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Buying, Sales, New building, Renaming and other Tugs Towing & Offshore Industry News

MIDWEEK-EDITION

TUGS & TOWING NEWS

"MIZAR" OCEAN GOING TUGBOAT SOLD BY BLUE SEA BROKERS



We, at Blue Sea Brokers, have sold in April 2015, in collaboration with a good Ukrainian Colleague Broker, the Ocean Going Tugboat **Mizar**, with Imo 8509088, from TRIPMARE SRL, Italy, to Buyers re-registering the Tugboat under Belize Flag. The Tug was built in Italy in 1986 and is in full Class with RINA. She has a Nohab main engine developing 1550 kW with a BP of approx. 33 tons. It has already been successfully delivered and sailed from Italy on the 25th of April bound for Ukraine, to start working under its new Owners' Management. *(Contact source: Patricia Prado, Managing Director at BLUE SEA BROKERS*

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MICHELLE SLOAN – A RAMPARTS 2500 ADDITION TO HARLEY MARINE SERVICES TUG FLEET

On March 26th 2015, Harley Marine Services took delivery of the first of two new “enhanced” RAmports 2500 ASD tugs, at their world headquarters in Seattle, WA. This powerful new tug is named the **Michelle Sloan** in honour of a courageous woman who lost a 12 year battle with breast cancer last year.



Built at Diversified Marine Inc. (DMI) in Portland, Oregon, the Michelle Sloan truly shows off her builder’s pride in quality construction. The **Michelle Sloan** is the latest of the RAmports 2500 design from Robert Allan Ltd. and is an evolution of Harley Marine Services’ existing tugs Tim Quigg and John Quigg also built by DMI in 2004. The new tug has a wider hull, increased BP performance, improved crew accommodations, and a modified skeg. Particulars of the **Michelle Sloan** are as follows: Length overall: - 80’-0”; Beam, moulded, extreme: - 36’-0”; Depth, moulded (hull): - 16’-8”; Maximum draft: - 17’-5”; Gross Tonnage: - <200 GRT (US Tonnage). The tug was designed and constructed to satisfy all applicable Rules and Regulations of USCG and meet or exceed the minimum scantling requirements of any Classification Society. Tank capacities are as follows: Fuel Oil: - 32,800 Gals.; Potable Water: - 2,900 Gals.; Main Engine Lube Oil: - 410 Gals.; Sludge Tank: - 890 Gals.; Grey Water: - 830 Gals.; Emergency Black Water: - 275 Gals. *Trials results were as follows:* Bollard Pull, ahead: - 69.0/71.3 Short tons; Bollard Pull, astern: - 65.4/67.4 Short tons; Free running speed, ahead: - 12.5 knots. The vessel has been outfitted to the highest standards for a normal operating crew of 2, with accommodations for up to six persons. The Master’s cabin is located on the main deck, with two additional double crew cabins located on the lower accommodation deck. There is also a galley and mess room located on the main deck. The deck machinery comprises a Markey DEPC-48 render-recover type ship assist hawser winch on the bow, spooled with 500 ft of 9” line, and a Markey DEPC-32 towing winch aft with a capacity of 250 ft of 6-1/2” line. In addition, a capstan is installed on the fore deck to facilitate line handling operations. The raised forecastle and elevated wheelhouse ensure good all-round visibility of the working decks and when handling large barges with high freeboard. This higher freeboard feature also provides a high standard of sea-keeping when working in exposed waters, but is also configured so as not to impede the ability of the tug to work closely under the flare of the newer generation of large ships. Main propulsion for each tug comprises a pair of CAT 3516C diesel engines, each rated 2,575 bhp at 1600 rpm, and each driving a Rolls-Royce US 205 Z-drive unit, with a 94.5” diameter fixed pitch propeller. The electrical plant consists of two (2) identical CAT C6.6 diesel gen-sets, each with a power output of 125 ekW, 60 Hz. Ship-handling fenders at the bow consist of one tier of 36” OD x 18” ID cylindrical fender at the main deck level, with 12” loop type Schuyler fenders between the main deck and the knuckle, 11” laminated bow fenders below, and 12” hollow D style fenders along the stem and skeg. Tires and 8” hollow “D” fender provide protection at the main and forecastle sides and sheer lines, and 12” loop type fendering is used at the stern. *(Press Release Robert Allan)*

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HECTOR SEEN UNDER CONSTRUCTION



At the Damen Shipyard Galati was seen on the last day of the month April the new building yard number 512601 the ASD 3010-ICE tug **Hector** for the Swedish Navy. The Swedish Försvarets Materielverk had made the contract for this two tugs in January 2014 together with the Defence Material Organisation of the Royal Netherlands Navy. Responding to current and future developments in emission reduction and environmentally friendly shipping, the FMV has opted for a Damen fir-for-purpose design ASD

3010I CE. The Swedish tugs will be able to operate in icy waters. *(Photo: Paul Ionescu)*

SISTER OF HECTOR - HERCULES ALSO SPOTTED

Also at the Damen Shipyard Galati was seen on the last day of the month April the new building yard number 512602 the ASD 3010-ICE tug **Hercules** for the Swedish Navy. She is the sister of the **Hector**. The tugs in a series of two are under construction. The standard vessels has a length of 29.84 mtrs a beam of 10.43 mtrs. They will have a total power output of 3,730 bkW a bollard pull of 60 tons and a speed of 13.6 knots. *(Photo: Paul Ionescu)*



WALRUS II PREPARED FOR TOWING TO LE HAVRE



Last week, 28 April 2015, was seen in the port of Stellendam; Netherlands the 1988 built Damen Stan tug 1800 **Walrus II** with her tow **Fueltrans 4**. The tug was waiting due to weather circumstance to depart for Le Havre. The tug was launched by Scheepswerf Made BV – Made; Netherlands and completed by Scheepswerf

Damen BV – Gorinchem under number 6103. In 1989 delivered to Koninklijke Frans Swarttouw BV – Rozenburg; Netherlands as **Albatros**. In 1994 sold to Euro Bulk - European Bulk Services BV – Rotterdam. In 1999 sold to VKV Service BV & B.A.B. Vof – Rotterdam. In 2002 sold to Damen Marine Service BV - Hardinxveld-Giessendam. In the same year sold to Harbrown Shipping Ltd - Newport, Isle of Wight and renamed **Albatros 4**. In 2004 sold to Williams Shipping Holding Ltd – Southampton and managed by Williams Marine & Port Services Ltd – Pembroke and renamed **Wilfreedom** and re-engined 2x diesel 4t 8cyl Caterpillar, 884bhp-650kW, sp 11kn, bp 12,4t. In 2012 sold to Walrus Maritiem BV; (van de Heuvel) - Werkendam and renamed **Walrus II**. She has a length of 19.36 mtrs a beam of 6.17 mtrs and a draft of 2.05 mtrs. She has a bollard pull of 11 tons and a free sailing speed of 11 knots. *(Photo: Willem van der Kaaij)*

LOUISIANA INTERNATIONAL MARINE SIGNS ON WITH HELM CONNECT

Today, 5th May 2015, software developer Helm Operations announced that it has signed on offshore rig moving and ocean towing services company Louisiana International Marine (LIM) to its Helm CONNECT Preventive Maintenance software. Louisiana International Marine operates 6 tugs that are ABS classed hull and machinery, A1 towing, and ISM certified. "We chose Helm CONNECT because they [Helm] made it easy to do business with them. First off, their preventive maintenance and compliance software is the easiest we've ever seen, and secondly



we didn't have to wait weeks to get a price quote from them," said Anthony Roberts, Manager of Marine Traffic / Operations for Louisiana International Marine. "They've been transparent and responsive throughout the entire process." Ron deBruyne, CEO and Founder of Helm Operations said he was excited to be working with Louisiana International Marine. "We are inspired to work with tug companies like Louisiana International Marine who take such pride in their safety and compliance practices." deBruyne also mentioned he was pleased that LIM's team reacted so positively to the simplicity of Helm CONNECT. Helm CONNECT is intuitive for workboat personnel because it's designed and developed through direct consultation with real life users, like port engineers, crew and shore-based personnel. "The result is intuitive maintenance software that's real easy to use," said deBruyne. deBruyne expects lots of interest in Helm CONNECT because workboat companies are trying to innovate in order to proactively record maintenance as well as reduce complexity with compliance reporting. "We keep hearing that they want something that's easy to use to manage maintenance and close the loop on compliance. That's what Helm CONNECT is all about." Said

Roberts of LIM, “We're looking forward to a long and productive relationship with Helm.” Helm recently launched a free trial of Helm CONNECT and has since signed up over 100 companies for free trials of the preventive maintenance software. (*Press Release*)

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STEAM TUG WARATAH - SYDNEY HERITAGE FLEET'S 113 YEAR OLD TREASURE



Sydney Heritage Fleet is the proud owner and operator of the 1902 built steam tug **Waratah**, a coal fired tug built at Cockatoo Island, Sydney. She was launched on the 21st May 1902. Originally named **Burunda**, her primary role was to tow dredges and barges between the various ports along the NSW coast. She is the oldest tug in working order in Australia. In her heyday she carried a crew of 14, including six officers who were accommodated in separate cabins aft.

Today sailing with the Sydney Heritage Fleet she still requires a crew of 14. With raked funnel and counter stern, **Waratah** has the graceful proportions of a vessel of her era. Her sea-going days nearly ended in 1948 when, due to her age and condition, she was restricted to Newcastle Harbour. In 1968 it was announced that the old tug was beyond economical repair and was to be disposed of for scrap.

The Sydney Heritage Fleet, realising her historical importance to Sydney Harbour, acted to save her and proceeded to purchase the vessel from the Department of Public Works. After a subsequent five-year restoration program by Sydney Heritage Fleet volunteers, she is now, once again, fully operational and regularly takes passengers on trips around Sydney Harbour. **Waratah's** authentic restoration has gained the Fleet world-wide recognition for historic ship



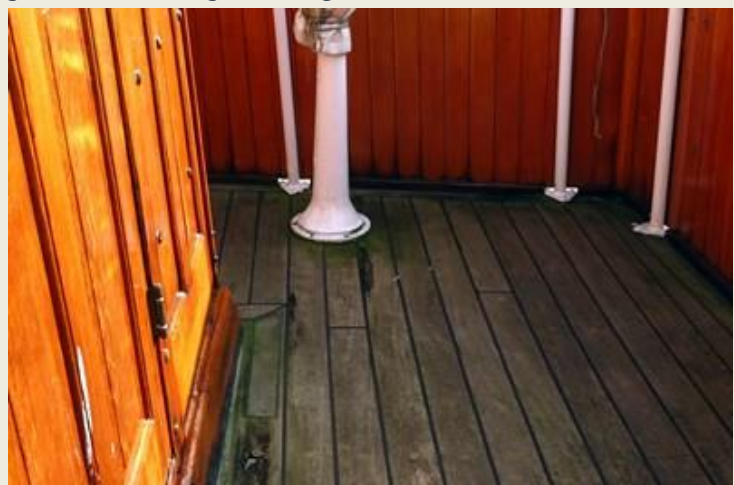
preservation. For the technically minded here's some of her "vital statistics". With an overall length of 33.1 metres and a beam of 6.15 metres she has a displacement of 144.8 tonnes and a draft of 2.74 metres. Her two cylinder compound steam engine provides 205 kW of power to drive a single screw at 16 revs/knot. SHF is now in possession, (on a long-term loan) of two ex-RAN tugs **Bronzewing** and **Currawong**. The Fleet's collection of heritage vessels, five of which are over 100 years old include **Waratah** and the fleet's flagship *Lady Hopetoun* (also built in 1902), Tall Ship *James Craig* (1874) schooner *Boomerang* (1902) and small motor launch *Protex* (1908). They also operate 3 fifty plus year olds – workboats *Harman* and *Berrima* and the 50s speedboat *Kookaburra II*. The Sydney Heritage Fleets current restoration project is the 1927 coastal steamer *John Oxley* with a small team of volunteers working on the 1912 Inner Harbour ferry, *Kanangra*. Sydney Heritage Fleet was founded in 1965 and this year is celebrating its fifty years of existence. The Fleet enjoys the services of around 550 active volunteers who crew and maintain our vessels, man our workshops and work in our Maritime Records and Research Centre and in our office. and in restoring a collection of small boats and marine engines. All their vessels in survey are available for charter and the Fleet welcomes new volunteers, skilled or unskilled to work across the spectrum of their activities. *(Press Release SHF)*

SPONSORACTIE BRUGDEK SS FURIE.



Introductie: De **FURIE** is de laatste door stoom aangedreven zeesleepboot in Nederland. Gebouwd in 1916 bij Bodewes Scheepswerven in Groningen, diende ze tot ver in de jaren zeventig voor de papierindustrie in Zweden. Vervolgens werd ze aangekocht voor een rol in de legendarische Tv-serie *Hollands Glorie*, naar het gelijknamige boek van Jan de Hartog. In 1978 werd ze eigendom van, daarvoor speciaal opgerichte, Stichting

Hollands Glorie te Maassluis. In de afgelopen 37 jaar is er veel werk verzet door de vrijwilligers met als doel de sleper zoveel mogelijk in originele staat terug te brengen en varend te houden. Dat dit gelukt is blijkt uit de status van Varend Museum en opname in het Nationaal Register Varende Monumenten. De **FURIE**, in het bezit van een Certificaat van Onderzoek voor het varen met maximaal 40 passagiers, is dan ook uniek. *Feest.* Volgend jaar is de **FURIE** 100 jaar oud, een gebeurtenis die we gaan vieren. Uiteraard moet de jarige dan wel tip top in orde zijn zodat ze in volle glorie haar feest kan vieren. Voordat we echter zover zijn, moet er nog wel een



flinke restauratie worden uitgevoerd. Vervanging houten brugdek. Gezien de vele lekkages is het houten brugdek rond het stuurhuis hard aan vervanging toe. Een hele operatie want niet alleen het houten dek maar ook het staal onder het dek moet worden vervangen. Offertes hebben we binnen voor het brugdek van Scheepstimmerwerf De Hoop in Workum en voor het ijzerwerk van De Haas Maassluis. De totale kosten bedragen rond de € 90.000, -. Een kostbaar karwei dat de stichting niet zelf kan bekostigen. Vandaar deze bijzondere sponsoractie. *Sponsoractie*. Wij vragen of u ons wilt helpen met een financiële bijdrage. U kunt daarvoor één of meer stukken dekplank sponsoren voor € 250, - per deel. Wat krijgt u ervoor? Uiteraard een vermelding als "dekplank sponsor" op de FURIE website en na de reparatie een stukje dekplank. En 15 van u mogen, na loting, een vaartocht voor 2 personen maken met de FURIE. *Sponsor worden?* Stuur een e-mail naar info@furie.nl met als onderwerp: Sponsoractie. Vermeld in de mail: * sponsornaam en adres + indien nodig: naam indiener. * factuuradres; * aantal te sponsoren dekplanken. De penningmeester van de stichting stuurt u een factuur. Bij voorbaat hartelijk dank.

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RIZWAN UNDER CONSTRUCTION AT THE DAMEN SHIPYARD GALATI



On the first May was seen at the Damen Shipyard Galati; Romania yard number 512015 under construction. The Stantug 4013 named **Rizwan** (Imo 9734082) has a grt of 625 tons. This new standard type tug has a length of 40.75mtrs a beam of 12.90 mtrs She has a total engine output of 5,100 bkW a free sailing speed of and a bollard pull of 90 tons.
(Photo: Paul Ionescu)

TUG BECOMING ARTIFICIAL REEF

The "**Ocean Wind**" will be sunk off the waters of Pensacola beach to become a new artificial reef. The Florida Artificial Reef Program will purchase, clean and sink the "**Ocean Wind**" in 90 to 95 feet

of water in the Escambia Southeast Artificial Reef Site roughly 10 nautical miles south of Pensacola Pass in the Gulf of Mexico. Workers on the project were hoping to prepare the tug for sinking by this week. First, workers will have to strip the boat of anything the Florida Fish and Wildlife Conservation doesn't want in the Gulf, including anything electric, any glass, flaking paint and anything else harmful. The "**Ocean Wind**" will be the latest in a growing list of artificial reefs in the Gulf. *(Source: Vesseltracker)*



MACDUFF SIGNED DESIGN CONTRACT WITH COLOMBO DRYDOCK



In April 2015, Colombo Dockyard PLC has signed a contract with Macduff Ship design for a repeat order of the "**Fair Maid of Perth**" a successful 13m general workboat originally design and built for Perth Harbour. This design will have various modifications to suit new owner operational requirements and will be classed to the Indian Register of Shipping, the contract is for the design and production of cutting information with the build taking place in the yard in Sri Lanka. *(Press Release Macduff)*

PROGRESS SEACONTRACTORS FLEET EXPANSION

Seacontractors reports satisfying progress with the construction of their two latest offshore Anchor Handling Tugs, to be named, **Atlantis** and **Dian Kingdom**. In October 2014 Seacontractors and the Damen Shipyards Group signed the contract for the two new 70t bollard pull Stan Tugs., the customizations increase the multifunctional design's capacity for anchor handling and firefighting. This makes the vessels highly suitable for the offshore industry. The vessels are expected to be delivered in June 2015 by Damen's Song Cam Yard in Vietnam. *(Press Release Seacontractors)*



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BB OCEAN



Last week was seen the Danish registered tug with call sign OYAM2 tug **BB Ocean** (Imo 9360594) at the Van Brink Shipyard – Pernis: Netherlands (Damen group). She is planned to be dry docked on the 8th May 2015. As it looks for her special Survey. The tug was built in 2005 by Astilleros Armon S.A. – Navia-Asturias; Spain under yard number 627 and delivered in May 2006 as **Wolf**. In 2006 sold to Bugser og Bjergning Danmark AS and renamed **BB Ocean**. She has a

length o.a. of 34.50 mtrs a beam of 11.60 mtrs and a depth of 4.70 mtrs. Her two Caterpillar diesel engines develops a total output of 5,280 kW (7,174 hp) with a free sailing speed of 13.5 knots. The Voith-Schneider tug has a grt of 497 tons and a nrt of 149 tons and is classed Bureau Veritas 1 Hull Mach; Tug-Firefighting ship water spraying Oil Recovery ship. *(Photo: Jacco van Nieuwenhuyzen)*

YESTERYEAR TUGS AT WORK – RELIEF

As the age of sail came to an end, the number of schooners engaged in coastwise commerce declined radically, as did the conditions of the schooners themselves. Even the towboat business suffered, because margins were so thin that schooner captain would not engage the services of a tugboat unless it was absolutely necessary. Cost-saving was very important, and when possible, a schooner would be sailed directly in to a dock. Others, would be sailed as close in as possible and, after a thorough haggling over price, would take a tow to their berths. Here the four master *Albert F. Paul* is being assisted by the steam tug **Relief** in New York Harbor in the late 1920's. Some tugboat skippers wouldn't assist a rundown schooner like this, thinking such a tow was below their dignity, but others would accept any assignment that was offered, provided the price was right. Actually, some of the tugs, that assisted the aged schooners were almost as aged themselves. It's easy to understand how towing fees could quickly consume the small amount of money the schooners made. For instance, the *Albert F. Paul*, in a single stay in New York Harbor in 1927, had to be shifted

from berth to berth to discharge and take on cargo, and to be repaired. Following a summary of her towing expenses: Point of Hook to Stapleton, Staten Island, \$50; Poor House Flats to Port Richmond, \$50; Port Richmond to Cadells Dry Dock, \$25; Cadells Dry Dock to West Bank, \$50. And at that time \$175 was no small sum. *(Source: On the Hawser by Steven Lang and Peter H. Spectre)*



ACCIDENTS – SALVAGE NEWS

WRECK MAY BE TOWED TO SAGUNTO



The Government of the Balearic on May 3, 2015, confirmed that the "Sorrento" was stable but there was no date fixed when she would be towed to Sagunto but was confident that it would be a matter of days. The hull would withstand the transfer without problems. Port authorities in Valencia have not yet received a

request for the transfer of the wreck to Sagunto. While there is no shipyard in Sagunto, the port terminal is operated by Noatum, who works alongside Grimaldi in the transport of vehicles of Ford Almussafes and has free space and docks for the "Sorrento". Inside the ship were inaccessible Areas, and for this purpose specialized suits and masks were to be used. *(Source: Vesseltracker)*

CAPSIZED TRAWLER ADRIFT IN SHIPPING LANE OFF SOUTH AFRICA

South Africa's charity National Sea Rescue Institute (NSRI) issued a warning that a large fishing vessel capsized and has been floating in a shipping lane some 9.8 miles south off Cape Point since May 1. Smit Amandla Marine, the company contracted to respond to maritime emergencies off of the South African coast, has warned that the vessel's hull is made from fiberglass and cannot be detected by radar. NSRI Simonstown have attached life-jacket strobe lights onto the wreck in an

effort to make the wreck more visible to passing traffic. NSRI says it is yet unknown what vessel this is or where it originated. A Marine Biologist who is an NSRI Hout Bay volunteer and who accompanied NSRI Simonstown suspects that, judging by barnacle growth on the wreck, she may be about two months old. The **Smit Amandla** tug will tow the capsized vessel away from the coast today. *(Source: World Maritime News)*



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TUG DAMAGED IN ALLISION



Enroute from Cuxhaven to Eemshaven an 23-m-f/v slammed into the "Nordic" which was at anchor off Norderney in the evening of Apr 30, 2015. Both ships suffered significant damage. The f/v proceeded to Emden escorted by a customs boat with police officers on board. The 50 year old master had to pay a safety deposit of 1000,- €. The "Nordic" was meanwhile back on its position 2-3 miles off the Island. *(Source: Vesseltracker)*

T&T SALVAGE COMPLETES GREAT LAKES OPA 90 RESPONSE

T&T Salvage was activated under its Salvage and Marine Firefighting Agreement to respond to a 600 foot laker that recently went aground on the St Mary's River near DeTour Village, MI. "The vessel was hard aground but stable," said Jim Elliott, T&T's Vice President, "We immediately dispatched a

team from our Great Lakes Response Center and mobilized prepositioned response equipment in the region." T&T Salvage's naval architects and salvage master then developed a comprehensive salvage and lightering plan to ensure the safety of the ship, crew and responders, while protecting the environment. Once the salvage plan was approved by the Coast Guard and with T&T salvage personnel overseeing operations onboard the ship, cargo lightering commenced using the



ship's self-unloading conveyor and a subcontracted Inland Lakes receiving vessel. Successfully refloating as planned, without pulling force from tugs, the ship was redelivered to owners the same afternoon and, once cleared by class surveyors, the cargo was reloaded, and the vessel proceeded on her voyage. T&T Salvage, a member of the Teichman Group, operates one of the most extensive emergency response networks in the world, including the Great Lakes Response Center that is classified as an Oil Spill Removal Organization (OSRO) and recognized as a Salvage and Marine Firefighting service provider by the U.S. Coast Guard. *(Source: MarineLog)*

MARINE ACCIDENT REPORT ABOUT THE FIRE ON SEA GALE ON 20 MAY 2014



On the morning of 20 May 2014, the Danish crew/supply vessel Sea Gale had an engine room fire while engaged in the transfer of wind turbine technicians in the German Bight, the North Sea. All 12 passengers were evacuated, and the fire was extinguished with assistance from other ships in the vicinity. Neither the crew and passengers on board, nor assisting personnel were injured during the accident. In this report, the DMAIB focuses on the special features of high-speed and carbon composite craft and the challenges of emergency management on board. The report is available [HERE](#)

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DECK CONTAINERS ON FIRE ON BOARD OF MEGA BOXSHIP HANJIN GREEN EARTH, PORT SAID



Fire erupted on board of mega-boxship HANJIN GREEN EARTH on May 1 at around 0230 LT while vessel was transiting Suez Canal in northern direction. Fire was contained with Suez Canal emergency service assistance, vessel completed passage and is now (1500 UTC May 1) drifting off Port Said anchorage area, with two tugs nearby, probably still fighting

fire. Vessel is en route to Europe from Far East, last port of call before Suez transit was Jeddah. Reportedly deck containers caught fire. *Update 2nd May* As of morning May 2 condition of HANJIN GREEN EARTH fire unknown, vessel at 0500 UTC May 2 was in the same area moving around at dead ahead speed, with at least two salvage vessels nearby. On a photo HANJIN GREEN EARTH in Port Said anchorage area with fire fighting tugs at her side, on video vessel under way in canal after fire started. *Update 3rd May* Fire is still on, at least 50 containers damaged or destroyed, at least 4 salvage vessels and tugs, and Egyptian Navy resources, are involved in firefighting. Reportedly fire spread to containers loaded with inflammable goods. HANJIN GREEN EARTH is still drifting or slowly moving around. *Update 4th May* According to latest available reports, fire on board of mega-boxship HANJIN GREEN EARTH is still on, some five vessels, tugs and salvage ships, are fighting fire in turns. Expectedly, the main problem is the access to burning or smoldering containers, considering the risks of contamination and explosions, which may occur or already took place. No news on the crew – reportedly they're all safe, but it is not known, if they're still on board or were, at least partially, evacuated. Vessel is in the same position, drifting or moving north of Port Said. Not surprisingly, information is rather scarce – a regular pattern in media coverage of container ships major fire accidents. (*Source: Fleetmon*)

BARGE CARRYING CAUSTIC CHEMICAL SINKS

An emergency alert was issued on Costa Rica's Pacific coast this weekend after a barge carrying ammonium nitrate capsized. The vessel was transporting around 180 tons of the caustic chemical Saturday when it ran into heavy seas. Two crew members onboard were rescued immediately after

the vessel sank, but the entire cargo of ammonium nitrate was released into surrounding waters. The ship was transporting the chemical to local fertilizer plant Fertilizantes de Centroamerica when it capsized. Following the incident, Costa Rica's National Emergency Commission (CNE) closed down approximately 62 miles of



shoreline near Puntarenas, a popular tourist destination. Reinaldo Carballo, spokeswoman for the CNE, told news sources that the emergency alert was issued due to public health concerns. Ammonium nitrate is a chemical commonly used in both fertilizers and explosives is a known skin irritant and can cause damage to the skin and respiratory system. Extreme exposure can result in vomiting, convulsions and severe abdominal pain. As of today the 'red alert' state had been downgraded to yellow alert, which only bans fishing activities in the area. The alert is expected to continue for a 72 hour period as additional testing is conducted. Ammonium nitrate is highly soluble in water and it is believed that much of the initial contamination may have dissolved or been dispersed by ocean currents. Government officials are still investigating the ship's sinking and will launch an inquiry to determine responsibility for this incident. *(Source: Marex)*

OFFSHORE NEWS

MAERSK PLACENTIA - SOLD ON



Another of the former Husky-Bow Valley tug/suppliers has been sold. This time it is **Maersk Placentia**, built by Bel-Aire Shipyard in North Vancouver in 1983 as **Placentia Bay**, it went to Maersk Canada in 1997 along with its five sister vessels. Initially named **Maersk Placentia**, it was renamed **Maersk Shipper**

in 1990, reverting to **Maersk Placentia** in 1997. It arrived in Halifax for the first time June 23, 1983 with **Bonavista Bay** (which was sold in 2007, becoming **Drive Bonavista**). Under Maersk ownership it has been based out of St.John's NL. It was also fitted with a bow mounted water cannon for deflecting ice floes. Its Canadian register was closed April 23, 2015 and it has since been renamed **Storm Express**. Details of the new owner have not yet emerged, but the vessel is still in St.John's. *(Source: mac Mackay-Tugfax)*

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OFFSHORE VESSELS MOVEMENTS AT THE SINGAPORE EASTERN WORKING ANCHORAGE

Eighteen offshore related vessels were observed at Singapore's Eastern Working Anchorage during the weekend of Saturday 2nd & Sunday 3rd May. On my arrival at the anchorage onboard Sealion Shippings AHTS '**Toisa Daring**' (Imo 9307310) one of our other sister ships '**Toisa Dauntless**' (Imo 9307322) was already anchored along with other anchor handling vessels, these were the Tidewater owned '**Stipe Tide**' (Imo 9316581),



Gulfmark Asia owned vessel '**Sea Choctaw**' (Imo 9375408), Deep Sea Supply Management's '**Sea Weasel**' (Imo 9369605) and the 2012 built '**Lion King**' (Imo 9636319). Four PSV's were also at anchor these were the Sealion Shipping owned '**Toisa Solitaire**' (Imo 9366653), the Singapore registered '**Executive Brilliance**' (Imo 9745029) and two Tidewater vessels '**Chauvin Tide**' (Imo 9659359) and



sister ship '**Terry Tide**' (Imo 9659361) both UT 771 CDL designs. The 2008 built support vessel '**Volantis**' (Imo 9399533) was anchored in the vicinity of the geotechnical drilling vessel '**Fugro Voyager**' (Imo 9600360), '**Havila Harmony**' (Imo 9343596), '**Geo Caspian**' (Imo 9525560) and the '**Bibby Spring**' (Imo 9390757). During Saturday afternoon the Anchor Handling vessel '**UOS Endeavour**' (Imo 9439890) arrived as did the 2012 built

Platform Supply vessel 'OOC Tiger' (Imo 9529700) which made a quick bunker call and departed the anchorage later on in the evening. One arrival and three departures were seen on Sunday beginning with the early sailings of the 'UOS Endeavour' followed by the 'Volantis' and the only arrival of the day was the 2007 built anchor handling vessel 'Settia Unggul' (Imo 9429900) making a quick bunker call, she sailed later in the evening followed by the 'Fugro Voyager'. *(Source & Photo's: Daniel Earl)*

NEW CEO OF MAERSK SUPPLY SERVICE

Maersk Supply Service CEO through the past 10 years, Carsten Plougmann Andersen, is leaving his position on June 1 to seek new challenges outside AP Møller - Maersk. He is succeeded by Jørn Madsen who comes from a position as COO of Maersk Drilling.



."Carsten has consistently delivered strong results for Maersk Supply Service in changing and challenging markets," says Engelstoft, CEO of APM Shipping Services, as Supply Service is a part of. *(Source: Maersk Supply Service / Maritime Denmark)*

BENNU HIRES 'CEONA AMAZON' FOR WORK IN GULF OF MEXICO



Ceona has been awarded a new deepwater contract with Houston-based Bennu Oil & Gas LLC in the Gulf of Mexico on their Mirage field. This contract comes after a first contract was awarded and completed last year for operations on their Clipper deepwater field. The agreement will see Ceona deploy its newest vessel, the Amazon, to install a flexible flowline of approximately 2.4 miles (3.8 kilometres) and an umbilical of

about 2.6 miles (4.2 km) from Bennu's Mirage well location, which is located in Block 941 of the Mississippi Canyon Field. Each will be tied-back to Bennu's Titan Production Facility at a depth of approximately 4,000 feet (1,200 metres). The contract is the second that Ceona has won with Bennu after previously being selected to install a 1.1 mile (1.7 km) umbilical and two 15 mile (24 km) electric quad cables at a depth of 3,000 ft (914 m) on the Clipper pglenroject in spring 2014. Offshore work is scheduled to begin in the second half of 2015 and, as with the previous operation, the project management and engineering work will be coordinated from Ceona's Houston offices. Janelle Pence, VP Commercial Americas, commented: "We have established a strong relationship with Bennu following our previous work together and this latest contract gives us the opportunity to build on this as well as our track record in the GoM. We are also pleased to be able to deploy the Amazon on this project because it provides another opportunity to demonstrate the vessel's deepwater capabilities." "The project is the second that Ceona has been awarded in the GoM to be carried out by its flagship field development vessel, the Ceona Amazon. In March, the company announced a Letter of Intent for a major rigid pipelay project in the Gulf of Mexico for leading US

independent oil & gas operator, Walter Oil & Gas Corporation. The Ceona Amazon will be deployed on the Coelacanth export pipelines project with the scope of work involving the vessel laying both an oil and gas export line, totalling more than 22.5 miles (36km). The Ceona Amazon is a multi-functional vessel capable of operating in multiple pipelay (rigid/flexible pipe and umbilicals) and operational mode (heavy subsea construction). At 655 ft (199m) long, it is equipped for heavy lifting with two 400mt deepwater cranes, and has capacity to carry 9,500mt of pipe. *(Source: Offshore Energy Today)*

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IVAR AASEN JACKET EN-ROUTE

The 9000-tonne jacket for Det norske's Ivar Aasen field offshore Norway is in Rotterdam before it's final journey to the North Sea. The 138m-tall jacket was built by Saipem at its Arbatax facility in Sardinia and is now sat on Heerema's **H-627** barge at Franklin Offshore Europe in Rotterdam, where slings



will be attached in preparation for its offshore installation in 112m water depth. Saipem will carry out the installation. The 15,000-tonne platform deck, being built by SMOE in Singapore and Batam in Indonesia, will be lifted into place in the course of the first six months of 2016. The 70 single cabin living quarters are being built by Apply Leirvik in Stord, Norway. The Ivar Aasen development (formerly Draugen) comprises production of the resources in three discoveries: the Ivar Aasen discovery in PL 001B, West Cable in PL 242 and Hanz in PL 028B. Parts of the Ivar Aasen discovery extend into the neighboring license 457. The plan is to develop the Ivar Aasen field with a total of 15 wells: eight production wells and seven water injection wells. The production wells on Ivar Aasen and West Cable will be drilled from the platform, while the two wells on Hanz will be connected to the platform by a 14km-long pipeline. The wells will be drilled using a dedicated jackup rig. The Ivar Aasen field is a coordinated development with the Edvard Grieg field, located 10 km further south-east. Oil and gas will be sent via two pipelines to the Grieg platform for final processing and then exported through two new pipelines to the Grane oil pipeline and the SAGE gas pipeline on the UK continental shelf. *(Source: Heavy Lift News)*

LARGEST X-BOW® NEARING COMPLETION



At Hyundai Heavy Industries, the ‘**Toisa Patroklos**’ vessel is nearing completion. The multipurpose offshore construction vessel, a customized ULSTEIN Deepwater Enabler design, is the largest vessel built featuring the patented X-BOW and the first to be built in Korea. In March 2015 she was launched, scheduled for completion in summer 2015. The DP3 vessel is measuring 150.5 metres in length and 32 metres in width. The ship is designed for

worldwide operations in the oil and gas sector, ultra-deepwater installation and construction, flexible lay, pipelay, cable lay and topside construction support. The design has been developed for maximum efficiency and cost effectiveness featuring heavy lift capabilities with Active Heave Compensation (AHC), two ROV moon pools and one large moon pool, up to 50 t/m² deck strength and 250 POB accommodation. The design also includes key features giving maximum capability and flexibility, including a fully AHC offshore crane rated at 900t SWL with a depth capability of 3,500 metres and a second AHC knuckle boom crane of 200t SWL with depth capability of 2,000 metres. Furthermore, the vessel can accommodate a 550t flex lay tower over the main moon pool and two 2,500 tonnes capacity carousel spaces below deck. From the enclosed hangar two large work class ROVs can be deployed over side to port and starboard or through dedicated offset moon pools. The vessel will be delivered with all necessary interfaces to service both ROVs and saturation dive system. *(Press Release Ulstein)*

CANYON SUPPORTS TECHNIP’S GOM PROJECTS

Helix Energy Solutions’ robotics subsidiary, Canyon Offshore, has executed a Master Charter Agreement (“MCA”) with Technip U.S.A. to provide Light Construction Vessels, ROV services, and tooling in support of Technip’s subsea construction projects in the U.S. Gulf of Mexico. The MCA includes a firm three year term, with annual renewal options available. Canyon will provide multiple vessel choices to Technip; each vessel includes dual 3,000m work class ROV systems onboard. The vessels consist of the M/V



Rem Installer and Grand Canyon series of vessels with 250 ton Active Heave Compensated (AHC), 3000m rated cranes, and the M/V Deep Cygnus, with a 150 ton AHC crane, the company informed. In addition Canyon will supply tooling, personnel, and ROV project support to Technip. Ian

Edmonstone, Canyon's President, said: "We are extremely proud that Technip has chosen Canyon to support their subsea project Light Construction Vessel and ROV needs and look forward to providing a value added service to Technip. We believe that this award reflects Canyon's long and successful track record of deepwater construction Vessel and ROV services, our quality and safety systems and most importantly our experienced staff of operators. We look forward to a continued, long and mutually successful relationship." *(Source: Subsea World News)*

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NAUTRONIX BAGS OCEAN INSTALLER EXTENSION



Nautronix has been awarded a multimillion-pound contract extension to continue to provide survey services to **Ocean Installer** for the next 3 years. Nautronix has provided their services to projects world-wide on all Ocean Installer vessels. According to the Nautronix, with the growth of company's survey services division there has been a significant investment in people and equipment, with the division now employing approximately 50 people and owning a significant quantity of survey equipment. By

securing this contract, Nautronix can continue to build and develop their survey services division as it looks to further expand the business. CEO of Ocean Installer, Steinar Riise, commented: "We have been delighted with Nautronix' performance over the last 3 years and the quality of service they provide is recognised by our teams onshore and offshore. We look forward to continuing our relationship with Nautronix in order to deliver the quality and value our clients expect." Nautronix CEO, Mark Patterson, said: "It has been a pleasure working with the Ocean Installer team. Our goals are aligned and we are working closely to ensure the end client gets a high quality, safe and cost effective solution. This commitment made by Ocean Installer to extend the contract for 3 years is a major achievement for the company and I am delighted that we can continue to grow the division in this challenging market where efficiency and value are key". *(Source: Subsea World News)*

WINDFARM NEWS

OFFSHORE WIND TO DOUBLE THIS YEAR

In Europe, uncategorized offshore wind double this year. A record 4.2 gigawatts of new offshore wind turbines will be installed this year, doubling capacity built in 2013, according to a Bloomberg New Energy Finance report. German projects will account for more than half of the new project capacity at 2.3 gigawatts, followed by the UK at 1 gigawatt. The surge comes after 2014 delays that shifted some projects into this year. The uptick is being driven by confidence that the cost of technology



is falling. In the second half of 2014, the cost per megawatt-hour of offshore wind stood at US\$202, according to the report. Today it's about US\$179, a decrease of about 11 percent. (By comparison, onshore wind power costs US\$85 per megawatt-hour.) And the trend in offshore construction is expected to continue, reaching 48 gigawatts by 2020 — a healthy compound annual rate of 53 percent, BNEF said. *(Source: Breakbulk)*

X-STERN™: ENTERING THE FUTURE ENDWISE



X-STERN™ has been nominated as one of the top four candidates for the Next Generation Ship Award. The Next Generation Ship Award recognizes achievements in innovative ship designs. The winner will be announced at the Nor-Shipping Opening Conference in June. The X-STERN, having much of the same characteristics as the X-BOW, can stay in position in harsh weather with the stern towards waves, wind and

current. Its gentle displacement reduces acceleration, pitch and heave. There will be no sea on deck due to the stern shape and enclosed nature of the aft deck, and increased safety for crew, cargo and equipment, and the aft working sector increases. After having been introduced in Q3 2014, the first two design and shipbuilding contracts for X-STERN vessels were signed for the sustainable wind energy market, for delivery to Bernhard Schulte. The vessels will be servicing offshore wind installations for Siemens. “Delivery schedule reliability was our number one priority when choosing

the ship yard. They have a solid reputation, not only on keeping to delivery schedules, but also of delivering innovative vessels of high quality,” says Matthias Müller, Business Development Director at Bernhard Schulte. An offshore wind service vessel’s most important task is to stay positioned on DP close to the turbines, with as little movements as possible, in order to provide a safe transfer for the technicians from the vessel through a heave compensated gangway to the turbines. The vessel can operate with stern (X-STERN) or front (X-BOW) towards wind, waves and current, increasing the operational window. A sloping and higher stern, allowing for a sharp stern shape. The transom plate has been replaced by a pointed aft. For operations where the best possible motion characteristics are vital, the Captain’s first choice will be to place the X-STERN towards the weather. When doing this, the X-STERN has a major effect on the vessel’s capabilities and flexibility. Stern first, the vessel will be less influenced by weather, and wave drift is reduced. The X-STERN is a natural evolution of the X-BOW®. The X-BOW hull line design has been tried in all weather conditions, and is in use on, or in order for, 100 offshore vessels. *(Press Release Ulstein)*

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KENTISH FLATS EXTENSION BREAKS GROUND, FIRST MONOPILE IN WATER

The first monopile foundation at Kentish Flats Extension was installed yesterday morning, May 3rd. GeoSea’s offshore wind installation vessel **Neptune**, carrying two foundations, arrived on site on Friday afternoon, while the construction kicked off later that evening. “This is a great start to the project and puts us nicely on schedule which is a good sign for the rest of the development,” said Vattenfall, the wind farm developer. Gunnar Groebler, head of Vattenfall’s Business Area Wind, said: “Vattenfall is committed to growing its offshore wind capacity in Europe’s northern seas. Dan Tysk is now fully operational, we have started building Kentish Flats Extension and shortly another German scheme Sandbank will get going. More will follow, including the Danish Horns Rev 3, as Vattenfall’s healthy wind energy pipeline drives growth in the production of sustainable energy.” Matthew Green, Vattenfall’s Project Director for



Kentish Flats Extension, said: “A number of large vessels will be offshore Herne Bay and Whitstable this summer as we add 15 turbines to the existing 30 at Kentish Flats. We hope local people will be able to follow the construction and take a great interest in what is a challenging and complex engineering exercise. It doesn’t get much tougher than this: piling foundations 30 metres into the seabed; installing 139.6 metre tall turbines weighing 600 tonnes over 8km off the coast; and, completing on schedule and to budget with, most importantly, maximum emphasis on safety.” The company believes the work will last for a few weeks depending on the weather conditions. “Some noise will be heard from shore, but we plan to work long hours to get the job done as quickly as possible.” When completed, Kentish Flats Extension will have a total capacity of 49.5MW capable of powering around 35,000 households. *(Source: Offshore Wind: Photo: Vattenfall)*

YARD NEWS

SEASPAN VANCOUVER SHIPYARDS TO BUILD POWERFUL ICEBREAKER FOR CANADIAN COAST GUARD



One of the world’s largest and most powerful icebreakers, **John G. Diefenbaker**, is being built for the Canadian Coast Guard (CCG) in Vancouver as part of the Canadian government’s National Shipbuilding Procurement Strategy (NSPS), Lloyd’s Register said in a press release. The 150m long vessel will be constructed by Seaspan Vancouver Shipyards. Her design, which is a collaboration between the CCG, VARD Marine, Aker Arctic Technology and Imtech, is based on the requirements of Lloyd’s Register’s polar class two – the second highest ice class according to the IACS polar class rules. The vessel is also one of the first to hold the class notation ‘Icebreaker(+)’, where ice strengthening requirements are additionally validated with an analysis of the vessel’s operational profile and potential ice-loading scenarios. The **John G. Diefenbaker**, which was named after the former Canadian prime minister whose government founded the CCG in 1962, is designed for unrestricted autonomous operation in the Canadian Arctic and adjacent waters for nine months of the year with the capability of safely over-wintering in high Arctic waters. The vessel will be able to break 2.5m of snow-covered ice and will have an icebreaking endurance greater than 25 days. She has an open water range of 26,200 nautical miles and a logistical endurance of 270 days. She will be able to achieve a maximum speed of about 20 knots in open water, but her normal cruising speed is around 12 knots. *(Source: PortNews)*

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CPA SIGNS MOU WITH NEDEREX AND DAMEN SHIPYARDS



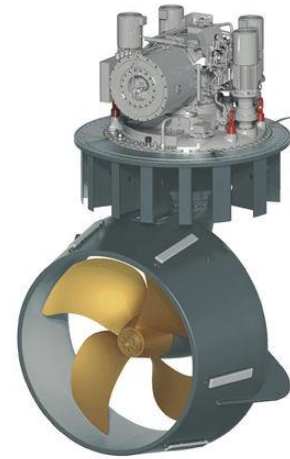
Curacao Ports Authority NV ("CPA") signed a Memorandum of Understanding with NedereX BV. (NedereX) and B.V. Damen Shipyards Gorinchem (Damen) on the 30th of April. Damen Shipyards and NedereX are engaged in ship repair and the provision of maritime services. Last year CPA and NedereX signed a concession agreement with regard to the activities of NedereX within the St. Anna Bay, from an area which is managed by

CPA. "This cooperation is an important step in the right direction," said Humberto de Castro, CPA's CEO. "The MOU with NedereX and Damen will strengthen our port and is certainly a positive factor for the economy of Curaçao." Damen is located in the Netherlands and operates 32 other ship and repair yards worldwide, with more than 9,000 people. Damen will offer its ship repair and marine services from Curacao and will work together with NedereX to exploit the concession granted by CPA to NedereX. In the recently signed MOU, the parties have defined their further arrangements in order to come to a collaboration with regard to these operations. "It is our intention to have our own floating dock for maintenance and repairs for Damen customers here in the region," Jaap de Lange suggests, Damen Services Director. "We hope to be ready for our first customer at the end of this year or early 2016." Albert Zwueste, the COO of CPA, says already a working group is in place to work out the technical aspects, including obtaining the necessary permits for the activities surrounding this project. As the Curaçao Ports Authority we are very pleased with the signing of this MOU," said Raul Manotas, the CCO of CPA. "This project will have a direct, positive impact on maritime traffic in our port, and that is exactly what we need for our port." (*Press Release Damen*)

SCHOTTEL – FOCUS ON HYBRID AND OFFSHORE

At Nor-Shipping 2015 German propulsion specialist SCHOTTEL will showcase propulsion solutions

with the focus on offshore-applications and hybrid concepts. The SRP 3000 PTI is a cost efficient hybrid propulsion system consisting of a mechanical Rudderpropeller (1900 kW) and a PTI mounted on the above-water gearbox opposite the power input. The PTI is an electric motor which provides 460 kW for manoeuvring and transit when the diesel engine is switched off. The diesel engine can be used for operation with higher load requirements, and the electric motor can supply supplementary power as needed. This option is available in boost mode, at maximum bollard pull or for high torque requirements at part load. The system allows for simple switching between diesel and electric operation while on the move, and achieves smooth transitions. The PTI and diesel engine are controlled centrally as a single system. The new underwater mountable system, the SRP 9000 LSU, with a power range of 4800-5500 kW is designed for the harsh conditions offshore and helps reduce docking times thanks to cost efficient mounting and dismantling on the open sea. It is compact and equipped with a hydrodynamically optimized housing. For the different thruster requirements on ships or semi-submersibles, propeller shafts are available as both tilted and standard variants. The new SRP 4000 USV retractable system (2000-3000 kW) is characterized by a highly compact design, thus enabling low installation heights and avoiding the need to encroach upon the decks above. With the drive motor located beneath and to the side of the helical gearbox as well as the completely redesigned Spindle Drive, this Rudderpropeller variant stands out considerably from the retractable systems available on the market and has a relatively small “footprint” as well. The SCHOTTEL Group, with its headquarters in Spay/Rhine, is one of the world’s leading manufacturers of propulsion and steering systems for ships and offshore applications. Founded in 1921, the company has been developing and manufacturing for almost 60 years azimuth propulsion and manoeuvring systems, complete propulsion systems with power ratings of up to 30 MW, and steering systems for vessels of all sizes and types. Around 100 sales and service locations worldwide ensure customer proximity. *(Press Release Schottel)*



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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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