



TUGS & TOWING NEWS

CHEOY LEE LTD DELIVERS QUARTET OF ROTORTUGS® FOR PORT HEDLAND.



April 27th 2015, the **RT Enterprise**, being the latest of a series of four ART 80-32 Rotortugs®, was delivered by Cheoy Lee Shipyards Ltd to her new owner Elisabeth Ltd. The first two of these 85 tons bollard pull, Robert Allan Ltd design Rotortugs®, started operations in the iron ore export port of Port Hedland, Australia. With the charter of the **RT Enterprise**, the total number of Rotortugs® deployed in Port Hedland is eleven. The ART80-32 embodies 16 years of consolidated

operator experience providing a high-performance platform accommodating a range of towage requirements. Port Hedland’s strategic position warrants the deployment of the best possible towage solution to navigate the long and narrow channel with laden tidal bound Cape size bulkers. “The new ART’s are performing very well in all conditions and I am very impressed “ (Heath Daniel, Marine pilot Port Hedland) “The Rotortug® system is the best system around, but is assessed by the performance of the tug in everyday operations. This performance is very much influenced by the building standards. The international building standards of Cheoy Lee Shipyards Ltd ensure excellent performance of the Port Hedland Rotortugs®.” (Evan Willemsen, Managing Director Rotortug BV). The ART80-32 Rotortugs® provide the industry with new benchmark performances with 110 metric tons recorded steering force operating indirect – and 80 metric tons combined mode at 8 knots, safely escorting the bulk carriers through the channel. *(Press Release Rotortug BV)*

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ART 80-32
NEW INDUSTRY
BENCHMARK

By Rotortug.

TUG DETAINED FOR UNPAID WAGES

The Russian registered with call sign UBPJ tug "**Konstantin Bondarenko**" (Imo 8509935) with 12 Russian crew members on board has been detained in the Sajian River Delta over the operator's debts. They have not been paid wages for around five months. Relatives of the seized vessel's crew who have sought the assistance of the Far Eastern transport prosecutors. The vessel has been detained by the



Chinese authorities as its operator has failed to pay for the repair works. There was around 1 tonne of fuel left onboard the vessel and the water and food supplies would be enough for just one or two days. An issue of the crew's repatriation to Russia will be decided. The owner of the vessel is now in Khabarovsk, in the Russian Far East. The tug was built by Ishikawajima Ship & Chemical Plant-Tokyo, Japan (*Source: Vesseltracker; Photo: Savitskiy Igor*)

STEEL CUT FOR MIDDLE EAST'S FIRST LNG HARBOR TUG



Drydocks World and Maritime World marked a milestone at the steel cutting ceremony for the Middle East's first LNG powered harbor tug **Elemarateyah**. Held in Drydocks World's state-of-the-art steel fabrication center, the beginning of this project sets a regional first and demonstrates Drydocks World's innovative approach to providing maritime and energy sector solutions. This undertaking represents a breakthrough in the future of green technology and sets the course toward a green economy for sustainable development, the builder said. The large global reserves of gas and the energy efficiency of LNG fuel, compounded by stringent emissions standards, positions LNG as a commercially viable opportunity. LNG fuel has almost double the energy content of MDO fuel,

with LNG approximately reducing emissions of NOx by 85% and CO2 by 25%. LNG as an alternative energy source is gaining momentum as the 'fuel of the future' among the global maritime community and Drydocks World strives to be a pioneer in implementing this green technology throughout their facilities, wholeheartedly supporting the Government of Dubai's environmental initiatives. Drydocks World is experienced in building tugs and is now modernizing the yards tug operations through pioneering the LNG-power concept, with **Elemarateyah** due to be completed in May 2016. Drydocks World will embark on this project with active participation from Wartsila supplying the main engine and with Tasneef providing their valued classification services. Drydocks World shares many core corporate values with these companies such as safety, quality, customer service and environmental sustainability. Their relentless efforts and dedication to ensuring operational excellence coincides with the importance Drydocks World places on safe optimal productivity and continuous innovation. *(Source: MarineLink)*

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MARIO B OCEAN GOING TUGBOAT SOLD BY BLUE SEA BROKERS



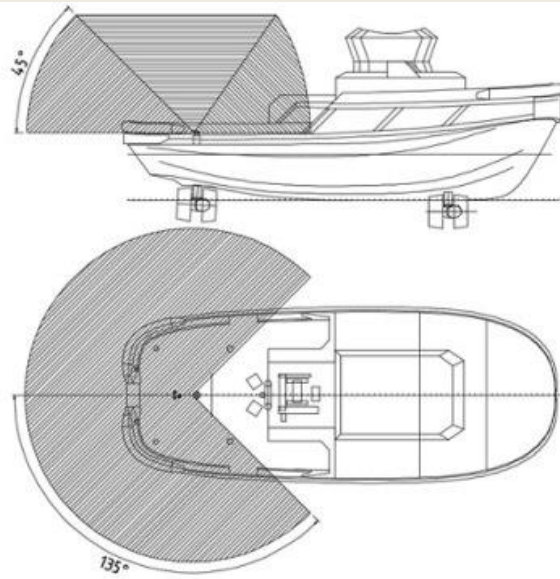
We, at Blue Sea Brokers, have sold in April 2015, the Ocean Going Tugboat **Mario B**, with Imo 9039937, from BAMBINI SRL, Italy, to our good Spanish Buyers. The Tug was built in Spain in 1992 and is in full Class with RINA as Fire Fighting Tugboat for Unrestricted Navigation. She has a Bergen main engine developing 2727 CV with a BP of approx. 43 tons. She has a Bow Thruster, two towing

winches, large gasoil capacity and FIFI equipment. It has already been successfully delivered from Italy to Spain, to start working under its new Owners' Management. She is available for Charter and we'll be more than glad to guide any interested parties with quotations for towage, as required.

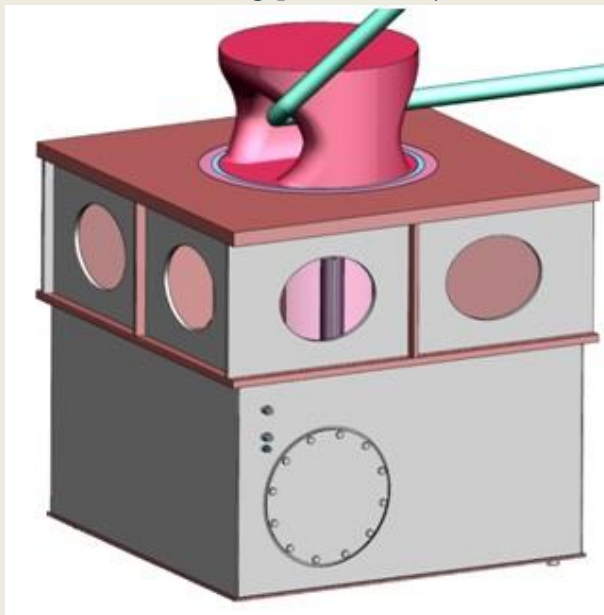
*(Contact source: Patricia Prado, Managing Director at BLUE SEA BROKERS – Spain
info@blueseabrokers.net / admin@blueseabrokers.net / www.blueseabrokers.net / Tel: 0034 669 70 65 31 / Skype-id: blueseabrokers)*

THREE NEW TOWING PINS FROM KOOIMAN

September 2014, Scheepswerf Gebr. Kooiman B.V., signed a contract with ASL Shipyard Pte Ltd in Singapore, for the design and construction of 3 sets towing pins with some unique features. ASL Shipyard Pte Ltd is currently building three Infield Support Vessels for KT Marine Services (a JV between Kotug International BV and Teekay Shipping Australia Pty Ltd) based on the **Rotortug ART 100-42 class design**. Looking for a way to fully exploit the capabilities of their rotortugs, Kotug ended up with Scheepswerf Gebr. Kooiman B.V., who made a revolutionary design for an retractable stainless steel deck chock, which is called the '**Omega-pin**'. With the **Omega-pin** the rotor tug will have it's towing point directly above the aft

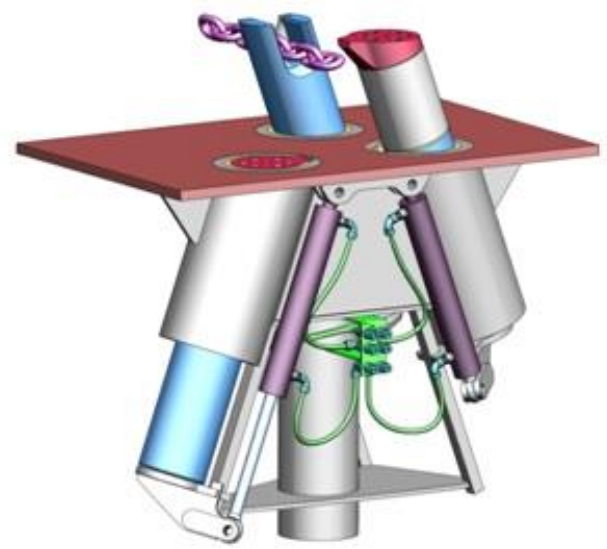


Possible angles of the towing line when using the Omega-pin.



thruster. The shape of the **Omega-pin** makes it possible to tow with the towing line at an angle which can reach up to 135 degrees from center line and 45 degrees from deck. The **Omega-pin** is designed with a SWL of 125 tons and a design load of 400 tons (LR certified). The use of stainless steel and the smooth finishing makes it ideal for use with synthetic towing ropes. When the **Omega-pin** is not used it can be retracted. This way the deck will be clear for hose handling or other towing operations. This feature makes the **Omega-pin** also an interesting tool for any other tug that needs an extra towing point, when escorting for example. This design

was possible with the use of Kooiman's design department, 3D CAD systems and Finite elements analysis. The **Omega-pin** will be combined with the smallest of Kooiman's '**Delta-pins**', a towing-pin / chain-catcher unit with a SWL of 50 tons (LR certified). Both units are characterised by their plain simplicity, logic of design and ruggedness. The units will be delivered complete with hydraulics, emergency powerpack, electrical-cabinet, wheelhouse and deck controls. (*Press Release Kooiman*)



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TRANSNET AUCTION

The latest auction of surplus goods being held on behalf of Transnet takes place today (Thursday, 7 May). Included in the mostly railway items are several of a nautical interest. The tug **Umzumbe** (Lot 1002) is for sale with a start price of R1 million. The steel-hulled harbour workboat **Starling** (Lot 1011) with a start price of R10,000. Two Tube Wharf Cranes (Dorman Long), unsold from the previous sale, are again offered for sale (Lots 112321/112322) at a starting

price of R100,000 each. All items are on display at the port of Durban. *(Source: Ports & Ships)*

TUGS NOT FOR TOWING ONLY

In what has become the biggest rescue operation this year, almost 6,800 migrants were picked up from Mediterranean waters over the weekend of 2 and 3 May, Italy’s coastguard said. At least 10 people died as thousands attempted to cross from Libya. The massive search operation involved three separate



rescue missions, Italy’s coast guard said. In one rescue, an Italian Coast Guard helicopter helped to save dozens of migrants aboard a deflating dinghy. One recovery operation saved 311 people,

including 16 children, from a fishing boat. A tug, a merchant ship, and a cargo vessel all aided parts of the rescue effort. In one rescue a cargo ship found a dinghy in the waters north of Tripoli containing three dead migrants and 105 survivors. Seven further bodies were found on two large rubber boats packed with migrants. Those rescued were taken to the islands of Lampedusa and Trapani, Sicily. Among the rescued was a woman in labor on one of the 34 vessels, found by the Italian Navy, Reuters reported. Later, a photo of a newborn girl emerged online, and, according to a navy statement, "Both mother and daughter are in good health." The record rescue operation comes two weeks after the worst shipwreck this year, which claimed the lives of nearly 900 refugees trying to reach Europe. Red: The tug involved is the 2008 Damen Shipyard Galati; Romania built yard number 511616 Stantug 2909 **Almergheb** (Imo 9418432). A tug with a length of 29.24 mtrs and a beam of 8.84 mtrs . Notice the machinegun at the aft deck platform and a platform on the forward deck. Is she a wartime tug or a rescue vessel? (*Source: RT Qestion More*)

VYMPPEL SHIPYARD LAUNCHES PATROL BOAT OF PROJECT 1496M1



On May 6, 2015, Vympel Shipyard (Yaroslavl region) launched border patrol boat of project 1496M1 **Lamantin** (Hull No 01407), the last boat in the series, the Company's press center says. The shipyard starts building modernized boats of the project. Having been launched, the boat was tugged to the moorage wall. When mooring, sea and

acceptance trials are completed the boat will leave for Balaklava, her port of registration. Vympel Shipyard specializes in the construction of medium- and light-tonnage seagoing and river vessels and boats both for military and civil sectors. Since its inception in 1930, the company was built more than 30,000 ships of various types. Over the past 40 years, the shipbuilding company has delivered more than 1,800 boats to 29 countries in Europe, the Middle East, Southeast Asia, Africa and South America. Currently Vympel Shipyard is building serial combat missile / patrol boats of new generation, high-speed SAR boats, firefighting ships, hydrographic survey and fishing vessels, tugs and other dedicated fleet, providing warranty / maintenance service for its products. (*Source: PortNews*)

YESTERYEAR TUGS AT WORK

An Italian bark being towed out of New York Harbor by a small steam tug. Scotland Light Vessel is in the distance, just to the right of the tug. The bark has her sails set, but there is hardly any wind. Usually, a tugboat undertook to tow a sailing ship out of harbor for a negotiated fee., and the distance off would be agreed to in advance – say, to either Ambrose or Scotland Light Vessel. But the master of the sailing ship knew how much offing he would need under the conditions, so there were occasions when he would want to go farther under tow in order to have a margin of safety.

Sometimes the tugboat skipper would go along with this, but many times an argument would ensue: longer tow, more money. After dropping off a tow, the tugboat would usually cruise near the harbor entrance in the hope of towing in a new arrival. If a number of tugs were there at the same time, speed was important, since the first tug to get to the ship was the one most likely to get the job. Tugboats that depended on arriving and departing ships for their business were therefore designed to be fast as well as powerful in order to survive.



Competition was stiff in harbor as well, especially in New York, where there were so many competing tugboats during the era of sail. Many of the tugs were based along the South Street docks, where the sailing ships berthed, and the skippers would spend much of their time ashore drumming up business along the street and in the nearby saloons. Theirs was both a sales and a towing business.

(Source: On the Hawser by Steven Lang and Peter H. Spectre)

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RIG ACCIDENT OFFSHORE MEXICO RESULTS IN 2 DEATHS, AT LEAST 10 INJURED

An accident on Tuesday has left a jack-up in the southern Bay of Campeche listing and two workers dead. Pemex said about 100 workers were evacuated. The **Troll Solution** is a jack-up owned by Typhoon Offshore and managed by Harren & Partner. Three Pemex employees and 98 contract workers were aboard the jack-up at the time of the incident. *The Troll Solution*. Pemex said the **Troll**



Solution, which was contracted to work in the state-run company's Abkatun-Pol-Chuc shallow water oil field (about 30 miles off the shore of Campeche), was preparing to perform maintenance on wells linked to the Caan Alf platform. Local reports indicate the jack-up tilted because of a fault in one of its legs. The two employees who died worked for Typhoon Offshore. In a statement late Tuesday, Mexican conglomerate Grupo Salinas, of which Typhoon Offshore is a subsidiary, said 10 workers were injured and were being treated.

"The platform has all the safety mechanisms necessary for an infrastructure of this magnitude...Unfortunately, despite safety measures, accidents happen," Grupo Salinas said. Authorities tell local news agencies that the injured are being evacuated to Tabasco. The incident comes about a month after a fire erupted at Pemex's Abkatun Platform in the Bay of Campeche, which resulted in several deaths, 300 evacuated and at least one person missing. Pemex said on its Twitter account Tuesday, "The accident on the **Troll Solution** platform does not affect production because it is a mobile platform dedicated to well maintenance." Photos published on social media revealed dark streaks in the water stretching several hundred yards from what appeared to be the rig, which was steeply tilting. Pemex says the leak visible in the photos is not related to the production platform, but most likely originates from diesel stored on the jack-up, Reuters reports. Oilpro member Marc Belanger, the Master who got the jack up approved for Pemex in the fall of 2014, told Oilpro the following, "It was an accident waiting to happen...From what I've heard, the vessel was already in place and was jacking down to leave...one of the legs got stuck and she took on a strong list...One crane is gone and power management is gone...this is a total loss." The Caan field, the location of the incident, produced almost 12,000 bpd of crude in March, according to Pemex. This field is in turn part of the Abkatun-Pol-Chuc area, which produced nearly 309,000 bpd in the same month. *(Source: Oilpro)*

SALVAGE FLEET COMPLETE

During the recent week, the "**Resolve Commander**" from Vanuatu and the "**Quetro**", both towing two craft, arrived at Paso Kirke. Now all ships and equipment for the recovery of the "**Amadeo I**", on the whole nine ships, were on site. The removal of the "**Amadeo I**" will be carried out in six phases which consider the installation of



the restraint system, then the preparation of measures of righting, then the righting operation itself, pumping the wreck out and refloating it. Currently the salvors were in the process of installing a system of anchors and platforms that will be used for the parbuckling. (Source: *Vesseltracker*; Photo: *Soberania*)

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FISHING VESSEL SANK BETWEEN BÅTSFJORD AND BERLEVÅG



On May 6, 2015, at 08.12 a.m. the Rescue Center North Norway was alerted after the "**Havbrus F-82-BD**" suffered water ingress between Båtsfjord and Berlevåg. The master Endre Jakobsen discovered suddenly that the engine room was full of water. He sent a "Mayday" on VHF from the fishing ground between Berlevåg and Båtsfjord. Short time later the lifeboat "*Reidar von*

Koss", the fishing boat "*Soya*", the Coast Guard vessel "*Farm*," the offshore vessel "**NSO Crusader**" and a Sea King rescue helicopter on the way. The skipper was picked up by the "*Farm*" in time, his boat sank stern first within one hour on a water depth of 220 meters. Jacobsen was later taken aboard the lifeboat "*Reidar Von Koss*" and taken to Båtsfjord. Also a Sea King-helicopter and other craft responded, but could return once the man was safe. The "*Farm*" recovered some debris floating on the water after the "**Havbrus**" went down . (Source: *Vesseltracker*; Photo: *iFinnmark*)

TUG TO ASSIST STRANDED HEAVY LIFT SHIP OFF ORKNEY ISLES

The Shetland Islands' coastguard has dispatched a tug to assist a heavy lift ship stranded 160 miles off Scotland's Orkney Islands. Either the vessel's turbocharger or main engine has failed, which engineers onboard the ship are now trying to fix, the Shetland Coastguard told Splash today. The emergency tug **Herakles** is on its way to meet the stranded vessel and will assist if necessary. It

should meet the vessel at around midnight (GMT) tonight, the coastguard said. The heavy lift vessel *Industrial Kennedy* (7,900 dwt, built 2011), which is owned by Germany's Concord Shipping, was on its way from Gibraltar to Norway with a cargo of steel pipes. Reports say Concord Shipping is trying to charter a commercial tug to take the *Industrial Kennedy* under tow.



Thirteen crew are onboard. (Source: Splash24/7)

OFFSHORE NEWS

THOMA-SEA LAUNCHES ANOTHER ENVIROMAX OSV



Technology Associates, Inc. (TAI), New Orleans, LA, reports that shipbuilder Thoma-Sea Marine Constructors, LLC recently launched a 6,300 dwt OSV from its Lockport, LA. shipyard built to TAI's Technology **EnviroMax 310** OSV design. This latest U.S. flagged Technology **EnviroMax 310** vessel is being built for a major oil and gas support vessel company to serve worldwide markets. The

vessel is being built to the latest ABS rules and has AMS, ACCU, SOLAS, Offshore Support Vessel (SUPPLY-HNLS, FFV-1) HDC HLC (2.7, LM TANKS), MLC-ACCOM, UWILD, ENVIRO, GREEN PASSPORT notations and certified for USCG Subchapter I & L. Technology EnviroMax OSVs have also been built for Gulfmark Offshore, which operates the Regulus and Polaris (EnviroMax 275), Gulf Offshore Logistics, which had the **EnviroMax 300** Taylor James built by Thoma-Sea, and another Thoma-Sea delivery, the Fugro Americas, a version built for Fugro as a Multipurpose Offshore Research Vessel. Harvey Gulf International Marine, LLC is now operating the Harvey Condor and Harvey Hawk, both of which are **EnviroMax 300** OSVs. Captain Paul D. Hawkins who operates one of the Technology EnviroMax 275s says: "We can standby on one generator, and travel on one of the four generators saving them (our client) a lot on fuel. Overall the vessel is doing an outstanding job, and the Captain and crew are pleased." All of the designs are technologically

advanced, fuel efficient, resistance, space and deadweight optimized, dynamically positioned, high speed diesel electric vessels, and are derivatives of TAI's EnviroMax series of designs, which that have been licensed by TAI to Thoma-Sea. The EnviroMax designs offer maximum cargo carriage and minimized fuel consumption capabilities. One of the fundamentals of the EnviroMax series design concept is that when the market gets competitive, vessels which can offer more value to the oil operators, such as higher speeds, higher payloads and lower fuel consumption, for the same price, will be preferred for charter. The other fundamental is that they are designed to be flexible and can be adapted for use in alternate markets. *(Source: MarineLog)*

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AQUEOS ADDS OSV TO SERVICE LINE

Aqueos Corporation, a provider of subsea services to the Gulf of Mexico and Pacific Coast, has entered into a long term time charter of the OSV **Clean Ocean**, a California Air Emission Compliant 155' offshore support vessel (OSV), for its West Coast and International operations. Based in Southern California, the OSV **Clean Ocean** is a versatile supply vessel/subsea support vessel, which has a large, open deck



space and 18-ton telescopic boom crane. The vessel can be utilized as a supply vessel or alternatively can be mobilized with a complete surface air and gas diving system, remotely operated vehicle system (ROV), A-frame, winches and mooring system to perform a variety of subsea tasks including: abandonments and decommissioning, marine construction, pipeline and platform inspections, pipeline repairs, tie-ins and hot taps, ROV operations and coring operations. The comfortable berths, full galley, and laundering facilities allow the boat to accommodate 12 plus crew for 25 days.

(Source:MarineLink)

SINOPACIFIC LAUNCHES 2 NEWLY BUILT SPP17A



A launching ceremony was held by SINOPACIFIC Shipbuilding Group (SINOPACIFIC) at its Zhejiang Shipyard for 2 newly built PSV **SPP17A** during May 6th and 7th, 2015. These PSV vessels are the first two of a series of 3 vessels contracted by Naviera Petrolera Integral S.A. de C.V. (Naviera Petrolera Integral). Mr. JUAN PABLO VEGA ARRIAGA, President of the company and his team were present at the launching ceremony. The

President commented on the smooth progress of this new-building project and stressed: "Thanks to the great efforts by everyone involved in this project, we are indeed confident with the technological advantages and construction quality of the vessels. We are looking forward to the days when these new vessels will be in service with PEMEX. We believe that this project will not only create jobs but also build a bridge of friendship for the economic communications between Mexico and China." The 3 SPP17As ordered will be used by PEMEX, Mexico's largest petroleum company, for the development of its oil and gas projects. **SPP17A** is a specially customized version of the SPP17 design and has been altered to meet the specific requirements of the end-user. This contract marks the first Mexican order for SINOPACIFIC's own "SP" brand offshore support vessel (OSV). It is worth mentioning that by entering into the Mexican market, well known for its strong oil and gas production, SINOPACIFIC has the perfect opportunity to demonstrate further to potential customers the advantages of its products and further enhance its brand and reputation. Designed by Shanghai Design Associates (SDA), a branch of SINOPACIFIC specializing in OSV design, SPP17A has a deadweight of more than 1,700mt and uses an all-electric propulsion system, which is quite rare in conventional PSVs of this type. Moreover, with two sets of thrusters installed on the stern, the main dimensions for the bow and hull lines have been optimized, therefore enabling a larger deadweight and better fuel economies. Thanks to Chinese domestic ship design and the localized technical support from the major system suppliers, the **SPP17A** project is the example of the way to achieve the perfect balance between controlling construction costs and ensuring technical advantages. It is said that it takes a decade to grind a sword. Over a period of more than 10 years since SDA's creation, a mature concept design platform has been formed, where innovative ideas have been nurtured and today, SDA is well-prepared to provide all-round technical solutions to the industry. Mr. Simon Liang,



Chairman & CEO of SINOPACIFIC, stressed that “We are happy to be equipped with the sense and ability to offer tailor-made technical solutions, which enable us to carry out such deep strategic cooperation and build a winning partnership with users, relevant parties and the industry in general through such an innovative cooperation mode.” (*Press Release Sinopacific*)

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VOS THEIA ACTIVE AS SEISMIC SUPPORT VESSEL



The modified AHTS **VOS Theia**, owned by Vroon Offshore Services, made as seismic support vessel a portcall in the seaport of Den Helder, the Netherlands. The **VOS Theia** supports the 12-streamer 3D/4D seismic survey vessel **Polarcus Naila** on the North Sea. The anchor-handling tug supply vessel's scope of work includes bunker, crew transfer, supply, emergency towage and guard duties. (*Source and Photo Paul Schaap*)

NORMAN INSTALLER ENTERS DURBAN

The multipurpose offshore vessel **Norman Installer** (14,506-gt, built 2006) arrived in Durban on Saturday and proceeded to the Dormac Marine repair quay in advance of her contract to assist with the replacement of the offshore single buoy mooring at Isipingo outside Durban. The contract calls for the disengagement of the SBM, which has developed a problem requiring some extensive repairs, and the installation of the



older SBM which is kept in reserve. Once the first SBM has been repaired the process will have to be reversed with the no.1 SBM being returned to sea and moored off the coast. A very large percentage of South Africa's crude oil arrives via this facility. *(Source: Ports & Ships; Photo: Ken Malcolm)*

TTS POINT LISAS IN CAPE TOWN



The offshore supply ship **TTS Point Lisas**, a Damen FCS 5009, arrived in Cape Town at the weekend while on her delivery voyage to Trinidad. The purpose was to take bunkers and carry out some minor repairs before sailing across the Atlantic Ocean to the West Indies. What does TTS stand for? It is Trinidad & Tobago Ship. Who are the owners? Trinidad Prisons is the answer. We haven't featured a Prison vessel before. Here she is in Cape Town alongside Eastern Mole 1. The vessel was built by Damen. *(Photo: Aad Noorland)*

BOURBON EXPLORER 510 FOR A BUNKER CALL IN CAPE TOWN

The St Vincent & Grenadine-flagged offshore supply vessel **Bourbon Explorer 510** (3,600-dwt, built 2014) called at Cape Town recently for bunkers and supplies and is seen here sailing from port, accompanied by the harbour workboat **Kestrel**. *(Photo: Aad Noorland)*



CONTRACT AWARD WITH THE SWEDISH MARITIME AUTHORITIES (SMA)

Viking Supply Ships has been awarded a management contract to operate the SMA ice-breaker fleet for a period of seven years. The contract is a continuation of a current management which commenced in 2000. The contract is done at market terms. The contract with the Swedish Maritime



Authorities is considered to be a strategically important contract for Viking Supply Ships, and further confirms the company's position as one of the world's leading operators of ice-breakers and offshore vessels designed for arctic and harsh environments. The company now operates a fleet of five state-owned ice-breakers, three ice-breaking AHTS vessels, four ice-class 1A AHTS vessels and in addition five PSVs and one AHTS. *(Press Release)*

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NEW OSVs INCOMING DESPITE OVERSUPPLY

Spring has arrived in Northern Europe, but the brighter weather has not coincided with brighter prospects for OSV owners in the North Sea, Seabrokers write in their April newsletter. The downturn that has been experienced in the market showed no signs of abating in April, with average spot fixture rates well down on the comparable period for 2014. In fact, average spot rates in April reached their lowest



levels of 2015 for all classes of PSVs and anchor handlers. The focus on the part of vessel owners remains firmly on trying to maintain utilisation with the market suffering from significant oversupply, particularly on the PSV side. Some owners are now attempting to delay the deliveries of newbuild tonnage because of the difficult trading conditions that are prevalent in the North Sea. Nordic American Offshore Ltd, for example, has pushed back the scheduled deliveries of two newbuild *VARD 1 08 PSVs* that are being built at the Vard Aukra yard in Norway; the *NAO Galaxy*

and **NAO Horizon** will now be delivered in the first quarter of 2016 instead of mid-2015. However, despite the delay, the likelihood is that the vessels will still be delivered into a vastly oversupplied market, Seabrokers conclude. *(Source: Offshore Energy Today)*

FARSTAD SHIPPING SELLS PSV FAR SUPERIOR



Norway's Farstad Shipping ASA has sold the 1990 built, 92.3 meters long Platform Supply Vessel **Far Superior** to an undisclosed buyer. The sale was executed today, May 7, through Farstad Shipping's subsidiary Farstad Marine AS. Farstad has said the sale of the vessel will give a booked loss of approximately NOK 15 million (\$2.02 mil) in the first quarter 2015. The company

reports that after the sale of **Far Superior**, the fleet now consists of 61 vessels (31 AHTS, 25 PSV and 5 SUBSEA) and 2 SUBSEA vessels under construction. *(Press Release Farstad)*

CSL DELIVERS MV 'INDIRA POINT' AHEAD OF SCHEDULE

India's Cochin Shipyard Ltd (CSL) has delivered the vessel '**Indira Point**' to Directorate General Of Light Houses and Light Ships, in April, 2 months earlier than planned. The approximately 25 million contract for the construction of the ship was signed in August 2012 and the contractual delivery date was June 10, 2015. the multi-purpose vessel will be used for



transportation and placement of Buoys in position at deep seas, recovering and maintenance of buoys, towing and mooring of light vessels, distress management, transportation of equipment and materials in containers, as well as the repair of light houses in remote islands. The vessel is Rolls Royce Marine UT 755 S design and was built under the classification requirements of Indian Register of Shipping. The MV **Indira Point** is 72 meters long, fitted with helideck and a 35 tons capacity crane for handling buoys in deep seas. *(Source: Subsea World News)*

VOS SUGAR LAUNCHING

We are pleased to announce the launching, on Sunday 3 May 2015, of VOS Sugar. **VOS Sugar** is a



68-metre subsea-support vessel (SSV), currently under construction at Fujian Southeast Shipbuilding in China. **VOS Sugar** is the first of two such newbuilding vessels being built in Fujian, both fitted with an active heave-compensated crane. They will be the sixth and seventh vessels in Vroon Offshore Services' growing SSV fleet, with two additional SSVs planned for 2016. The VOS SSV portfolio is based on vessel designs developed by Vroon's Performance and Engineering Department, reflecting both client specifications,

market requirements and substantial in-house offshore experience. **VOS Sugar** will be delivered to the company in September. After her arrival in Europe, she will be further outfitted during the winter months and will be ready in good time for the 2016 subsea season. She will be operated by Vroon Offshore Services Den Helder. (*Press Release Vroon*)

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TWO VESSELS LAID UP

Farstad Shipping has laid up PSV **Far Server** and PSV **Far Spica** due to a continued weak offshore market. The company also has to give notice to employees. - We are currently experiencing a very demanding offshore market. Consequently, we have to lay up two vessels and give notice to competent employees. We regret this. Our focus



onward is to secure new contracts for our crews and vessels, says Karl-Johan Bakken, CEO of Farstad Shipping. A total number of approx. 35 offshore employees are given notice. Farstad Shipping now

has 3 vessels laid up. (*Press Release Farstad*)

ZAMAKONA YARDS DELIVERS OCEAN FALCON VESSEL TO ATLANTIC OFFSHORE IN SAN SEBASTIÁN



The **Ocean Falcon** is under construction (C-735) and is the last of three signed with the Norwegian shipping company Atlantic Offshore A.S., all with Havyard HY820 design. Its sisters, **Ocean Osprey** (C-721) and **Ocean Marlin** (C-722) were the first and second respectively of the contract with this prestigious customer, being all pretty similar, with some technical variations between them. The main aim of the ship is to provide prompt attention

to emergencies on oil rigs, being specially adapted to the harsh conditions of the North Sea. This is a Field Support Vessel (FSV) and incorporates the latest technologies including systems for towing operations with a pulling capacity of 65 tons. With 66.80 meters length and 16 meters beam, it has the capacity to rescue 300 people. It has 2 MAN main engines with a power of 1935 kW each. It sails now towards Aberdeen where its baptism ceremony will be held on the 29th of May and has already a contract for this year of 5 + 5 years with Shell, UK. We want to take this opportunity to once again thank our distinguished customer Atlantic Offshore for trusting our work. (*Press Release Zamakona*)

WINDFARM NEWS

BLYTH WORKCATS DELIVERS AQUALINK

The first two-deck boat ever built by Blyth Workcats has recently been delivered to a customer in Belgium. The 18-meter **Aqualink** is the first Blyth Workcat to feature a high bridge and it has now entered service with Ostend Marine Services for which it has been designed to undertake a wide range marine operations. These include work as a charter survey vessel while also being equipped with an Ocean 3 bow fender and wide foredeck that enable it to undertake crew transfer and cargo delivery to offshore wind farms.



Powered by two MAN V8 750 engines, the new boat has a cruising speed of 20 knots and a range of

around 700 miles that is made possible by two 600-gallon fuel tanks and an economical fuel consumption of around 75 liters per hour. The smart cabin interior is fitted to carry 10-passengers in comfort on full suspension seats. There is also a kitchen and dinette and a two-berth cabin for use during extended cruising. The [Aqualink](#) can also be chartered as a fully equipped professional survey boat. Its design includes a watertight compartment occupied by a moon pool and multi-beam sonar deployment module designed and built specifically for the vessel. There is also an A-frame davit that can be used for launching a RIB, towfish or for bottom sampling and the deployment of seabed equipment. The high bridge affords clear, all-round visibility from the helm and navigation seats and also accommodates the principal survey desk that can be used for topsides electronics when on charter. This is now the second Blyth boat that Ostend Marine Services has purchased from the Canvey Island, U.K., yard. The company has been using a 14-meter Workcat successfully for several years and experience gained with this boat has enabled the new owners to identify design refinements and to commission the new vessel to include a variety of features of their choosing. “There is probably no such thing as a standard Blyth Workcat, and the [Aqualink](#) illustrates this perfectly,” said Edward Tuite customer services manager for the yard. “We specialize in being able to provide custom quality boats at mass production prices, and this is a good way of winning customer loyalty. Buyers can specify all of the little and apparently inconsequential details that make the difference between a boat that is simply acceptable and one that is loved. It can be built without any of the niggling irritations that can stop a design winning five stars of approval from the customer. An example on the Aqualink is the small wash basin that has been installed on the after deck just outside the cabin. This was fitted at the customer’s request so that there is no need for passengers or crew to bring grubby hands into the accommodation area. It is details like this that make a difference to a boat and we are happy to include them.” (*Source: MarineLink*)

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ARMON tugs & Offshore

ALICAT UNVEILS NEW 27-METRE WFSV



Alicat has released the design of a new 27-metre windfarm support vessel, which is available in a range of configurations. The main deck lounge features 12 and 24 personnel options while the aft deck features a removable accommodation module to allow the fitting

of an A-frame and hence aft deck cargo operations and dive support facilities. The foredeck can carry two six-metre ship containers with lock-downs to suit, while the aft deck carries two three-metre high cubes also with appropriate lockdowns. *(Source: Baird)*

FORMER OWS VESSELS IN ACTA MARINE COLORS

The crew transfer vessels (CTVs) **Offshore Wielingen** and **Offshore Waddenzee** are the first of ten former Offshore Wind Services B.V. (OWS) vessels that have been painted in their new Acta Marine colors. Both Damen-built vessels were delivered in 2014. **Offshore Waddenzee** is currently on charter with Van Oord, working on the construction of Eneco Luchterduinen offshore wind farm, while **Offshore Wielingen** has just started an



assignment in the UK for gearbox oil change works. After the recent takeover of OWS and their UK-based subsidiary OWPMS Ltd. by Acta Marine, the company has been renamed to *Acta Marine Wind Services B.V.* The daily management of Acta Marine's CTV activities will remain with Workships Contractors in Rotterdam. *(Source: Offshore Wind; Photo: Acta Marine)*

YARD NEWS

FMG'S BAY SHIPBUILDING WINS NEW CONTRACT



Bay Shipbuilding Company (BSC), an operating division of Fincantieri Marine Group (FMG) located in Sturgeon Bay, Wisconsin, has been awarded a contract for the new construction of an Articulated Tug-Barge unit (ATB). The unit will consist of an **8,000-HP Tug** and a 155,000-barrel capacity barge. The award is for one ATB unit, with one additional option, and is scheduled for delivery in mid-2017. In announcing the contract

award, FMG President and CEO, Francesco Valente, noted: "We are very pleased with this new

contract. This award is a testament to the quality ships built by Fincantieri Bay Shipbuilding and FMG's continued overall reputation and focus on delivering excellence and customer value to the U.S. market." Bay Shipbuilding Company is one of three Great Lakes shipyards in the Fincantieri Marine Group. Bay specializes in the new construction of ATBs and OPA 90 compliant vessels, in sustainment of USCG Great Lakes icebreakers, and in repair, conversion and repowering of the Great Lakes bulk carrier fleet. *(Press Release Bay Shipbuilding)*

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VT HALTER MARINE LAUNCHES BARGE B. No. 270 FOR BOUCHARD TRANSPORTATION Co.

Bouchard Transportation Co., proudly announces the launch of **Barge B. No. 270**, the first of two Articulated Tug Barge (ATB) units constructed by VT Halter Marine, Inc. (VT Halter Marine), a company of Vision Technologies Systems, Inc. (VT Systems). **Barge B. No. 270** was launched at the Pascagoula Shipyard Operations in Pascagoula, Mississippi, on Friday, May 1st, 2015. The tug,



Kim M. Bouchard, part of the ATB unit, was launched at the Moss Point Marine facility in Escatawpa, Mississippi, on February 26, 2015. When paired, **Kim M. Bouchard** and **Barge B. No. 270** will be delivered to Bouchard, the nation's largest independently owned oceangoing petroleum barge companies, as part of their ongoing fleet expansion program. **Barge B. No. 270** measures 625 feet by 91 feet by 47 feet, has a 250,000-barrel capacity, and is ABS and USCG certified for Jones Act service. The **Kim M. Bouchard** is a 10,000hp twin screw ATB tug and is classed by ABS as XA1 Towing Vessel, Dual Mode ATB, USCG Subchapter M, and is equipped with an Intercon Coupler System. When paired with Barge B. No. 270, the unit will be used to transport liquid petroleum for Bouchard Transportation Co., Inc. (Bouchard). The sister unit, M/V **Donna J. Bouchard** and **B. No. 272** is also currently under construction at VTHM. "Launching the **B. No 270** is another significant milestone for Bouchard," said Morton S. Bouchard III, President and CEO of Bouchard Transportation Co., Inc. "Once married, the Kim and B. No. 270 will be Bouchard's eighteenth ATB

unit and the safest and most technologically advanced unit of its kind. I'm looking forward to delivery and I am grateful to everyone involved in construction for another fine job." "We are proud to have launched another quality and efficiently built barge for our long standing customer Bouchard Transportation Co., Inc." said Bill Skinner, Chief Executive Officer, VT Halter Marine. "We are pleased to have been chosen by The Bouchard Family to construct their modern, safe and efficient Jones Act ATB vessels." (*Press Release Bouchard*)

ULSTEIN INTRODUCES NEW HEAVY LIFT VESSEL DESIGNS



Ulstein introduces the HX103 and HX104 designs, DP3 vessels with heavy-lift capability and large outreach combined with a large open deck space and accommodation for 350 and 500 people. *Cost efficient design with higher operational value:* With the introduction of the ULSTEIN HX103 and HX104 heavy lift vessel designs, ULSTEIN paves the way for the next generation, cost efficient offshore assets to meet today's and tomorrow's market demand. A dedicated

feature on the DP3 designed vessels is the heavy-lift capability with large outreach combined with a large open deck space and accommodation for 350 and 500 people on board. The fully SPS compliant designs also mark the entry of the successful ULSTEIN X-BOW® in this segment of the construction market. In the last decade the offshore industry has become a truly global industry with an ever stronger focus on safety, operability and crew comfort. Combined with the recent downturn in oil prices and related cost reductions, the traditional low CAPEX heavy lift units are not the most efficient assets for worldwide operations. With the new ULSTEIN HX heavy lift vessel designs, Ulstein has paid significant attention to combine good DP capabilities with relatively small installed power and smart DP lay-out, reducing the vessel's overall environmental footprint. Therefore, ULSTEIN offers an attractive and modern vessel alternative for the maintenance markets in a.o. the Gulf of Mexico, Brazil and West Africa. Optimised for DP2 capability, the HX103 design includes a main crane of 1,000 tonnes @ 26m outreach revolving and 320 tonnes @ 68m, as well as a deck crane of 50 tonnes @ 24m outreach. Its "big brother", the ULSTEIN HX104 design, has a heavy-lift capability of 2,000 tonnes @ 30 m radius and 685 tonnes @ 74 m outreach. The heavy lift vessel designs are officially introduced at the OTC



in Houston, but first discussions with potential clients indicated a clear interest in the designs. *ULSTEIN HX103 design* Main dimensions: Loa 146.0 m; Lpp 140.2 m; Beam (moulded) 32.0 m; Depth 11.2 m; Draught (design) 7.0 m; Service speed 12 kn; Installed power 6 x 2,800 kW; Positioning DP3; Complement 350 persons. *ULSTEIN HX104 design* Main dimensions: HX104; Loa 174.0 m; Lpp 167.0 m; Beam (moulded) 36.0 m; Depth 11.2 m; Draught (design) 7.0 m; Service speed 13 kn; Installed power 6 x 3,300 kW; Positioning DP3; Complement 500 persons. (*Press Release Ulstein*)

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MODERNIZATION FOR TWO SWEDISH ICEBREAKERS



Protacon, a company based in Jyväskylä, Finland, informs it has received an order from Swedish Maritime Administration for the modernization of electric and automation systems of two icebreakers. The contract entrusts Protacon with the modernization of electric propulsion drives and drive control systems for the Swedish icebreakers, **Atle** and **Frej**. The Swedish Maritime Administration wants to uniform the techniques of its

icebreakers to facilitate their usability and maintenance, Protacon said. The modernization will naturally also improve the reliability of operation and increase the service lives of the ships. Now approximately 40 years old, Atle and Frej will gain a remarkably longer lifespan. Protacon has previously delivered similar modernizations for the Finnish icebreaker **Urho** and the Swedish **Ymer**, for example. “It is a pleasure to see that the customer trusts in our knowhow and we are very proud of being entrusted with the modernization of these ships. The digitalization of the control system of the old DC drive is a cost-efficient solution. At the same time, the automation systems of the ships will be upgraded to modern PLC technology,” said Protacon's project manager Marko Loisa, who is responsible for the modernization project. The deal is the fourth of the kind for Protacon. It is a natural continuum to the previous successful projects, which even exceeded expectations and made

the customer extremely satisfied with the full service provided by Protacon. The deal also includes a maintenance and helpdesk agreement comprising performance assurance and annual maintenance of the systems. “At the global level, there are still many icebreakers of the same technology requiring modernization. Protacon's expertise in renewing both automation systems and electric drives has strengthened during the years and we see great potential for other similar projects,” said Protacon's managing director Kari Pellinen. *(Source: MarineLink)*

STEEL CUTTING START FOR THE SIXTH PSV AT DE HOOP LOBITH

The official start of the steel cutting, **yard number 475**, of the sixth Platform Supply Vessel for ESNAAD has commenced. Whereas the first and second vessel shall be assembled at our De Hoop - Foxhol yard; Netherlands, the third, fourth, fifth and sixth vessel will be produced at our De Hoop Lobith yard; Netherlands. The PSVs are part of an order of ten vessels for ESNAAD. *(Press Release De Hoop)*



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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

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

[mailto: jvds@towingline.com](mailto:jvds@towingline.com)

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