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

TUGS & TOWING NEWS

IMS COMPLETES DELIVERY OF 4 SVITZER TUGS FOR CHEVRON’S GORGON PROJECT



Early last week, Ship Delivery Specialists International Maritime Services (IMS), safely docked the last of the four 33m, 75TBP Diesel-Electric Hybrid Escort Tugs in Fremantle, having completed the voyages on behalf of SVITZER. **SVITZER Euro, Boodie, Dugong** and **Perentie**, all named after native Australian fauna, sailed simultaneously for their maiden 2420nm delivery voyages from Singapore, including an unplanned

alteration in routing for cyclone avoidance of the last storm for the 2014/15 Australian season. **SVITZER Dugong** was the final tug to touch down, representing the completion of IMS’ 18th delivery voyage so far in 2015. Standard for all ship delivery voyages since 2013, IMS offset a proportion of carbon emissions against each vessel – a total of 40M3 of MGO for this contract – through a Lloyds accredited provider, highlighting the company’s commitment to environmental sustainability. *(Press Release IMS)*

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USS CAIRO: CREW SAFETY AND FLEETING EFFICIENCY

Over that past 15 to 20 years there has been a revolution in US ship docking tugs. Larger container ships and tankers made obsolete the conventional single and twin propeller tugs that could serve either line haul or ship docking functions. Pilots and insurers wanted modern technology that, more often than not, meant stern mounted azimuthing Z-drives. This revolution eventually includes ship



docking on the Mississippi around the Port of New Orleans. But mixed in with the ship moorings and piers, were the fleets, where loaded barges from up river were exchanged for empties or loaded to go back up river. When the big tows of 30 to 40 barges come down river, they have barges bound for different customers to be dropped off at various fleets that line the 100 miles of the river between Baton Rouge and New Orleans and beyond. A typical Mississippi barge is 195 by 35 feet and carries 1500-ton cargos of grains, coal or other bulk cargos. A big tow coming down the river below Baton Rouge is like a floating island being guided in the river current by an 8 or 10-thousand horsepower line-haul boat. The captain of the line-haul boat works with fleet boats to hold up on the river while the fleet boat takes individual barges off the tow and moves them to the fleet along the riverbank. At the same time the fleeting boat may also add barges from the fleet to the tow. When the river is in freshet this all has to be completed with some dispatch. The greatest challenge for the fleet boat operator is when laying a barge onto the upriver end of the fleet. In this maneuver there exists the very real, and not infrequent, danger of getting broadside to the upstream rake of a barge bow and being swept underwater by the force of the river current. Typical fleeting boats are 800 to 1500 HP and in the 60-foot range. This year, by introducing the first azimuthing Z-drive fleeting boat to the river, the Carline Companies have brought the modern concept of ship docking tugs to this previously neglected class of vessel. Their new 68 by 34-foot fleeting boat, the **USS Cairo**, is setting the standard, not only for safety, but for efficient barge fleeting on the lower Mississippi. While safety when down-streaming barges was the prime motivation for Carline to have this boat designed by Christian Townsend of CT Marine, there are also gains in efficiency. As operators of harbor tugs have long been aware, the Z-drive can deliver full thrust in any direction almost instantly, whereas the conventional rudder set aft of the propeller and even the flanking rudders set ahead of the rudder as is the practice on many inland river towboats, will sacrifice time and power by the inefficient nature of the conventional drive and rudder system. While the Z-drive tugs handling ocean class ships are typically in the 5000 HP range, the demands of fleeting 200-foot barges are more modest. For power on the USS Cairo, Carline choose a pair of six-cylinder, Tier 3, Cummins QSK19 750 HP (Heavy Duty) mains turning into Thustmaster TH750MZ Z-drives with 57-inch propellers in Nozzles. A pair of Cummins 6BTA-powered 85-kW generators meets the towboat's electrical needs. In keeping with CT Marine's recently designed conventional towboats, the USS Cairo has a high visibility octagonal-shaped wheelhouse providing additional operator ease and safety. An elevated foredeck provides safer access to empty barges for the deckhands. *(Source: Alan Haig-Brown; Photo Carline Industries)*

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ART 80-32

NEW INDUSTRY
BENCHMARK

By Rotartug

NEW BUILDING TWIN SCREW MULTIPURPOSE WORK BOAT SOLD BY BLUE SEA BROKERS



We, at Blue Sea Brokers, have sold in May 2015, a New Building Twin Screw Multipurpose Workboat from our Turkish Shipyard collaborators to our Buyers in Saudi Arabia. The Vessel was built in Turkey and is in full Class with RINA. It is 15 m long x 7 m breadth with 2 x main engines MAN D2866LXE40 @ 2100rpm developing a total 800 HP. It has a 35 tons deck crane and a 10 tons deck winch. She has already been successfully

delivered and it's now on its way to Saudi Arabia as dry cargo, to start working under its new Owners' Management. *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*

MTB WORKBOATS – DUBROVNIK

MTB Workboats has grown to become the largest international networking forum in the Workboat industry, giving you guaranteed sales appointments with the Leading Workboat Owners & Operators from across Europe, Africa, The Middle East & Asia. All of the forums take the format of 2 days of pre-scheduled face to face meetings and 3 evenings of networking opportunities making it very different to a trade show. The forums are focused on generating new



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business, maximising international exposure and developing relationships in the most time and cost effective way. In its 6th Year, MTB Workboats 2015 will be held in Dubrovnik from 16th – 19th September. We have an impressive Buyer's list joining us including Owners & Operators of vessels such as Tugs, OSVs, PSVs, Barges, Accommodation vessels, crew vessels, fishing vessels etc. If you would like to see the full list of the companies confirmed to join, please contact +44 (0) 1276 682 898 or kelly.edwards@coplandevents.com

FENDERS IN TOW OF THE KEVIN C



Mariflex **Kevin C** was seen enroute Dolphins 90-91 in Rotterdam Maasvlakte basin 2 with 4 large pneumatic Rubber Fenders designed and fabricated by BARU for the STS operation between the *Leonid Loza* (274 mtr , 156630 DWT) and the *Hamilton Spirit* (274.48mtr , 158.099 DWt)(Photo's: Gerrit Jan Postma – www.aerolin.nl) (c)

ROSNEFT TAKES DELIVERY OF ASD TUG RN USSURI BUILT BY Khabarovsk SHIPYARD



The tug **RN Ussuri** built at Khabarovsk Shipyard (part of Far Eastern Centre of Shipbuilding and Ship Repair of the United Shipbuilding Corporation) has been delivered to the customer, Rosneft, the ECSSR press release said. When registered as the newbuilding, the ship will join the fleet of Rosneftflot CJSC. Rosneft **Ussuri** is the second ASD tug of Project 2310 built by Khabarovsk Shipyard to the order of Rosneft. This powerful ARC4 Arctic class small boat is designed for year-

round sailing in coastal marine areas with wave heights up to 7 m. The tug is equipped with an azimuth thruster. The propeller is located in a 360° rotating column that enables the boat to

maneuver in tight areas. **RN Ussuri** is currently located in Nakhodka, the port of registration. The first ship of the series, **RN Amur** also built by Khabarovsk Shipyard, has been operating at the oil port of Nakhodka. 2310 Class Specifications: Length: 22.73 m; Breadth: 10.45 m; Draft: 4.5m; Tonnage: 380 tons; 2 x 2,700 kW Rolls-Royce engines. Khabarovsk Shipyard OJSC, one of the largest shipbuilding companies in the Far East of Russia, specializes in building warships and boats including dynamic support crafts as well as civil ships of different classes. United Shipbuilding Corporation (USC OJSC) is the largest shipbuilding company in Russia. It was set up in 2007 with 100% federal ownership. The holding comprises 60 companies and organizations (major shipbuilding and shiprepairing companies as well as leading design bureaus). Currently, USC consolidates about 80% of the domestic shipbuilding complex. The Russian market is the main focus of the state corporation though it also exports its products to 20 countries worldwide. (*Source: PortNews*)

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KAIKOURA RENAMED WATERLAND

The latest new fleet addition for Wagenborg Sleepdiensten is the Damen group built **Waterland** (Imo 9548902) seen moored in the port of Delfzijl; Netherlands. She is the former 2014 built Push Buster 3511 pusher/tug **Kaikoura**. The hull was built and launched at Gdynia; Poland. The hull, yard number 571616, arrived on 16-7-2009 at Damen Shipyards BV Hardinxveld



to be phased out as **DMS Starling**. She commenced trials on the 16th and 17th September 2013 in the Rotterdam Europoort Caland Canal. On the 11th March 2013 delivered to Damen Marine Service BV. – Hardinxveld; Netherlands. At the beginning of May 2015 she was bought by Wagenborg Towage Delfzijl; Netherlands and renamed **Waterland**. She has a length of 34,37 mtrs a beam of 11.60 mtrs and a draft of 3.67 mtrs. Her total engine output is 3,840 kW (5,218 hp). She has a free sailing speed of 11.6 knots and a bollard pull of 70 tons. (*Photo: Jack Blitterswijk – Shipspotting*)

EDDY TUG LAUNCHES NEW 24 METER DESIGN



In response to an increased market demand for high bollard pull compact-tugs, EDDY Tug has recently added a 24meter long, 70 metric ton bollard pull ship-assist harbour tug to its portfolio. This new “**EDDY 24-70**” is based on the same proven-concept as its predecessor, the *EDDY 30-65*. It is significantly shorter however and has a moulded beam of 11.40 meter. This, in combination with the characteristic in-line thruster arrangement, ensures ease of handling in even the most confined spaces. Despite its short length, the all-round high freeboard and stable, balanced hull allow for operations beyond the limits typically encountered in this class. Although high-speed indirect towage performance will

obviously be less than that of the *EDDY30-65*, it is significantly more than that of competing designs in the same length and power range. For improved control during narrow lock- and bridge passages, optional towing pins can be fitted on the aft bulwark. The **EDDY 24-70** incorporates a similar diesel-direct/diesel-electric hybrid propulsion system as is offered as standard on the EDDY 30 models. This setup has proven to be extremely successful, realizing remarkable savings in both fuel and maintenance costs while it allows for high-precision manoeuvring and improves crew comfort. The tug has accommodations for up to six persons. In four cabins. Two cabins each have separate sanitary facilities, while the other two cabins share one sanitary space. The galley and mess room are considered spacious for a tug of this size. The ergonomically designed, split-level, wheelhouse allows for a dedicated winch-operator station as well as for additional crew seating without obstructing the view of the captain at any given time. Construction is anticipated to commence in July 2015. A 360-degree bridge simulator was recently developed and put into service in the Netherlands for the EDDY 30 series. The new 24 meter model will soon be included as well for crew training and to allow interested parties to evaluate the unique performance and handling of EDDY tugs. (*Press Release Eddy-Tug*)

PELLA SHIPYARD TO BUILD TWO TUGBOATS OF PROJECT 90600 FOR RF MINISTRY OF DEFENCE

Pella Shipyard (Leningrad region) has signed a contract with the Ministry of Defence of the Russian Federation on construction of two tugboats of project 90600, the shipbuilding company says. Under the contract, the first tug is to be built and delivered to the customer in 2016, the second one – in 2017. The tugboats are to be deployed for operation in Astrakhan and Baltijsk. The tugboat is intended for towing and berthing operations in harbor, off-harbour and coastal areas which comply with R3 navigation area, refloating of ships and vessels, firefighting operations at floating and shore objects, oil spill response activities, assisting operations in ports. *Technical information:* Length max: 25.4 m; Width max: 8.8 m; Draught: 3.3 m; Speed: 11.5 knots. *Classification:* KM Arc4 R3 Aut3 Tug by Russian Register of shipping. Deck equipment: bow electro-hydraulic anchor-towing-mooring winch Fluidmecnica providing 10 t of bollard pull and 847 kN of brake holding force; 60 t towing

hook GMH with quick release device. The tugboat is equipped with cargo crane Palfinger with lifting capacity of 250 kilos at the boom of 4m. In order to fulfill fire-fighting operations the tugboat is equipped with external firefighting system made by FFS (capacity is 800 m³/h, 2 water monitors, water curtains system). JSC Pella Shipyard based in Russia's Leningrad region was



founded in 1950. In 1992 Pella was privatized as Pella Holding Co. comprising the head office and several subsidiaries. The shipbuilding firm specializes in building tractor tugs with rated power of 1,000hp to 5,000hp, push boats, escort tugs, pilot boats and SAR boats for Russian customers and for export. *(Source: PortNews)*

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SHAKE DOG WAGS NEW TAIL



A well equipped support vessel for marine construction, engineering, repair, diving and maintenance work. Our multi-cat **Shake Dog** - named for the owners' children, Sam, Holly, Abby, Kate & Emma - arrived on the Thames in June 2012 and had a major refit and drydocking in May 2015. During the refit she had a new 68t/m

crane fitted, and had a full ultrasonic survey. She also had internal improvements including a new

galley and upgraded crew accommodation. She has proved herself a rugged workhorse time and again, from her first job removing and re-instating moorings for super yachts in the royal Victoria and Albert dock in London, to assisting with the extension of Felixstowe port's quay. On the way she has assisted with the lift of a WWII bomber from Goodwin Sands on behalf of the RAF, and transported a 4 ton metal plug along the Thames, you can read about that project here. As well as working locally on the Thames and South-East, **Shake Dog** is licensed to work in the North Sea, on the South Coast and in all UK and Ireland ports including (but not limited to!) the Port of London, Portsmouth, Southampton, Ramsgate, Plymouth, Liverpool, Ireland, Cork, Glasgow, Aberdeen, Shetland Islands, Newcastle, Tyne, Great Yarmouth, Scarborough, Grimsby, Hull, Ipswich, Lowestoft, Medway, Dover and Milford Haven. Additionally we can also travel to most major European ports. *Multi-cat type workboat* TMC 680-5 (68 t/m) crane: 30 ton drum winch; 5 ton capstans; Powered by 2 Caterpillar 3408 main engines via fixed blade props producing 16 ton bollard pull; Push bow fenders and aft push fenders; Welding, burning and cutting equipment on deck; 8ft * 8ft * 6ft removable secure deck container. **Shake Dog** is equipped with a 68t/m hydraulic crane as well as a self loading TL38 Cherry Picker work platform with the capability to take 2 people from river level to 44ft for various applications including aerial inspections, close working at height and ease of access to bridges as well as other works normally only made possible by abseiling. The deck is large enough to hold 2 * 20ft containers or 1 * 40ft container. She has a length of 19.10 mtrs a beam of 8.30 mtrs and a draught of 2.40 mtrs. (*Press Release*)

RESALE 31.75M TOWING TUG 2000HP EX SIBU

Seaway Navigation announces the sale of a 2,000 hp tug. Direct from shipyard – owners they offer the re-sale of this tug. The tugs construction is completed and pending launching and sea trails. They can deliver the tug in 45 days upon confirmation. The tug has a length of 32.75 mtrs a beam of 8.60 mtrs and a draft of 3.40 mtrs. The Yanmar



6R17-P GV delivers a total output of 2,000 hp at 1,500 rpm. She has a free sailing speed of 11 knot and an accommodation of 12. The price of this tug is SGD 2 mill nett to shipyard and full specifications upon request at info.seawaynav@gmail.com (*Source: Seaway Navigation*)

YESTERYEAR TUGS AT WORK LAUNCHING ESSO GLOUCESTER

The launching of the tanker *Esso Gloucester* at the Newport News Shipbuilding and Dry Dock Company in 1953. The ship has just left the ways and is being shepherded by tugboats to the outfitting dock. Interestingly, the first ship built at this yard was a tug, the **Dorothy**, launched in 1891. The first two tugs in this photograph, the **R.J. Bowman** and the **J.J. Bernet**, are coal burners



owned by the Chesapeake and Ohio Railroad, which used them for towing car floats across Hampton Roads. The other tugboat is the **Huntington**, owned by the shipyard. With the *Esso Gloucester* so high out of the water and the tugboats so low in the water, it's easy to see how difficult it can be to pass the towing lines. The accepted method is to use a light messenger line with a weighted end. Once the messenger is passed, the towing hawser is fastened to the end of the messenger and hauled across the

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

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ACCIDENTS – SALVAGE NEWS

DIVING INTO A NICHE

Like many good ideas, the **DSV Curtis Marshall** originally sprang from a chance conversation. Frustrated by the lack of tailormade dive support craft of the right size, B Marshall Marine's long-standing client - Tony Curtis of Sub Aqua Diving Services - admitted to Barry Marshall he was reduced to taking catamarans or fishing vessels and adapting them with containerised equipment. "So having just finished our first two vessels, we told him we would build him one," said Chris Jakeman. Easier said than done: he wanted something under 24m yet it had to be able to hold accommodation for a full dive team, have a completely integrated dive control unit and most explicitly, a decompression chamber – all without having to give over a large amount of deck space. So the design for the **Curtis Marshall**, initially outlined by naval architect SC McAllister & Co, had to answer a lot of needs. "The benefit of having a monohull over a catamaran is, in a word, space," said Mr Jakeman.

“With a catamaran you have very little for anything bar the engines and propulsion below deck, with a monohull like ours you can have a design that actually works for everyone.” The hull shape, said Mr Jakeman, is almost a split between a trawler and a barge with a steep hull that curves under to a flattish bottom: twin skegs help mitigate any rolling while a bulbous bow



stretches the waterline for both economy and lends a comfortable ride. He added the extra length also made easier to place 150hp Kort thrusters on the bow, increasing manoeuvrability. The main engines are a pair of Doosan 4V158TIHs supplied (in a package that covered transmission and gensets) by Watermota. Each has an output of 530bhp and coupled to very capable 60" Teignbridge propellers the set up yields ample thrust. “The benefit of these particular engines for us is that they are one of the last not to be controlled by global electronics. It isn’t run by computer and you don’t need a technician to come and plug a laptop in when something fails,” said Mr Jakeman: “Sadly, engines like these are a dying breed.” Unusually, the craft also benefits from a four-point mooring system with 7 tonne winches from Hardy Engineering and it’s also been fitted out with a bespoke load sensing bow assembly: “The boat is around 200dwt so it seemed wise to monitor – and log – exactly how much load we are putting on things like turbine towers,” explained Mr Jakeman. On the deck there is a three-diver system from Sub Aqua Diving including 175m umbilicals and diver CCTV – importantly it is linked by Clear-com communications to the entire vessel as well as bridge through a system put together by Amber Sound. Alongside this, supplied as an integrated hydraulics package by Hardy, is a 25 tonne winch and 12.5 tonne Atlas crane plus a very handy 5 tonne A-frame for everything from recovering cable, towing a dredge plough to ROV operations. The deck area comes to 75m²: with or without a standard container this still adds up to a big, usable space; one of the vessels first jobs will see it fitted with a large compressor to airlift sand and debris from the seabed. Although the bridge has a mix of Furuno navigation systems with PLC-based Stephenson Controls monitoring and Helmsman Systems equipment, there is an ‘added extra’ that Mr Jakeman is proud of. This is the ‘walkabout vessel control’, an innovative piece of kit put together by B Marshall Marine itself. He explained: “Rather than being limited to the fixed steering stations, there is a strap on chest pack which gives you control of all four winches, engines, bow thrusters and steering, wherever you are.” It’s obvious that the whole vessel design is a considered one: the decompression chamber is easily accessible from the deck, and likewise there’s an easy transition from the outside into the wet rooms and showers; this has space to keep the air bottles and hang up the dive suits. “It seems like a small thing but you don’t have to tramp through the dry areas with wet gear and having the showers and toilets close to the deck really helps,” he explained. The galley itself has room to seat 10 people and behind this is a mess room with TV and comfortable seating. The accommodation too tips the balance toward efficiency as there’s room for a dozen people in six double berths below deck, while above there are two double berths with ensuite facilities for the crew. “Other vessels tended to cram the dive teams into tiny little bunks, but these are a bit more like the standards you would find on a commercial ferry with a TV and sink in every room,” he said. Along with capacious tanks that can hold 14 tonnes of fuel and plenty of space for provisions there is also room for 22,000 litres of fresh

water: “The idea is that we can accommodate two six-man dive teams on-board and stay out at sea for around three weeks.” But this vessel also had to be competitive to charter – and with the fuel economy “around half that of the faster catamarans” Mr Jakeman reckoned it’s going to do well: “Although on one hand we are quoting against people who normally just put the diving gear and dive control inside 10 foot container - bending the safety rules by relying on a land-based decompression chamber – we are doing everything that a 40m vessel would be able to do on a 25m boat, with all cost savings that that implies.” (*Source: Maritime Journal; Photo: B. Marshall Marine*)

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Vacature:
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NOT A PLANE, BUT A SHIP!



The search for Malaysian Airlines Flight MH370 has turned up something unexpected this week. Instead of the downed Boeing 777 Australian-led search teams were looking for, the salvage operation has uncovered a previously uncharted shipwreck 13,000 feet beneath the ocean’s surface. “It’s a fascinating

find,” said Peter Foley Director of the Operational Search for the MH370, “but it’s not what we’re looking for.” The [Fugro Equator](#), a deep tow system, first detected a series of bright reflections on an otherwise empty seafloor. Though skeptical that the contacts were related to the investigation for the missing plane, the search team diverted additional vessels to the area to perform sonar scans and gather underwater imagery. The search revealed that the debris field was man-made as previously thought and that it was the wreckage of a 19 century ship, not the MH 370. For the past 14 months the Australian government has coordinated an international search team to locate and salvage the remains of Malaysian Flight MH 370, in which 239 crew members and passengers died. The ill-fated plane disappeared on March 8, 2014 en route to Beijing and has become one of the biggest aviation mysteries of all time. As of May 2015 over 75 percent of the 23,000 sq. mile priority search area has been investigated and the full search of the area is expected to conclude by the end of the month. The investigation currently consists of three vessels with deep tow systems and a third autonomous

underwater vehicle (AUV). Foley showed continued optimism toward the search efforts saying, “This event has really demonstrated that the systems, people and the equipment involved in the search are working well. It’s shown that if there’s a debris field in the search area, we’ll find it.” It is estimated that the search has cost over \$100 million to date. The Australian government has set aside an additional \$40 million to continue search efforts through 2016. If no wreckage from the MH370 flight is found in the priority search area, the investigation will include a doubled search area of seafloor adjacent to the priority zone. The Australian government has stated that the wreck found this week and all captured imagery will be given to marine archeologists in the hope of identifying the ship. *(Source: Marex; Photo: Fugro)*

TUGBOAT WOES

A FIRE in the engine room of a tugboat in the Ohio River was battled Wednesday afternoon by the Bellaire and Wheeling fire departments to a river incident where a Bellaire Harbor Service tugboat had a fire on board while the crew was still on the tugboat as it was attached to several barges being loaded in the area of Oxford Mining Co. Wednesday. First reports were that three crew members were treated for smoke inhalation with two transported to the hospital. The Wheeling Fire Department rescue boat also responded. *(Source: Times Leader)*



OFFSHORE NEWS

SUBSEA 7 ANNOUNCES MAJOR CUTS TO GLOBAL WORKFORCE, FLEET



Luxembourg-based subsea engineering firm Subsea 7 S.A. on Tuesday announced major cuts to its global workforce and fleet amid abysmal business and economic conditions in the oil and gas market and a declining workload. Subsea 7 says that the cuts will reduce its global workforce by approximately 2,500 jobs by early 2016, down from the 13,000 worldwide employees reported at the end of 2014. The global fleet will also be reduced by up to 11

vessels, based on a mixture of non-renewal of charter vessels and either disposal or stacking of

owned vessels. The reshaping of the fleet will be phased in over the next 12 months, commensurate with the projected global workload, the company said. At the end of 2014, the fleet consisted of 39 vessels with a further five under construction. Jean Cahuzac, Chief Executive Officer, said: “These cost reduction plans will allow us not only to adapt to present market challenges but also to maintain our competitiveness and the long-term viability of our business. This will enable us to emerge stronger once the downturn ends. Reducing employment is not a decision we take lightly but one that is necessary in today’s difficult oil and gas environment. “Deepwater oil and gas production remains a significant market with long-term growth potential. While implementing the restructuring of our organization, we remain committed to preserving our core capabilities and investing in key enabling technologies to deliver cost-effective solutions to our clients through all stages of the oil price cycle,” Cahuzac added. The company says that consultation with employees and employee representatives have already begun and will continue to take place on a local basis and consultation processes have begun in Norway and the UK. *(Source: gCaptain)*

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152 SIEM OFFSHORE WORKERS DISMISSED IN BRAZIL

Siem Offshore has reduced its Brazil headcount by 152, including 120 seafarers, as contracts in the South American nation expired. “This is a natural development as four of the five anchor handling vessels we had working in Brazil for several years are out of contract,” Idar Hillersøy, CEO of Siem Offshore OSV told Splash, speaking from a yard in Poland. The vessels had been on long term charter to Petrobras. There are no immediate plans and do



anything about the organisation in Norway, he added. The four ships – Pearl, Diamond, Sapphire and Emerald – have already left South America, heading home to Norway. Brazil stays important for Siem Offshore, however, and the company will have two well intervention vessels working for Helix and Petrobras in 2016. *(Source: Splash24/7)*

SMIT AMANDLA NEWBUILDS ON TRACK



Two offshore supply vessels being built for SMIT Amandla Marine at the Damen Shipyards in Cape Town are on schedule and making good progress, according to the latest SMIT Amandla Iindaba newsletter. The project calls for two supply vessels built to shoalbuster design for the client, De Beers. SMIT

Amandla Marine reports that the supply vessels will support De Beers offshore mining fleet out of Port Nolloth. Construction of the second vessel began in early March this year, while the first vessel will be delivered in the fourth quarter of this year, followed by the second in the first quarter of 2016. Meanwhile, on 20 March this year SMIT Amandla Marine's anchor handling tug supply vessel **Peridot** commenced a special 5 year class renewal drydock in Cape Town. This is a comprehensive overhaul to ensure that the vessel is fully fit operationally to service clients safely and efficiently with minimal downtime. SMIT Amandla Marine says that it will do everything in its power to ensure that its assets are up to standard enabling seamless service delivery. The drydock included full hull blasting and painting, 24,000 hour overhaul of main engines, 14,000 hour overhaul of main generators, shaft generator and thruster motor overhauls as well as the removal of the propeller shaft for the class renewal. In January this year, the tug **Smit Lombok** completed a two week drydock that ensured her operational readiness when she went into service for De Beers Marine immediately afterwards, assuming anchor handling duties in De Beers' Namibian offshore mining area. On the east coast, in February this year, the team at SMIT ServiçosMarítimos de Moçambique in Beira was involved in some challenging and exciting work. They were tasked with decommissioning a disused

mooring buoy which was transported to the Port of Beira to be disassembled. SMIT's Project Manager Durandt De Wet reports: "The operation was conducted from the offshore supply tug SOFALA (736-gt, built 1983) and was supported by the harbour tug SAVE RIVER (103-gt, built 2010) as required. The job scope



included, amongst other tasks, picking up some 2000m of anchor chain as well as eight anchors, each weighing 10 tons. The team aboard enjoyed the opportunity to develop their anchor handling experience as well as their towing skills as this type of work always provides stretch opportunities for the individuals involved." The project was completed successfully and safely. SMIT began operations in Mozambique in 2012 and manages an offshore coal transshipment operation for client Vale out of Beira. – *SMIT Amandla Marine Newsletter*

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UNIQUE GROUP DELIVERS FIRST EVER BUILT-FOR-PURPOSE DAUGHTER CRAFT TO ABERDEEN



Unique Group, one of the world's leading integrated turnkey subsea and offshore solution providers, has now delivered two new dive systems and a diving vessel worth around £5million to global services provider, Vertech. The Hydracraft 1500 Daughter Craft vessel, named the *Vaila*, is nearly 50ft long and designed for air diving activity. The hull is designed to provide an enhanced stability, optimising operational efficiency. Unique Group's UK Managing Director, Ray Hughes, handed the vessel over to Vertech's UK Managing Director, John Marsden, and Vertech's Diving Manager, Alan Melia in Aberdeen last week. The *Vaila* is the first Daughter Craft which has been built for purpose, from concept through to design. Other vessels used for the same purposes have been conversions of existing craft. The daughter craft system is designed for conducting diving operations for underwater inspection in locations otherwise inaccessible by larger vessels. The project was initiated when Vertech (under their previous identity, Global Diving) formed a new commercial diving entity. They approached Unique for surface diving systems and so the concept development for the Daughter Craft began in May 2014. Talking about the project, Ray Hughes said, "Delivering the Daughter Craft to Vertech has been a magnificent achievement for Unique Group. We have worked closely with our client, ensuring the design and operations of the vessel are first class. It is essential that the craft and its associated equipment provide a safe and comfortable working environment for the divers and crew onboard. Unique Group's strength is in our continued ability to provide turnkey solutions tailored to suit our clients' requirements. The supply of the Daughter Craft and dive systems demonstrates the versatility and diversity of our energy sector capabilities." John Marsden commented, "At Vertech it is really important that we provide our Client's with the very best safety performance, service, and value. The dive systems we have purchased from Unique Group are a key part of this; the systems themselves are well proven with a good track record. They have been designed to meet our onerous specifications and incorporate all the latest recommendations from IMCA. This kit is state-of-the-art and the service we have received from Unique has exceeded our expectations." The *Vaila* can hold a maximum of 10 people and will be

based at a North-East port, with the ability to deploy anywhere around the world. It has its own single launch and recovery system, the Macgregor G150 Davit, which is the largest lifting davit manufactured by Macgregor to date. (*Press Release*)

FAR SLEIPNER PARKED IN ÅLESUND



Farstad Shipping's new subsea construction vessel **Far Sleipner** parked at Ahlsell in Ålesund. The vessel is designed for subsea construction/IMR operations to 3,000 meters water depth, has an overall length of 142.6 meters, beam of 25 meters and a deck area of 1,800 m². The vessel is equipped with two offshore cranes, of which the larger one has a lifting capacity of 350 tons. Furthermore the vessel is arranged for 3 ROVs and accommodation for 130 persons. Farstad Shipping has on March 26, 2015, taken delivery of the vessel (Vard 3 07) from Vard Langsten and baptized it on April 9 in Ålesund. Far Sleipner will enter into a charter contract to Technip for a period of approximately 11 months, divided into two firm periods. Watch the video [HERE](#) (*Source: Subsea World News; Video: Arvid Hjelm*)

'SIEM PILOT' PSV TO SUPPORT SEARCH & RESCUE OPS IN MEDITERRANEAN SEA

Siem Meling Offshore DA and Royal Norwegian Ministry of Justice and Public Safety have entered into a charter agreement for the Multipurpose Platform Supply Vessel "**Siem Pilot**". The vessel, normally used to support offshore oil operations, will be involved in border control, search and rescue operations in the Mediterranean Sea under the joint operation "*Triton*". Last month the Norwegian Government decided that the country would contribute one civilian vessel to Operation Triton in the Mediterranean. The ship was originally planned to be operative in the area around August 1, but according a statement by Siem, the 6 months long contract will begin May 20. This will be the first time for Norway to participate with a ship in an operation of this kind in the Mediterranean. In her speech on April 20, Prime Minister Erna Solberg said: "I am deeply concerned about the difficult situation in the Mediterranean; Norway must bear our share of the responsibility

of the responsibility to help. The tragedy where more than 700 lost their lives over the weekend has again demonstrated the desperate situation for refugees attempting to reach Europe” There has been a strong increase in the number of immigrants attempting to reach Europe across the Mediterranean, with a great loss of lives. “Migration from North Africa to Europe has become an industry where human



beings are exploited by organised criminal networks. In a cynical and ruthless way people are sent off on hazardous journey where they have no influence on their own fate”, said Prime Minister Erna Solberg. *(Source: Offshore Energy Today)*

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‘DOCKWISE VANGUARD’ LEAVES ROTTERDAM LOADED WITH FPSO



World’s largest heavy lift and transportation vessel **Dockwise Vanguard** has left the Port of Rotterdam in the Netherlands today, 14th May 2015, loaded with a very heavy cargo. Namely the vessel, owned by Dockwise, a subsidiary of Boskalis, is now on its way to Indonesia, where it will offload the 60.000 tonnes

heavy **Armada Intrepid** FPSO. **Armada Intrepid** is first ship-shaped FPSO loaded onto the 275 meters long **Dockwise Vanguard**, and one of the heaviest cargoes ever transported. Also, with a length of 245 meters, the cargo will be the longest transported on the Vanguard to date. The loading ceremony was held on Friday, May 8. This is not the first time **Dockwise Vanguard** carrying an

FPSO upon its back, however this is the first ship-shaped one. To explain, [Docwise Vanguard](#) recently delivered the ENI Goliat FPSO to Norway, but that unit is of an atypical cylindrical design. Watch the video of the departure of the [Dockwise Vanguard](#) click [HERE](#) (Source: *Kees Torn*)

CONTRACTS UPDATE FOR OCEAN TAY, OCEAN KING AND OCEAN SPRITE

Nexen has declared one year option for [Ocean Tay](#), firm contract now is until Dec 2016. Statoil has declared the one 6 months option for [Ocean King](#), firm contract is now until Jan 2016, there is 6+12 months options remaining. Ithaca has declared 18 months option for [Ocean Sprite](#), she is now firm until July 2016. (Press Release)



FIRST BATTERY RETROFIT FOR OSV



Norwegian offshore support vessel operator Eidesvik is installing a batter system on board its supply vessel [Viking Queen](#). This will be the first offshore vessel to get such system installed as a retrofit solution and demonstrates that it is possible to achieve significant reduction in emissions for existing

vessels. The LNG fuelled [Viking Queen](#) is a 6,000 ton vessel built in 2008. Its new energy storage system will have a capacity of 650kWH and can supply up to 1600kW. The solution gives a fuel saving of approximately 18 percent for the vessel. Further, NO_x and CO₂ emission levels will be reduced by approximately 25 percent. The project is the result of cooperation between Lundin Norway who has the vessel on hire, ZEM as supplier of the system and Eidesvik. Commercialization of the technology has been made possible largely because Eidesvik participated in the research and development project FellowSHIP that has worked with battery technology for five years. “We are very happy now to further develop the cooperation with Lundin Norway - a company that once again is willing to commit to solutions that are more environmentally friendly.” says CEO of Eidesvik, Jan Fredrik Meling. “In a time where our line of business is facing significant challenges,

we are also happy to see that together we are able to find solutions giving cost reductions and profitability to all parties involved, and also significant environmental gains.” **Viking Lady** Eidesvik pioneered battery technology with its offshore supply vessel Viking Lady. The vessel’s fuel cell, battery hybrid installation gives a 15 per cent reduction in fuel consumption, 25 per cent reduction in NOx emissions and 30 per cent reduction in GHG emissions. These reductions can be realized in practice, especially for dynamic positioning operations. The **Viking Lady** uses a conventional diesel-electric propulsion system, comprising four dual-fuel engines driving five thrusters for propulsion and maneuvering and dynamic positioning. The vessel’s lithium-ion battery has a capacity of 450 kWh – enabling the vessel to use hybrid-electric propulsion. The battery acts as an energy buffer that is able to cover the intense load variations that can occur, especially in dynamic positioning and standby operations. This system results from a FellowSHIP research and development project between DNV GL, Eidesvik and Wärtsilä, co-funded by the Research Council of Norway. (*Source: Marex*)

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WINDFARM NEWS

SOUTH BOATS, ALICAT DELIVER SECOND 23M CTV TO ICENI

South Boats IOW Ltd., the UK’s manufacturer of state of the art Wind Farm Crew Transfer Vessels (CTV’s), has delivered the second of class South Cat 23m, ‘**Iceni Vengeance**’ to Iceni Marine Services Ltd. The vessel marks a milestone as it is the first South Boats IOW contract to be sub-contracted to sister company, Alicat Workboats Ltd. and built in Great Yarmouth; to achieve the delivery schedule proposed by Iceni Marine Services. Of the two vessel contract, the first of class ‘**Iceni Venture**’ was built in Cowes and



is successfully in service on an O&M contract with SSE. Following the Offshore Wind Industry’s largest and most comprehensive assessment of CTV hull forms including SWATH, semi-SWATH,

fine entry catamaran, full buoyancy catamaran and ‘D’ bow designs; tested both theoretically and with self-propelled models, a thorough evaluation was carried out between South Boats IOW and specialist consultants to understand why each form behaved as it did, their respective strengths and weaknesses and to formulate some criteria for development of new South Boats IOW hull forms. The first of which, are the all new 26m and 23m. ‘Iceni Vengeance’ is the first water-jet propelled version of the 23m design, fitted with Hamilton HM651 water jet units to deliver very impressive thrust to maintain higher levels of speed during passage and also higher transfer capabilities to wind farm boat landings. The vessel has now passed to Mostyn, North Wales and has started its O&M contract on Gwynt Y Mor offshore wind farm. Initial trials have been carried out on site both on passage and against a boat landing during site weather days (back to back with the ‘[Iceni Victory](#)’, South Cat 24m, already considered to be the site’s most capable CTV) and despite being a smaller vessel has proved itself as being equally as capable, carrying out successful trials at over 2mHs. Richard Thurlow of Iceni Marine Services Ltd: “We have always been excited about the new South Boats 23m, which has been designed using extensive modelling and a great deal of operational feedback from Iceni. The vessel has exceeded our most optimistic of expectations and for its size and commercially its cost it is punching well above its weight and in my opinion sets a new standard for this size of CTV and I don’t say that lightly. We are very pleased to continue our longstanding relationship with South Boats IOW and to have the opportunity to have a vessel built at Alicat in Great Yarmouth, our home town.” Ben Colman of South Boats IOW Ltd: “Since the model testing, we have been very excited about this new design; we knew that if it could achieve the predicted sea-keeping limitations we knew we would be setting a new benchmark. Modelling data shows the 23m to have 5 times better seakeeping (measured by slams per hour in equal conditions) than 26m designs of our competitors, a proper game changer. The ‘[Iceni Vengeance](#)’ does not disappoint and has proven itself to be every bit as capable as its initial calculations and model testing predictions. Thanks to the comprehensive hull form development testing and understanding, we have produced a vessel that is more capable than significantly larger vessels but without the CAPEX of these larger craft. Designed to operate in the UK and European sea conditions, we expect the ‘Iceni Vengeance’, and her three sister vessels (in service and currently in build), to increase safe working limits on their respective projects.” *(Source: OffshoreWind; Photo: South Boats)*

‘KITTY PETRA’ TO WORK AT GWYNT Y MÔR



After seven months of working in the North Sea, Tidal Transit’s [Kitty Petra](#) personnel transfer vessel (PVT) will be heading west in May 2015 to join her sister vessel [Tia Elizabeth](#) working on the Gwynt y Môr offshore wind farm, which is situated 8 miles off the North Wales coast. Gwynt y Môr Offshore Wind Farm Limited has awarded Tidal Transit a charter contract for [Kitty Petra](#) for an initial 12 months, with an option to extend the contract by a further two years. The vessel and its crews are no strangers to Gwynt y Môr having worked there in 2014 when [Kitty Petra](#) first arrived in the UK. Like [Tia Elizabeth](#), [Kitty Petra](#) will

be based at the port of Mostyn in North Wales, and both vessels will be used to transport and support the wind farm's (O&M) technicians. "I'm very pleased with **Kitty Petra's** new contract. I believe we have demonstrated to RWE Innogy that Tidal Transit vessels are ideal workboats to use in support of massive projects such as the Gwynt Y Môr offshore wind farm," said Tidal Transit Commercial Director, Leo Hambro when he announced the award of this latest charter contract. Gwynt y Môr is a greater than £2billion offshore wind farm and is a shared investment between RWE Innogy; Stadtwerke München GmbH; and Siemens. *(Source: OffshoreWind; Photo: Tidal Transit)*

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YARD NEWS

ROLLS-ROYCE: 50 YEARS OF AZIMUTH THRUSTER PRODUCTION

It is now fifty years since the first Aquamaster azimuth thruster was delivered, the start of a development that has built in size and scope to become a major contributor to today's Rolls-Royce propulsion product portfolio. At that point the principle of the azimuth thruster was well known. John Ericsson, the innovator of many technologies in the 19th century, had patented a deck mounted outboard engine, other patents



were issued in the US and UK in the 1870s and demonstrated as through hull units on a large scale. In World War II barges were equipped with over-the-stern thrusters with deck mounted engines. But there was not yet a convincing commercial demand. This emerged in the 1970s and has widened ever since. Aquamaster thrusters began as a diversification for the Hollming shipyard in Rauma, Finland. The yard had originally been established to build vessels as war reparations to the Soviet Union, and was looking for something to even out market fluctuations. This first product was a steerable propeller with a deck-mounted diesel engine, installed on a hopper barge also devised by the yard, and largely made up from tractor and vehicle components. For the first few years production volumes were small, 2-10 units per year in sizes from 100-300hp. The market was there, but the main difficulty was sourcing components. The first exported units went to Germany, then

Sweden specified units for propelling rod link ferries. In England Yorkshire Dry Dock built many small coastal cargo vessels each with two 400hp units. As the export market grew, a good name was needed for the product, and it became known as the 'Aquamaster azimuth thruster'. Aquamaster is still a registered trade name within Rolls-Royce. By 1975 thrusters were offered in four sizes from 100 to 800hp and as well as Europe the market had expanded to include the US, Canada and Japan while sales volumes were growing rapidly and marketing companies and agencies were being set up around the world. It was clear that the market was interested in bigger azimuth thrusters. The problem was in finding durable large bevel gears and other components to handle high powers. Special gears could be prohibitively expensive to buy, and other design constraints might pose a long term maintenance cost. So the R&D problem was to overcome these difficulties, at the same time trying to raise the efficiency of azimuth thrusters above the level of conventional propulsion systems. A big step came at the beginning of the 1980s with the design of the first unit to be rated at over 1,000hp. This was the Aquamaster 1250. The Finnish oil company Neste ordered three tugs equipped with these thrusters and these vessels became a very good reference in the years that followed. The quest for efficiency led to the Aquamaster CRP, an azimuth thruster with two contra-rotating propellers close together so the aft propeller recovered swirl energy from the leading one, the result being an improvement in thrust and vessel speed and a decrease in fuel consumption. The first thrusters of this type were delivered to Egypt for installation in Nile river cruisers. At the other end of the size range the first Aquamaster azimuth thrusters rated at more than 10,000hp were developed in the early 1990s, the initial application being a very demanding one. Ice-strengthened ARC 1 units. Two per ship were supplied to the multipurpose icebreakers **Fennica** and **Nordica**, providing both main propulsion and excellent manoeuvring in open water or thick ice. The two vessels are still operating in the same way, providing icebreaking services in the Baltic in winter and acting as offshore support vessels in summer. The conventional thrusters have also grown in power, and in recent years have proved very attractive for propulsion and positioning of semi-submersible drilling rigs, drilling ships and many other vessel types. The Aquamaster business was restructured and enlarged several times in the years following its birth in the Hollming yard, most significantly when it was merged with the Rauma Repola deck machinery business. This was bought by Vickers plc in 1995 and combined with Swedish Kamewa. From 2000 the thruster and deck machinery product lines have been integrated with products from other origins and further developed to provide today's comprehensive range of Rolls-Royce thrusters. *(Press Release)*

SENTINEL MARINE ORDERS A PAIR OF AHTS IN CHINA



China's Cosco Guangdong shipyard has secured a contract from Sentinel Marine to build a multi-purpose Emergency Response and Rescue Vessel (ERRV). According to a press release by the yard, COSCO Guangdong and Sentinel Marine have agreed to keep the contract price confidential. The vessel is expected to be delivered in the first quarter of 2017.

According to the contract, the UK-based Sentinel Marine has an option to place order for an additional vessel of the same type within six months. *(Source: Offshore Energy Today)*

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BALTIKA ICE TRIALS MARK DYNAMIC POSITIONING FIRST

The Navis Engineering dynamic positioning control system and autopilot onboard the revolutionary icebreaking rescue and emergency vessel **Baltika** have been approved as meeting performance expectations, following a searching set of Arctic ice trials in the Kara Sea. Developed by Finnish company Aker Arctic Technology, **Baltika** is the first ship ever built with an asymmetric hull that allows her to break ice not only ahead and astern, but also at an oblique angle. In this way, the icebreaker can open a channel in ice whose width is disproportionate to the vessel's relatively small size. The innovative, multifunctional vessel is equipped with the Navis Nav



DP4000 (DP System) and the Navis AP4000 Heading control system (autopilot). Navis Engineering and Aker Arctic have a scientific and technical cooperation agreement covering the joint development of technology for dynamic positioning systems for icebreakers and ice-class vessels. Ice trials were conducted around the northern tip of Novaya Zemlya and across the Kara Sea to the Gulf of Ob, close to the Sabetta terminal area. The trials involved performance tests in two distinct ice thicknesses in ahead and astern directions as well as in the oblique mode. Various operational tests were also carried out in order to determine the maneuverability and operational

capability of the vessel. Although the ice conditions in the area were at the upper end of the vessel's designed icebreaking capability and the ice in the Gulf of Ob was considerably stronger than typical sea ice, **Baltika** exceeded performance expectations, with the set targets being surpassed a clear margin. The vessel broke 1.2-metre thickness level ice in continuous motion when proceeding bow first and achieved a speed exceeding 3 knots in the astern direction. The 20.5 meters width vessel features an asymmetrical hull and an asymmetrical arrangement of its three azimuthing thrusters, enabling it to break ice and form a channel up to 50m wide in the oblique mode. The Navis Nav DP4000 is fully capable of dynamic positioning control during the oblique operational mode, in line with Baltika's distinctive icebreaking action. Feedback on the Navis Nav DP4000 has proved positive with crew acknowledging its operational simplicity and reliability after the trials. *(Press Release)*

HELEN MARY NEARLY COMPLETE

Helen Mary, A diving support vessel/anchor handling tug, built for Inverlussa Marine Services by Macduff Shipbuilders. **Helen Mary** will join the Inverlussa fleet early 2015. All accommodation is above main deck level. A 150t remote control crane with 17mts outreach is fitted, She has a bollard pull of 27 tonnes, max speed is 12kts. A bridge control 4 point mooring system, and a 50 tonne towing anchor handling winch. Main engines are 3X600 Caterpillar C18s total power is 1800. Triple screws fixed pitch 1400mm props in nozzles with high lift rudders.



(Photo's: Iain Forsyth)

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - Svitzer awarded new contract in Northern Canada, servicing Baffinland at Milne Inlet
 - 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

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