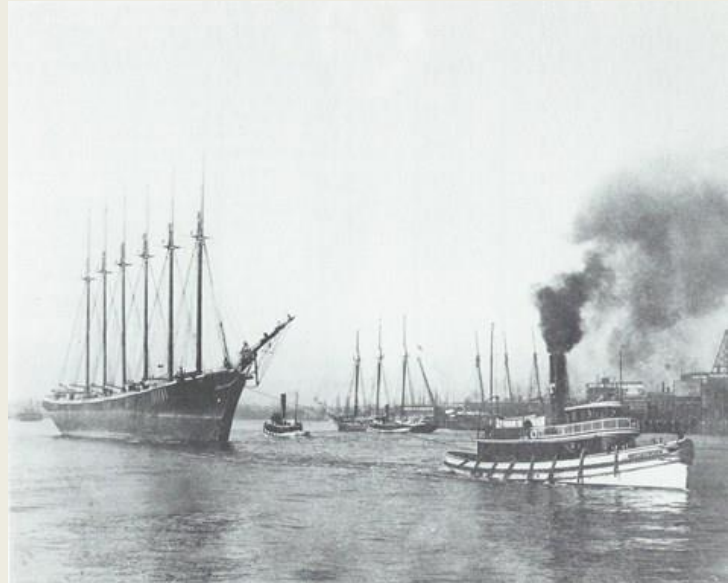
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YESTERYEAR TUGS BUILDING, LAUNCHING AND REPAIR – CONFIDENCE

During the heyday of the coasting schooner, before tugboats took over the towing of bulk cargoes, tugs were mostly limited to assisting the big coasters in and out of harbour. In this photograph the steam tug **Confidence** is towing the six-masted schooner *Eleanor A. Percy* along the Boston harborside in 1906. The Percy, a coal schooner, brought her cargo from southern ports to Boston on a regular basis. Here she is being towed out to sea on her return trip after unloading cargo, since she is light. Because of the tight maneuvering required in a congested harbour, the **Confidence** is towing on a short hawser. In the background, a smaller, three masted schooner is getting an assist from another tugboat. She will shortly dock the schooner to unload her cargo. Still another tug, just of the *Eleanor A. Percy*'s port bow, heads for an assignment. The **Confidence**, built in 1898, was owned by the Boston Tow Boat Company and, like other tugs in the fleet, performed a myriad of duties as the occasion demanded, from harbour and coastal towing to salvage work. She was 79 feet long and was powered by a 325 horsepower steam engine. She was fitted with a powerful salvage pump. She is shown here towing the *Eleanor A. Percy*. As one of North America's major ports, Boston has had a long and active tugboating business. The earliest towing in Boston was done by steam passenger vessels, but by the 1840's, pure tugboats had made their appearance. The first was the **California**, a mud scow powered by a small high beam steam engine set on deck, with exposed paddlewheels and no wheelhouse. She was steered with a tiller and was referred to as the “Pumpkin Seed” because of the shape of her hull, and the “Calthumpian,” because of the noise of her paddlewheels. The first oceangoing tug in the United States was the **R.B. Forbes**, built in East Boston before the Civil War and owned by the Boston Underwriters as a salvage vessel. Another able



Another able

Boston tug was the side wheeler **Jenny Lind**, which operated during the 1860's. An excerpt from her log for April 1860 indicates her varied assignments. April 19th. Ship **Faneuil Hall** from Charlestown to Rowes Wharf, \$10. 20th Bark **Susan W Lind** from Constitution Wharf to Foster's Warf, \$6. Harbor excursion, \$30. 22nd Ship **Milton** from drydock to Charlestown, \$10. Services rendered to steamer **Mayflower**, carrying freight and passengers and assisting her when ashore \$120. In a period of 48 days, the **Jenny Lind** earned \$1,664.50, towing 121 square rigged vessels, seven schooners and two steamers and hoisting four excursions. As Boston's importance as a seaport increased, so did her tugboat fleet. By 1904, there were 47 tugboats operating out of Boston; the Boston Tow Boat Company had 16 tugs, Commercial Towing had 10, Doane and Ross each had five, and independent operators had the rest. *(Source: On the Hawser by Steven Lang and Peter H. Spectre)*

ACCIDENTS – SALVAGE NEWS

SEWOL CAPTAIN GETS LIFE SENTENCE



The captain of **Sewol**, the ferry that capsized last year, has been jailed for life after the prosecution appealed for a harsher penalty. The appeals court in South Korea handed down the harsher sentence on 28 April. Lee Jun-seok, 69, was originally jailed 36 years for negligence and dereliction of duty on 11 November 2014 after being acquitted of the murder charge that prosecutors sought. The appeals court had reduced the sentences for 14 other crew members, who were

initially jailed from five to 30 years for their role in the tragedy, to between 18 months and 12 years. However, the prosecution appealed, saying Lee and the crew had caused the deaths of more than 300 passengers and crew by abandoning the vessel in the knowledge that they could drown. As a result, prosecutors felt Lee and the crew should have been convicted of homicide. The appeals court agreed that Lee should be convicted of homicide, but not for the other crew members who were merely obeying the captain's instructions to abandon the vessel. Lee and the crew also appealed against what they felt were harsh penalties. Their defence was that they were not trained to handle search-and-rescue activities, and that the Korea Coast Guard would have been in a better position to rescue the trapped passengers and crew. **Sewol**, carrying 476 passengers and crew, capsized during a routine Incheon-Jeju trip on 16 April 2014, leaving 304 dead or missing. Many of the victims were Danwon High School students on an excursion to Jeju Island. The ferry, which capsized after making a sudden sharp turn, was found to be structurally unstable and was habitually overloaded. The bodies of nine victims - Danwon High School teachers Yang Seung-jin and Go Chang-suk; Danwon students Huh Da-yun, Park Young-in, Nam Hyun-cheol, and Cho Eun-hwa; a female passenger, Lee Young-sook; and a father-and-son pair, Kwon Jae-geun and Kwon Hyuk-gyu - remain missing. Their families have been pressing for the ferry to be salvaged in the hope of recovering the bodies, and the works are expected to start in September this year, after President Park Geun-hye pledged to hoist the

vessel that remains submerged in the Yellow Sea's Maenggol Channel, notorious for its swift and unpredictable currents. *(Source: IHS Maritime)*

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ESVAGT AURORA IN MAN OVERBOARD RESCUE MISSION IN THE BARENTS SEA



Prompt action from ESVAGT's stand by vessel '**Esvagt Aurora**', rescues man from the Barents Sea. A 40-year old Scottish engineer from the semi-submersible rig, the *Scarabeo 8*, working for ENI Norge in the Goliat sector can thank his lucky stars – and ESVAGT – that he is still alive. Early in the morning of the 20th of February 2015, the engineer fell through a hole in the gangway on the rig and landed 13 metres below in the cold, dark Barents Sea. A colleague saw the incident and raised the man-overboard alarm. The alarm summoned the '**Esvagt Aurora**', which was on standby about a kilometre away from the rig. The '**Esvagt Aurora**' received the report at 4:11 a.m., launched its Fast Rescue Boat into the water at 4:13 a.m. and rescued the man from the water at 4:17 a.m. Three minutes later, he was brought on board the '**Esvagt Aurora**' and received initial treatment in the vessel's hospital. By then his body temperature was very low. At 6:25 a.m., he was flown by helicopter to the hospital in Hammerfest and was discharged again two days later. The report from the Norwegian petroleum supervisory authority (Norsk Petroleumstilsyn) on the incident describes that even a marginal change in circumstances could have cost the engineer his life. ENI Norge has expressed its thanks to the shipping company and the crew of the '**Esvagt Aurora**' for an "extraordinary and remarkable operation". "We are proud to have made a difference," says Ole Ditlev Nielsen, Chief Commercial & Safety Officer for ESVAGT. "We are especially proud of the

crew on board, who reacted entirely optimally and achieved an outstanding result under difficult conditions. This is the result of procedures, best practise – and many, many hours of training,” he explains. “As part of their training, the crew had inspected the accessibility under the rig, which can be a real challenge in the dark or in bad weather conditions.” Since 1981, ESVAGT has assisted with 45 rescue operations and saved 125 people. *(Press Release Esvagt)*

M/V MISSISSAGI REFLOATED BY THE GREAT LAKES TOWING COMPANY AFTER FREIGHTER GROUNDED ON ST. MARYS RIVER

The 603-foot Canadian bulk carrier, M/V *Mississagi*, was successfully refloated by The Great Lakes Towing Company on Saturday, April 25 by 1 p.m. with no injuries or pollution, after the vessel went aground earlier that morning on the St. Marys River at Big Trout Island in U.S. Waters. The vessel was transiting downbound the St. Marys River from Bruce Mines, Ontario early Wednesday



carrying more than 17,000 tons of stone when it ran aground in the Potagannissing Bay. Once on scene, The Towing Company’s Tug *Missouri* responded and freed the vessel within 5 hours. Captain Mike Patterson, Tug Captain for The Great Lakes Towing Company in Sault Ste. Marie was the first to respond. “One of the things I’ve always liked best about this job is that a captain can’t do it alone. We work as a team.” Captain Patterson worked with his crew to quickly and safely free M/V *Mississagi*. Captain Paterson’s crew included Mate Evan Keating, Engineer Fred Carr and Deckhand Dan Gallagher. *(Press Release Great Lakes Towing Company)*

FERRY AGROUND, PASSENGERS EVACUATED, INDONESIA



It is reported that the 1975 built Indonesia registered passenger ro-ro vessel *Mutiara Persada I* (Imo 7375856) ran aground at around 2000 LT Apr 26 shortly after leaving Bakauheni port, southern tip of Sumatra, Sunda Strait. Vessel was bound for Merak port, western Java western tip. All passengers on board were evacuated by morning Apr 27. Vessel ran aground in reportedly, adverse weather. No reports on vessel’s condition. On a photo grounded *Mutiara Persada I*. *(Source: Maritime Bulletin)*

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GROUNDING ELIN TORIL

On April 24, the 20 meter long fishing vessel **Elin Toril** ran aground off Solligården, Norway. Reports state a crewman had fallen asleep at the helm and the vessel had run ashore. No reports of injuries to the 3 crew on board. Authorities have launched an investigation into the incident.

(Source: Shipwreck Log; Photo: itromso.no)



SPANISH EMERGENCY SERVICES RESCUE AROUND 150 PEOPLE FROM BURNING FERRY



Spanish emergency services safely evacuated around 150 people from a burning ferry crossing the Mediterranean from the island of Mallorca to the Spanish port of Valencia, government and port authorities said on Tuesday. The **'Sorrento'** ferry, belonging to the Italian company Atlantica di Navigazione although operated by Trasmediterranea-Acciona, sent out distress signals, the

Ministry of Public Works said in a statement. Spanish newspaper websites showed pictures of the ferry belching out great clouds of black smoke. Although the captain did not initially want to evacuate the ferry, passengers and crew eventually left the burning vessel in lifeboats, the ministry said. The port authority said 170 passengers were rescued. Sea rescue services could not confirm the number. Acciona could not immediately comment. Atlantica di Navigazione could not be

immediately reached for comment. The burnt-out ferry could sink in the position where the rescue was carried out at 35 miles off the Mallorcan coast, the Balearic Island port authority said. *(Source: Marine Insight; Reporting By Sonya Dowsett Editing by Jeremy Gaunt - Copyright 2015 Thomson Reuters; Photo: @PCTolosa/Twitter)*

OFFSHORE NEWS

VARD HAWKING PSV PAIR AT 15% DISCOUNT, ADMITS DOWNSIZING LIKELY

The pair of PSVs under construction at Vard's Vietnam yard which were cancelled by Germany's ER Offshore last month are struggling to find buyers amid the low oil price era and the carnage ripping through the offshore support sector. The offshore specialist is now looking at downsizing. The first ship will deliver in August and Vard is reluctantly having to contemplate becoming an owner if no one buys the ship by then. Despite marketing them aggressively



and offering a "significant" discount, a source at the yard told Splash, "The overpopulated PSV sector means no one wants to buy them. We may end up being stuck with these vessels." ER Offshore declared two single ship entities bankrupt last month to void taking on the vessels in the current depressed market leaving Vard, part of the Fincantieri group, in the lurch. The ships were originally contracted at \$40m each and are now being offered at \$34m, Splash understands. The Vard source admitted times were tough for the offshore shipbuilding group. "We have to start looking at how we can reduce our own costs. We will have to look into downsizing," the source said. *(Source: Splash24/7)*

CHANGE OF COMPANY NAME AND TICKER - VIKING SUPPLY SHIPS AB IS NOW REGISTERED



VIKING SUPPLY SHIPS
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In accordance with the resolution at the Annual General Meeting of Viking Supply Ships AB (publ) (former Rederi AB

Transatlantic (publ)) on 9 April 2015 and subsequent to registration by the Swedish Companies Registration Office, the company has changed its company name from Rederi AB Transatlantic to Viking Supply Ships AB. The company's B shares are currently listed on NASDAQ Stockholm under the ticker RABT. As a result of the change of company name the ticker will be changed to VSSAB.

The new name and the new ticker will be implemented in NASDAQ Stockholm's system with effect as per Friday 24 April 2015. Further, the new name will also be implemented in Euroclear's system with effect as per the same date. NASDAQ Stockholm has made a press release regarding the change of name and ticker. For further information regarding the change, reference is made to the relevant press release on NASDAQ Stockholm's website www.nasdaqomxnordic.com. In connection with the name change the company will launch a new website later this spring. (*Press Release*)

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OSV TECHNOLOGY: NOTABLE DESIGNS & DELIVERIES

Though the market for Offshore Support Vessels (OSVs) is soft, advances in technology, fit and finish in the sector is unrivaled in any other maritime niche over the past five years. Here's a look at some of the more notable designs and deliveries. Few vessels have inspired as much attention or coverage as the **Harvey Energy**, the first OSV of its kind in North America, able to run on both Liquefied Natural Gas (LNG) and diesel. **Harvey Energy**, chartered to Shell for its deepwater operations in the



Gulf of Mexico and owned by Harvey Gulf International marine, was built by the Gulf Coast Shipyard in Mississippi to meet requirements of the ABS "ENVIRO+, Green Passport" notation. Harvey Energy is a 310 x 64 x 24.5-ft. platform supply vessel powered by three Wärtsilä 6L34DF dual fuel gensets, providing 7.5 MW of power and fueled by Wärtsilä's LNGPac system. The 5,150 dwt vessel is capable of carrying 253,000 USG of fuel oil, 18,000 bbls of liquid mud, 1,600 bbls of methanol, 10,250 cu. ft. of dry cement and 78,000 USG of LNG fuel. The vessel is able to operate on LNG for seven days before refueling. To increase efficiency, Harvey Energy uses Shell's Gadinia 40 engine oil. It will run on 99% LNG fuel and will be able to operate for around seven days before refueling, loading fuel from Harvey Gulf's new LNG bunkering facility at its terminal at Port Fourchon, La. From Port Fourchon, Harvey Energy will transit to Shell's platforms, such as the new Olympus production platform, delivering equipment and drilling fluids. Two additional LNG-fueled

vessels are expected to follow. **Harvey Gulf** is the first of six LNG OSVs being built for Harvey Gulf. When operating on only LNG, this vessel meets the new Tier IV sulfur and nitrogen oxide emissions regulations-part of the North American Emission Control Area (ECA). While the Harvey Gulf is widely lauded for its advanced propulsion technologies, not to be overlooked is the interior fit and finish on the boats, designed to help attract and retain the best crews possible in what can be a competitive environment with high turnover. While the owner and vessel are not beholden to the new MLC2006 regulations which govern amenities and living conditions for crew, Harvey Gulf went the extra mile to ensure the comfort and safety of its crews, but also to ensure that the vessel is in compliance in any world region. "MLC2006 is relevant for vessels designed in accordance with IMO requirements. **Harvey Gulf** has always considered the welfare of its crews, regardless of the regulations," said Mike Carroll, Harvey Gulf's Senior VP of New Construction and Chief Naval Architect, in a recent interview with MR sister-publication MarineNews. "The regulations are always a minimum standard to be met; however we have always strived to exceed the minimum standards for vessel design. In our new build construction vessel program, these vessels are designed in accordance with IMO requirements including the Special Purpose Ships (SPS) Code and MLC2006. The design intent for these vessels is to be capable of servicing the offshore industry worldwide without limitation. For this reason, meeting and exceeding the latest regulations regarding Seafarer welfare was important not only as a function of potentially operating in countries which have adopted MLC2006 but also in response to Charterer's request for vessels meeting the latest IMO requirements." The vessel is equipped with multiple conference rooms, cinema, offices, gymnasiums, lounges. Many of the crew cabins have their own day rooms. Working and hotel areas of the vessel are segregated from the crew and passenger quarters. Lighting throughout the vessel is LED which is less harsh on the eyes. The bridge has been arranged to be extremely ergonomic with unobstructed lines of sight. *Triangle: A New Name in OSV Building* While the current oil bust has curtailed some development, the recently ended long-term run up to \$115 per barrel brought many new faces to the marketplace, including UAE-based shipbuilder Triangle Marine Services, which has recently laid the keels of two new 45-m Aluminum Fast Offshore Support Vessels which were ordered in November 2014 by UAE-based client Marine Core & Charter LLC. The new builds mark the company's first shipbuilding project and its entry into the offshore market. The 45-m Aluminum Fast Offshore Support Vessels by U.K. designers Camarc feature a hull designed to optimize the power required to reach speeds of up to 30 knots, combined with excellent sea keeping and a wide operational envelope. The design features a deck area of 140 sq. m. and fuel cargo capacity of 100 metric tons. A luxury area for 12 VIP guests is incorporated along with a seating capacity for 100. Only time will tell if Triangle's approach to the market will bear fruit. *MV Shelia Bordelon* While much attention has been heaped on the Harvey Gulf LNG initiative, there are a stable of advanced vessels coming to the market such as Bordelon Marine's MV **Shelia Bordelon**, which was christened at Bordelon Marine Shipbuilders in Houma, La., in late March. The **Shelia Bordelon** is significant for a number of reasons, in part due to its partnership with Susan G. Komen where Bordelon Marine will donate a portion of the profits from its ship to the New Orleans affiliate of Susan G. Komen for the Cure. A pink stripe will be featured on the vessel along with the Susan G. Komen New Orleans logo. MV **Shelia Bordelon** is the second vessel from the new Stingray series 260' Class DP2, designed and built at Bordelon Marine's brand new purpose built facility in Houma. MV **Shelia Bordelon** is a Stingray series 260 Class Ultra-Light Intervention vessel, with an emphasis on the "Ultra-Light" and the economic benefit that can deliver at a time when oil prices are depressed and offshore operators are tightly monitoring every penny. MV **Shelia Bordelon** is DP-2 and measures 257 x 52x 18-ft., outfitted with a mezzanine deck capable of housing two work class ROV's with a clear deck of 143 x 44 ft. (6,280 sq. ft.) and a top speed of 14 knots. The Stingrays feature Cummins QSK 60-M Tier3 main propulsion engines along with Schottel 1215, 220 hp per Z-Drives and Schottel STT2, 1020 hp

per bow thrusters. All systems are fully automated and controlled from the bridge. The Stingray series are SOLAS classed, FIFI 1 ACCU, EEP 175, and Tier3, and MV **Shelia Bordelon** also features a 50-ton NOV active heave-compensating crane with 3,000m of wire. The vessel can accommodate up to 60 persons and features an internal ROV office and control room. *(As published in the April 2015 edition of Maritime Reporter & Engineering News - <http://magazines.marinelink.com/Magazines/MaritimeReporter>)*

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VOS TIREE



The arrived 1981 built United Kingdom registered with call sign MLTY2 Safety Stand-By vessel **VOS Tiree** (Imo 7711294) arrived under its own power the 20.04.15 to Fornæs Shipbreaking Ltd. Grenaa. The vessel was built by Estanave Estaleiros Amazonia Manaus, Brazil. She has a Length: 52 m a Beam: 12 m and a Draught: 3.4 m. She had the formers names):- **Viking Tiree** (Until 2007 Jul)- **Bue Tiree** (Until 2005 Jul 30)- **Supreme** (Until 1999 Oct)- **Seaboard Supreme** (Until 1995)- **Sapucaia** (Until 1990). She was

owned by Offshore Support Vessel IV – Aberdeen and managed by Vroon Offshore Services Ltd. – Aberdeen. Her grt is 863 tons her dwt 950 tons and is classed American Bureau of Shipping. *(Source: [Vesseltracker](#); Photo: [Bendt Nielsen](#))*

EXPEDITION TO SYDNEY II WRECK COMMENCED

An expedition aboard the "**Skandi Protector**" set off from Dampier to digitally capture the HMAS "**Sydney II**", lying 2500 metres beneath the ocean surface off WA, on Apr 27, 2015. The "**Sydney II**" was sunk on November 19, 1941, by the HSK "**Kormoran**", a German raider disguised as a Dutch merchant ship. None of the "**Sydney II**"'s 645 crew survived. The final resting place of the World War II ships, discovered 200 km west of Shark Bay in 2008, will be surveyed for the Two Lost Ships

project. A collaboration between the WA Museum, Curtin University and exploration company DOF Subsea, it will capture high-resolution video and images of the wrecks. The imagery will form the basis of “virtual visitor experiences” at the WA Museum in Geraldton and the new Perth Museum, which opens in 2020. The aim is to create a full 3D reconstruction of the "Sydney II"’s hull,



allowing it to be seen in its entirety for the first time. When it was discovered, the "Sydney II" was found to be still in a state recognisable as immediately after the simultaneous sinking. Two DOF Subsea ROVs fitted with lights and cameras will launch from the "[Skandi Protector](#)" over the next fortnight. The \$2.4 million project has the support of the Royal Australian Navy and the Naval Association of Australia. (*Source: [Vesseltracker](#); Photo: Ian Edwards*)

ROYAL IHC CONGRATULATES THE KING IN A SPECIAL WAY



Royal IHC is very honored to be part of the program on the King's Birthday. Among other activities, the King and his family will be viewing a 'Grande Maritime Parade' in Dordrecht. The last ship in this spectacular show is the offshore vessel [SEVEN SUN](#) which was built by Royal IHC for offshore contractor Subsea7. Especially for this day the crew carries an exceptional load: a message in a bottle for the King. The [SEVEN](#)

[SUN](#) brings a Royal salute to the Royal couple. This means that the vessel will turn in front of the grandstand in Dordrecht and salutes the Royal family by using the ship's horn. This moment will also be used to launch two congratulatory wishes to the King by the traditional message in a bottle.

Message in a bottle Royal IHC is an innovative organization but also values old traditions. For instance, it is custom to throw a bottle with a message overboard during the maiden voyage of a vessel. This custom dates back to the past when sailors and also passengers on a ship made their wish or heart cry known to a lucky finder by throwing a bottle with a letter overboard. The honor of writing such a congratulatory wish has now been given to Levi (6) and Femke (12). These are children of two Royal IHC employees and their birthday happens to be on the same day as His Majesty's. Find out what Levi and Femke have written in their letter to the King and follow the route of the bottle until it will be presented to the King today. (Video: Message in a bottle [Click HERE](#)) *Vessel* The [SEVEN SUN](#) is a brand new vessel, commissioned by Subsea7, that was built in

2.5 years by Royal IHC in Kinderdijk. The vessel is a floating factory; its dimensions are 146 metres long and 30 metres wide. The **SEVEN SUN** is a flexible pipelayer. This means that the vessel can install flexible pipelines in oceans all over the world to a depth of no less than 3000 metres. These pipelines are mostly used to transport oil. *Life on board* A maximum of 120 people can sleep on board of the **SEVEN SUN**: 60 - 80 crew members are active laying pipes and 40 crew members run the ship. The management of the vessel consists of 7 persons: the captain and his officers. All crew members work on board for 4 - 5 weeks. Then a new crew arrives and the former crew gets 4 - 5 weeks off to spend with their families. The change often takes place by helicopter so that the vessel can continue laying pipes and doesn't necessarily have to return to shore. *Honorary title* Royal IHC is an international company that has a number of branch offices worldwide and has its head office in Sliedrecht. The company exists for over 350 years and is an expert in water management. The company started as a dredging expert but has developed into designer as well as builder of technologically highly advanced and reliable vessels and equipment for offshore and wet mining. In 2014 His Majesty awarded IHC with the honorary title Royal. A this is a great honor, the company changed its name last year from IHC Merwede into Royal IHC. (*Press Release IHC: Photo: Willem Holtkamp*)

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JIM KILABUK - HEADING WEST

The veteran tug/supplier **Jim Kilabuk** at pier 9c this morning. The berth should be a familiar one to the vessel that has worked out of Halifax off and on since its first arrival in these waters almost twenty years ago. Built by Yarrows Ltd in Esquimalt in 1975, for Canadian Marine Drilling it was originally named **Canmar Supplier IV**. Canmar was a subsidiary of Dome Petroleum, a company that had invested heavily in



Beaufort Sea offshore oil, and the tug/supplier was one of several built to work in the western arctic area. It is powered by a pair of GM engines totalling 7200 bhp, giving it a bollard pull of 90 tonnes, and is purpose built for harsh weather. When Dome got in to financial trouble the company was sold to Amoco Canada in 1987. However oil work in the Beaufort came to an end and in 1995 the

tug was sold to Northern Transportation of Hay River, AB. The company was known for its Mackenzie River barging operations and coastal work in the arctic. Already twenty years old, and apparently laid up for some time, the tug was placed under the Trinidad + Tobago flag and was first renamed **Holly B.**(unofficially), then **Pernell J.** It arrived in Halifax May 11, 1995, and while refitting at Dartmouth Marine Slips was renamed **Jim Kilabuk**, and returned to the Canadian flag. Since then the vessel worked on the charter market for offshore work and general towing. It has also returned to the western arctic via Panama least once (in 2006). However work has been hard to find in recent years, and the boat was laid up in Newfoundland for the last two years. A sister tug **Alex Gordon** (ex **La Marr J, Hazel Ward, Canmar Supplier III**) remains laid up in Newfoundland. (*Source: Mac Mackay-Tugfax*)

MAESTRALE TERZO ENTERING THE GRAND HARBOUR, MALTA



The 1979 built Italian registered with call sign IZOX offshore supply ship **Maestrale Terzo** (Imo 7944231) was seen entering the Grand Harbour, Malta on Thursday 23rd April, 2015 in Bambini Srl colours on her delivery voyage after bought by the Malta Maritime Pilots. The vessel has a grt of 257 tons a dwt of 129 tons and is classed Registro Italiano Navale. (*Photo: Capt. Lawrence Dalli - www.maltashipphotos.com*)

SEACOR POSTS \$20M LOSS FOR Q1 2015

Worsening conditions in the offshore market in the first quarter of 2015 led to a USD19.6 million loss for vessel operator Seacor. The loss, revealed on 23 April, compares with a USD40.1 million profit in the previous quarter and a profit of USD11.5 million in first quarter of 2014. In response to falling day rates, weak utilisation of its support vessel fleet, and new capacity



entering the market, Seacor confirmed it has returned 10 leased-in vessels to their owners beginning in the third quarter of 2014 and has had 9 vessels cold-stacked as of 31 March. Overall vessel utilisation, excluding wind farm utility vessels, decreased from 75% in fourth quarter of 2014 to 68%

in first quarter of 2015. Overall average day rates, excluding wind farm utility vessels, decreased 15% from USD15,520 per day in the previous quarter to USD13,178 per day in the first quarter of 2015. Year-on-year utilisation dropped from 80% in first quarter of 2014 and average day rates fell from USD14,324/day. In the US Gulf of Mexico, operating revenues fell by USD17.7 million, hitting all vessel classes, Seacor reported. The decline was due primarily to weak market conditions, the return of leased-in vessels to their owners, the seasonal downturn for the liftboat fleet, and increased dry-docking activity, the company stated. Vessel utilisation in the region was 49% compared with 62% in the preceding quarter, and overall average day rates decreased from USD20,313/day to USD18,097/day. *(Source: IHS Maritime by John Gallagher; Photo: Malte Schwarz)*

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OSM WELCOMES CONTRACT WITH VIKING SUPPLY SHIPS



OSM Ship Management announces new contract for the management of two Platform Supply Vessels from Viking Supply Ships. Both vessels have been under the technical management of OSM AS Arendal since April 14th, 2015, with three more vessels to follow early May. *(Source: OSM)*

WINDFARM NEWS

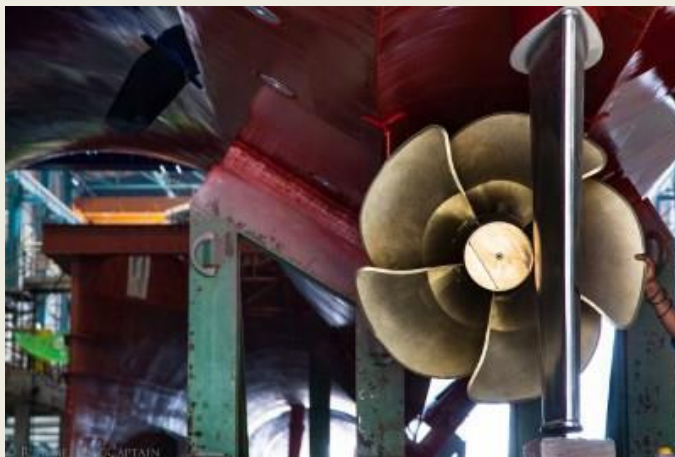
SAMSON B ON LONDON ARRAY WINDFARM

Samson B has just started her new job providing jack-up support on the London Array Windfarm

operating from Ramsgate. The London Array Windfarm is currently the largest offshore windfarm in the UK. She mobilised from the Alicit boat yard in Great Yarmouth where she had a brief stop for planned maintenance. **Samson B** is supporting A2Sea's *Sea Challenger* on the London Array providing crew transfer and light cargo duties. It's only going to be a short stay at Ramsgate before travelling up the East coast following the *Sea Challenger* over the coming weeks. We will keep you posted on her next move. The **Samson B** is a 18m MCA Cat 2 Wind Farm Support Vessel built in 2010 by Lyme Boats.



DAMEN TWIN AXE'S UNDER CONSTRUCTION IN SINGAPORE



The 26 meter, all aluminum, catamaran version of the Fast Crew Supplier is called the **FCS 2610** "Twin Axe." The below vessel has been designed to best enable workers to transit to, and board offshore wind farms for maintenance. The image shows two that are currently being constructed. Edwin de Smets, Yard Manager at Damen Shipyard Singapore notes each FCS 2610 takes approximately 34 weeks to build from start to finish. (Source: gCaptain)

YARD NEWS

BRISTOL HARBOR GROUP, INC. DESIGNED ATB UNIT UNDER CONSTRUCTION

Bristol Harbor Group, Inc. (BHGI) is currently completing the detail design phase of a 399' x 74' x 30' 80,000 BBL double hull oil tank barge and a 120' x 40' x 18'- 6" *twin screw ocean service tug*. Both vessels are currently being built under ABS survey at Conrad Shipyard, L.L.C. in Amelia, LA with a 2015/2016 delivery date. The new ATB the **Gulf Venture** and *Gulf Carrier* will be operated domestically and internationally by John W. Stone Oil Distributor. It will be used to support the continually expanding shore bases as well as offshore operations. She will be capable of transit and delivery of various marine fuels and associated products. Computational fluid dynamics (CFD) and finite element analysis (FEA) were used extensively in the design effort. The purpose of the FEA study was to assess the stern scantlings of the barge in way of the INTERCON ladder interface. Similarly, FEA was performed on the tug structure to assess the maximum stress in way of the

INTERCON load box. CFD analysis was performed to determine the calm water resistance of the combined unit and optimize the tug forebody and stern rake geometry of the barge. **Gulf Venture ATB Tug:** Dimensions: 120'x 40'x 18.5'; ATB Coupler System: INTERCON C Series; Main Engines: (2) CAT 3516C, 2,575 HP each; Main Generators: (3) John Deere 150kW; Classification: ABS A1, AMS,



ABCU, Oceans Towing Vessel Unlimited Service certified under SOLAS/IMO/MARPOL. **Gulf Carrier ATB Double Hull Oil Barge:** Dimensions: 399'x 74'x 30'; Capacity: 80,000 BBL; Bow Thruster: (1) Thrustmaster retractable azimuthing thruster, 750HP; Main Generators: (2) John Deere 99kW; Classification: ABS A1, Unlimited Oceans, Permissively Manned. *(Press Release)*

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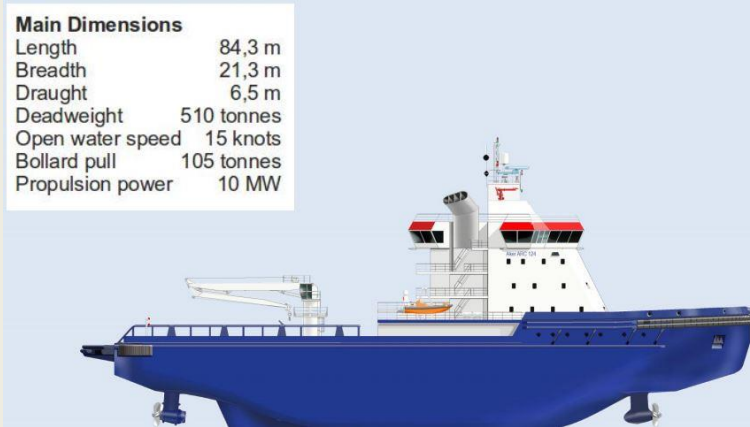
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VYBORG SHIPYARD TO BUILD RUB 6 BLN ICEBREAKER OF AKER ARC 124 PROJECT FOR ATOMFLOT

Main Dimensions	
Length	84,3 m
Breadth	21,3 m
Draught	6,5 m
Deadweight	510 tonnes
Open water speed	15 knots
Bollard pull	105 tonnes
Propulsion power	10 MW



FSUE Atomflot is going to place an order for construction of an icebreaker of **Aker ARC 124** project with Vyborg Shipyard (Leningrad region). According to the procurement documents, the contract is valued at RUB 6,008,550,000. The order is to be fulfilled by November 30, 2018. Federal State Unitary Enterprise

«Atomflot» is established to provide technological service and maintenance of nuclear-powered icebreakers and special fleet. Vyborg Shipyard JSC (VSY) is a corporate member of United Shipbuilding Corporation having a vast experience in construction of icebreaking and ice-going vessels, offshore support vessels of various purposes, semisubmersible drilling platforms, topside

modules for fixed offshore platforms and big-size grand blocks for onshore facilities. From the date of its foundation in 1948 the Shipyard has built more than 200 different vessels with total displacement over 1,550,000 t. VSY head office is located in Vyborg, Russia. *(Source: PortNews)*

SINOPACIFIC DELIVERS WORLD'S FIRST SPA150 VESSEL TO FEMCO

On Apr. 28th, 2015, Sinopacific Shipbuilding Group (SINOPACIFIC) held a christening and delivery ceremony for a newly built SPA150 AHTS, constructed for the ship-owner, FEMCO Group. This first SPA150 vessel is not only the first of this design to be delivered in the world but is also the first of a series of 4 vessels contracted by FEMCO Group. Representatives from the Government, banks, ship-owner, classification society, supervisors,



suppliers, brokers and media, as well as other related parties, were present at SINOPACIFIC's Zhejiang Shipbuilding base and witnessed this rather memorable moment. The Godmother, Mrs. Semenova Svetlana christened this vessel as "OSSOY". Mr. Cap. Pavel Lyshko, Director and Shareholder from FEMCO Group expressed the Group's appreciation to SINOPACIFIC and all the other partners for their great efforts and contribution to this SPA150 project in his speech. He said: "Thanks to your joint efforts and collaboration, the first SPA150 vessel has been delivered on time. Her perfect performance has greatly impressed us and we do hope we will continue to enjoy such an experience in upcoming cooperation on new shipbuilding projects." SPA150 with 12,000HP propulsion and 150t bollard pull, marks the first medium size AHTS in the SP series which is the in-house brand belonging to SINOPACIFIC and is designed by SDA (Shanghai Design Associates), the SINOPACIFIC OSV design team. With an overall length of 72m, a moulded breadth of 17.2m and a 515m² cargo deck with 10t/m² uniform load, this environmental friendly vessel uses a Class 2 Dynamic Positioning System (DP2) and is suitable for different kinds of offshore support work, including anchoring, tugging, external firefighting (Fi-Fi 2), oil pollutant recovery, as well as loading kinds of liquid and dry cargoes. An additional strength of the design team has been to offer flexibility



and specific configurations for each vessel so as to customize each one to FEMCO's specific demands. Such efforts as well as the strength of SINOPACIFIC's SP brand attracted Rolls-Royce Marine (Rolls-Royce), a leading global supplier of power systems. Together, SINOPACIFIC and Rolls-Royce developed close communication at the early stages of engineering and both parties managed to create, through this close partnership, an optimized solution for this medium size AHTS project. Rolls-Royce has provided integrated equipment packages for the SPA150 series, which has been a first for Rolls-Royce in the Chinese market, where, usually, such packages are only

supplied for their own design vessels. SINOPACIFIC is a privileged partner of Rolls-Royce amongst Chinese shipbuilders. The whole construction period, from turning the design drawings in delivered products with excellent indexes, has witnessed a new round in SINOPACIFIC's project management upgrading, which is further approaching an international level for offshore project management and has ensured the timely delivery of this newly built SPA150. Simon Liang, Chairman and CEO of SINOPACIFIC, said: "To accomplish our proactive strategic planning, we have to leverage a full range of technical innovations and project management practices. In the future, we will continue to engage in realistic work and make constant improvements. As the proverb says, 'to be a master, you should first be a good craftsman.'" *(Source: SinoPacific Shipbuilding Group)*

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DE BEERS CONFIRMS KLEVEN CONTRACT

De Beers Marine Namibia, part of De Beers Group, has lifted all subjects, thus confirming its contract with Norwegian ship builder Kleven on the building of a highly specialised vessel for deep water mineral exploration. The contract was initially announced in October 2014, but subject to final approval within May 2015. The first of its kind vessel will be of **MT 6022**



design from Marin Teknikk. This design is well proven within the offshore construction segment, but the new build for De Beers will include a wide range of tailor made equipment and features. The vessel will be built at Kleven Verft in Ulsteinvik, Norway, and is to be delivered in June 2016. *(Press Release Kleven)*

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Last week there have been new updates posted:

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

- Eastern Shipbuilding Group, Inc. Delivers the M/V BILL SEYMOUR for Florida Marine Transporters, Inc.
- Vane Brothers welcomes Kings Point as the company's latest Maryland—tugboat
- A hat-trick for Kotug: green power ahead with three Hybrid Rotortugs (E-Kotug series)
- Two new Damen-built sister tugs ATD 2412 'ZP Bison' and 'ZP Bear' for KOTUG's European Harbour Towage Division
- Newsletter National Dutch Towage Museum April 2015

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