

TUGS & TOWING NEWS

VOITH WATER TRACTOR PROVES ITS WORTH: FOUR NEW VOITH WATER TRACTORS FOR THE PORT OF ALEXANDRIA



The Alexandria Port Authority has placed an order for four new Voith Water Tractors (VWT) to be built at different shipyards in Egypt. Two tugs with an engine power of 2 x 1,920 kW each will be propelled by two Voith Schneider Propellers **VSP 28R5/210-2**. They will achieve a Bollard Pull of at least 55 tons. The other two with a power of 2 x 1,370 kW each are to be equipped with two **VSP 26R5/195-2** for a Bollard Pull of at least 40 tons. Thanks to

the reliability and high performance of several VWTs already in service in Alexandria port and the Suez Canal, the operator is continuing to rely on Voith propulsion for the ongoing expansion of the fleet. The new tugs will start operation in autumn 2016. With a length of 35 meters and a beam of 11.5 meters for the large as well as a length of 29 meters and a beam of 9.5 meters for the smaller VWTs, the four tugs will likewise achieve a speed of 13 knots. Alexandria is a busy metropolis of some four million inhabitants lying directly on the west side of the Nile Delta in northern Egypt. Alexandria port is one of the most important trade ports in the region, and around 60 percent of Egypt's imports and exports pass through it. It is currently being expanded and is expected to grow even further in coming years. *(Press Release Voith; Photo: Suez Canal operating tug)*

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NAMING CEREMONY ART80-32 HYBRID ROTORTUG RT EVOLUTION IN LONDON



Teams of Damen Shipyards, KOTUG, Rotortug and Robert Allan Ltd - involved the design, construction, building and commissioning of RT Evolution - with Sponsor lady Mrs Elizabeth Brunton-Reed.

The Damen-built ART 80-32 Hybrid Rotortug **RT Evolution** was named at the Greenwich Ship Tier in London during the cocktail reception of 'Tugology Conference'. Mrs Elizabeth Brunton-Reed, spouse of The ABR Company's Chairman Mr Allan Brunton-Reed, performed the naming of **RT Evolution** in attendance of her family and Tugology delegates. KOTUG chose the sponsor lady to express its appreciation and gratitude for the commitments and achievements of The ABR Company. KOTUG's CEO Ard-Jan Kooren stated: "We are proud that Mrs Elizabeth Brunton-Reed accepted our invitation. We appreciate the important role of Mr Allan Brunton-Reed in bringing the maritime industry together by organizing conferences, exhibitions and Tug & Salvage magazines to inspire other people for almost 25 years." KOTUG nowadays operate three hybrid Rotortugs. RT Adriaan and **RT Evolution** are operating in the Port of Rotterdam and RT Emotion commenced her towage activities in the German port of Bremerhaven recently. RT Evolution and RT Emotion, both 32- metre hybrid next-generation ART80-32 Rotortugs® are new Damen-built tugs and designed by an alliance of Rotortug B.V. in the Netherlands and Robert Allan Ltd in Canada. "It is good to show the RT Evolution hybrid tug to the tug community during the Tugology Conference. The close cooperation between Kotug and Damen has resulted in this advanced Rotortug" explains Damen CEO Arnout Damen. Seen as a true advancement of hybrid technology and performance, the propulsion configuration draws on the proven design of KOTUG's RT Adriaan – world's first hybrid Rotortug® built under class. The green results of the E-KOTUG series are 50% less harmful emissions, significant noise reduction, cleaner combustion and substantial maintenance savings thanks to improved fuel economy. The Rotortug's hybrid capacity is generated by three electric motors, complemented by a battery pack and managed by an intelligent XeroPoint Hybrid

Propulsion System. (*Press Release Kotug & Damen*)

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SMIT LAMNALCO TAKES DELIVERY OF LAST SANMAR LNG PROOF TUG IN FIVE-SHIP SERIES

Towage and marine services provider Smit Lamnalco has taken delivery of the **SL Wiggins Island**, the fifth and final tug purpose-built at Sanmar Shipyard in Turkey. The tugboats will service three LNG export terminals in the Port of Gladstone on Australia's east coast. The 80 tonnes bollard pull terminal support escort tug, will now make her way to Australian waters where she will join her sister vessels at the beginning of



July. The first of the five-ship Robert Allan RAstar 3400 series - with modifications, **SL Curtis Island**, was delivered last December and, since then, **SL Quoin Island**, **SL Boyne Island** and **SL Heron Island** have been commissioned. The Bureau Veritas-classed tugs, are 34 metres long, 14.5 metres wide, have a maximum draft of six metres and have FiFi 1 notation. Powered by a pair of Wärtsilä 8L26 diesel engines, each developing 2,720 kW at 1,000 rpm, the tugs have a bollard pull ahead of 86 tonnes, astern of 80 tonnes and a free-running speed of 15 knots. *State-of-the-art LNG proof tugs* Built specially to assist the berthing and manoeuvring of LNG carriers, close attention to safety has been paramount. The vessels are equipped with gas detectors and gas-tight dampers on all air inlets and outlets. All electric deck equipment including towing winches, navigation lights, outside lights and emergency stop buttons are of explosion-proof design. The electric gas-tight dampers are remotely controlled by the gas safety system which has two alarm stages - one at 20% lower explosion limit (LEL) and a second at 40% LEL. "We are delighted with these new terminal service vessels," comments Frederik Rutgers, Smit Lamnalco's General Manager in Gladstone. "We are very impressed with the quality of construction and the tugs are performing well. Our Captains report that they have excellent sea-keeping characteristics and are very strong and stable." *Extensive terminal-specific training programme* Rutgers explains that Smit Lamnalco seafarers have undergone extensive training over a two-year period in preparation for the commissioning of the five new tugs.

Port- and vessel-specific models have been used at the Smartship Australia simulator in Brisbane. Pilots, tug captains and about 40 crew have undergone terminal-specific training in a range of different simulated weather states and "what if" emergency response scenarios. Further training has been undertaken on board the vessels, overseen by experienced Training Masters. So far, one of the three LNG export terminals in Gladstone is operational and the other two are in the final stages of construction. The number of LNG carriers that will call Gladstone is gradually ramping up to an expected one LNG carrier every day for shipment to destinations mostly in Asia. [Close cooperation with the yard](#) Speaking for the builder Sanmar Shipyard, Project Director Ali Gürün outlines some of the other vessel features. "These vessels represent a truly unique development in terminal escort tug design with many new features. We designed a new user-friendly control system," he explains, "which uses touchscreen technology to control systems on board the vessel. It is backed up by conventional controls." The tugs are built in full compliance with Australian Maritime Authority Safety regulations which have detailed engineering and design requirements and are amongst the most demanding in the world. "The towing winches are powered by two 75kW electrical motors driven by separate frequency drives and inverters to provide full redundancy," Gürün continues. "These components, together with the dynamic brakes are all water-cooled for safe operation in all weather conditions." "It has been a pleasure to build these vessels for Smit Lamnalco and we look forward to continuing our business relationship in the months ahead. We are proud of the quality of our products and our vessels now operate in many regions of the world" Gürün adds. [Smit Lamnalco's expansion in Australia](#) For Smit Lamnalco, commissioning of the vessels marks a further expansion of its Australian footprint. Smit Lamnalco operates in 10 locations with 29 tugs and offshore support vessels on the Australian coast. *(Press Release Smit Lamnalco)*

MARILYN M SETS OUT - ANOTHER NEW EDITION TO FLEET GSS MARINE SERVICES



GSS Marine Services, Maassluis, subsidiary of GSS Marine Services based in Scotland announced that their new Eurocarrier "[Marilyn M](#)" has left the harbour of Maassluis to start on her first assignment. Immediately after delivery, the vessel departed for dredging support work on the Belgian coast. In recent years GSS Marine Services has experienced strong growth and the [Marilyn M](#) is the ninth new

ship in five years to be put to use. Director Jan Peute of GSS Marine Services Maassluis is very satisfied with the successful construction and commissioning of the Marilyn M. 'Before the Marilyn M was delivered there was lot of interest in the ship. We note that the quality and knowledge within GSS Marine Services is highly appreciated by both our national and international customers. "The 2611 Eurocarrier, was built by Neptune shipyards in Aalst. The 26.48 meter long and 11.00 m wide offshore construction vessel is propelled by two Caterpillar C32 main engines that together deliver 3120 hp. The vessel is equipped with two hydraulic deck cranes (Fwd. Crane 230t/m, Aft Crane 140t/m) and three winches (100t Double Drum Anchor Handling Winch, 50t Towing winch

and a 15t Tugger winch). She is also equipped with hydraulic shark jaws and tow pins. The Marilyn M has a 30t Bollard Pull and is capable of a free sailing speed in excess of 10 knots. The company operates internationally in the civil marine construction industry, as well as in the growing offshore wind, wave and tidal energy industry. GSS Marine Services has offices in Scotland, Wales, England, the Netherlands and a partnership and office in Australia to offer additional back-up to an extensive fleet including shoalbusters, multicats and several other workboats. *(Press Release)*

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		<p>ART 80-32 NEW INDUSTRY BENCHMARK</p> <p><i>By Rotartug</i></p>
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DRYDOCK VIGILANT EXPECTED AT VIGOR SEATTLE

The 14,000-ton capacity drydock Vigilant that will support hundreds of family-wage industrial jobs at Vigor Industrial's shipyard on Harbor Island is scheduled to arrive in Elliott Bay late Saturday or early Sunday. The 528-foot long drydock, which is being towed from Portland by tugs from Seattle's Harley Marine Services, will enable Vigor to continue to compete with



California and U.S. Gulf Coast shipyards for ship repair, maintenance and construction contracts. The Vigilant replaces a sister drydock that was decommissioned in February. "This is a needed and valuable asset for our Seattle yard, our workers and the local maritime economy," said Adam Beck, Vigor's executive vice president of ship repair. "We were temporarily down to one drydock and getting back to two will enable us to continue to perform construction, repair and maintenance work of a scope that few other shipyards anywhere can match." For example, when it had two large-scale drydocks in use last year, Vigor had the capacity in Seattle not only to continue building ferries for Washington State Ferries and working on other vessels, but also to successfully compete with other shipyards across the country to build a new fireboat for the San Francisco Fire Department. The number of jobs the drydock will support varies depending on contracts and the type of work being performed, with larger scale projects employing upwards of 200 workers. Welders and other professional craft workers at the shipyard typically can earn an average of \$70,000 a year. The work at Vigor also supports jobs at subcontractors throughout the region. Vigor began planning the move of the Vigilant to Seattle after the 80,000-ton capacity Vigorous, the largest floating drydock in

the country, was purchased and arrived at the company's industrial center in Portland late last year. The company performed some upgrades on the Vigilant to withstand the more challenging saltwater environment after spending its first 70 years in the fresh water of the Willamette River, and also to make it more nimble for disconnect and reconnect functions utilized in vessel fabrication. The upgrades are expected to give the drydock an additional lifespan of at least 25 years. The Vigilant left Portland Friday and headed down the Columbia River and up the Pacific Coast. "Bringing this asset to Seattle is consistent with our approach of strategically building our capabilities, workforce development and geographic mass from Oregon and Washington to Alaska," Beck said. "Our greatest asset is our workers, but infrastructure such as this drydock is also critically important for efficiently serving our customers." In addition to Seattle and Portland, Vigor also has facilities in Tacoma, Everett, Port Angeles and Vancouver, WA; Clackamas, OR; and Ketchikan and Seward, AK. Vigor employs more than 2,500 workers, including over 650 at its Washington facilities. (*Maritime Global News*)

MAERSK MASTER TOWED TO SCRAP YARD



Last week was seen the 1984 built Panama registered with call sign HP5859 Offshore Tug Supply Vessel **PSD 1** (Imo 8213914) towing the 1986 built Nigeria registered with call sign 5NMF5 Offshore Tug Supply Vessel **Butler Favour** (Imo 8409379) off Walvis Bay; Namibia enroute Bahvnagar; India. The **PSD 1** is the former Smit-Lloyd vessel *Smit Lloyd 33* and since April 2015 owned and managed by Alianz Services Pte. Ltd. – Dubai; United Arab Emirates. She has grt of 1,089 tons dwt of 1,104 ton is classed Bureau Veritas. The **Butler Favour** is the former **Maersk Master** from Maersk Offshore and is owned and managed by Butler AG. Ltd. – Warri; Nigeria. She has a grt of 3,949 tons and a dwt of 2,395 tons. (*Photo: Gerbrand Riemersma o/b Fairplay-31©*)

SREDNE-NEVSKY SHIPYARD LAUNCHES FIFTH TUG OF PROJECT 81 BUILT FOR P.TRANS CO.

Sredne-Nevsky Shipyard (United Shipbuilding Corporation) launched the fifth vessel in a series of six tugboats under construction for LLC P.Trans Co., the shipbuilder's press release said. The tug was named **Altair**. The Project 81 push tug's displacement is 365 tonnes, LOA - 25 m, breadth - 10 m, depth - 5.15m. The vessel is designed to perform pushing or emergency towing of barges (project 82) with total displacement of about 5,200 tonnes at a speed of 10 knots. The vessel had been designed according to the requirements of Russian River Register to M3.0 (Ice 10) A Class. In the nearest future, another vessel of the series, Vega, will undergo sea trials, the tugboat Sirius will be delivered to the customer. The last tug in the series, Toliman, is being prepared for the launch. OJSC Sredne-Nevsky Shipyard, a part of the United Shipbuilding Corporation, was created in 1912.



The shipyard has built over 500 warships and vessels of 43 designs for the Russian Navy and foreign customers. The shipyard is building missile boats, trawlers, passenger and work vessels for various purposes and is about to start the large-scale construction of mine warships of the new generation for the Russian Navy and foreign countries. 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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BB OCEAN RENAMED MULTRATUG 14

Last week was seen the nameless tug in drydock at Van Brink – Pernis; Netherlands. She is the former **BB Ocean** with a fresh coat of paint. The funnels still bearing the BB logo of the previous operator. Upon completion of the drydock period the tug will join the impressive fleet of Multraship as the **Multratug 14**. *(Source & Photo: Henk Ros)*



SANMAR DELIVERS 5 TUGS TO GLADSTONE



Sanmar has delivered the **SL Wiggins Island**, the fifth and final tug built for towage and marine support services provider Smit Lamnalco. The five tugboats will service three LNG export terminals in the Port of Gladstone on Australia's east coast. The 80 tonnes bollard pull terminal support escort tug, delivered in Istanbul, will now make her way to Australian waters where she will join her sister vessels at the beginning of

July. The first of the five-ship Robert Allan RAstar 3400 series, the **SL Curtis Island**, was delivered last December and, since then, the **SL Quoin Island**, **SL Boyne Island** and **SL Heron Island** have all been commissioned. The Bureau Veritas-classed tugs, with FiFi1 notation, are 34 metres long, 14.5 metres wide and have a maximum draft of six metres. Powered by a pair of Wärtsilä 8L26 diesel engines each developing 2,720 kW at 1,000 rpm, the tugs have a bollard pull ahead of 86 tonnes, astern of 80 tonnes and a free-running speed of 15 knots. State-of-the-art LNG proof tugs built specially to assist the berthing and manoeuvring of LNG carriers, close attention to safety has been paramount. The vessels are equipped with gas detectors and gas-tight dampers on all air inlets and outlets. All electric deck equipment including towing winches, navigation lights, outside lights and emergency stop buttons are of explosion-proof design. The electric gas-tight dampers are remotely controlled by the gas safety system which has two alarm stage – one at 20% lower explosion limit (LEL) and a second at 40% LEL. The gas-tight damper closing is controlled by the Captain and all non-explosion proof electrical equipment including radar, search light, window wipers can be switched off with a single button in the event of a gas alarm. “We are delighted with these new terminal service vessels,” comments Frederik Rutgers, Smit Lamnalco's General Manager in Gladstone. “We are very impressed with the quality of construction and the tugs are performing well. Our Captains report that they



have excellent sea-keeping characteristics and are very strong and stable.” Close cooperation with the yard Project Director Ali Gürün outlines vessel features. “These vessels are of the RAstar 3400 design, by Robert Allan Ltd, represent a truly unique development in terminal escort tug design with many new features. We designed a new user-friendly control system for these tugs,” he

explains, “which uses touchscreen technology to control systems on board the vessel. It is backed up by conventional controls.” The tugs are built in full compliance with Australian Maritime Authority Safety regulations which have detailed engineering and design requirements and are amongst the most demanding in the world. “The towing winches are powered by two 75kW electrical motors driven by separate frequency drives and inverters to provide full redundancy,” Gürün continues. “These components, together with the dynamic brakes are all water-cooled for safe operation in all weather conditions.” “It has been a pleasure to build these vessels for Smit Lamnalco and we look forward to continuing our business relationship in the months ahead. We are proud of the quality of our products and our vessels now operate in many regions of the world including Australia, the Middle East and West Africa,” Gürün added. *(Press Release Sanmar)*

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EUROPEAN TUGOWNERS ASSOCIATION ANNUAL MEETING ATHENS 13-15 MAY 2015



Hosted by its member Alexander G. Tsavliris & Sons Maritime Co the European Tugowners Association gathered in Athens for its highly attended 52nd Annual Meeting. The programme included a meeting of the Supervisory Committee, the Annual General Meeting of Members, a

Conference and a Social Day. The Supervisory Committee and the Annual General Meeting of Members noted and reconfirmed with satisfaction the recent incorporation of ETA as a non-profit organisation under Belgian Statutory Law and its registration in Brussels acquiring legal personality forthwith. Matters brought forward by the Board of Directors were the successful outcome of the European Shipping Week in Brussels in March 2015 upon initiative of ECSA, to which ETA contributed actively in its capacity of member of the Steering Committee. The Chairman, Mr Peter Vierstraete, General Manager of Smit Northwest Europe, underlined the importance of this event in bringing the paramount role of Shipping to the forefront of the European authorities' attention. Secretary General Mr Hugo Callens further illustrated the Chairman's positive reflection by mentioning the visit to the port of Antwerp, organised in cooperation with EMPA, the dock pilots of BRABO and the Port of Antwerp, offering a platform to introduce the ETA Guidelines for Safe Towage Operations, drafted and published by the Nautical Technical Committee and presented by Cpt Yves Beeckman. Much consideration was given by the Members to the progress of the legislative process on the European Commission's proposed Draft Regulation on market access to port services and transparency in port finances. The members, who hitherto have concluded to rejection of the Draft, noted with satisfaction that the Rapporteur and the Commissioner of Transport seemed to realise that limitation of the scope of the market access chapter to only a limited number of port

services, such as towage and mooring, while leaving out cargo handling, passenger services, dredging and pilotage, illustrated the obsolete and disproportioned character of relevant provisions. Mr Fleckenstein' publicly defended opinion that Chapter II of the Draft covering market access should be drastically revisited by taking out all port services instead of only a selection of them was noted with great interest by ETA members. The members elected Mr Mario Mizzi, CEO of Tug Malta as their new chairman in succession to Mr Vierstraete and Mr Leendert Muller from Dutch member Multiraship to the position of Deputy Chairman. Both will serve on the Board of Directors for the next year. Mr Ioannis Theotakas, Deputy Secretary General from the Greek Ministry of Economy, Infrastructure, Maritime Affairs and Tourism opened the conference that ensued immediately after the AGM. The President of the International Propeller Club (Port of Piraeus) Mr George Xiradakis was the first of four guest speakers invited to speak at the conference, this year having the theme "Towage in a Global Shipping Context". The speaker enlightened the participating audience with how shipping and maritime affairs in general, thanks to the geo-morphosis of the Islands, evolved to become one of the most sustainable pillars of the Greek Economy placing the country as a respectable leader in the shipping world. Mr Yiorgos Anomeritis – Chairman and Managing Director of the Piraeus Port Authority gave an expose of the valued importance of the Piraeus Port. Mr Steve Dougal of Century Marine, shipbroker and Associate Member of ETA, portrayed the evolution of the interoperability between harbour tugs and offshore towage. Lastly Mr Roger Clasquin from the Port of Rotterdam International wrapped up the conference by tackling the subject of the Evolution of Ports as Business Partner, Blending Public Duty with Business Development. The events were co-hosted and sponsored by Greek Members Gigilinis Shipping Group, Nicolas E. Vernicos Maritime Group Ltd, and sponsored by Associate Members ABC Diesel -Anglo Belgian Corporation, Damen Shipyard Group, Redwise Maritime Services, Sanmar Shipyard, Schottel GmbH, The Shipowners Club, TOS Transport & Offshore Services, Uzmar Shipbuilding Industry and Trade Inc and Voith. The programme spanning over three days attracted the record participation of members and associated members, many of whom accompanied by partners and guests who were charmed by the beauty of the surrounding mountains, captivated by the tradition and cultural of ancient Greece and fascinated by the breeze of the Aegean sea against which setting meetings and conference was organised. *(Press Release)*

DAMEN MULTI CAT 2712 WORKBOAT DELIVERED TO GREEN MARINE

Marine operations company Green Marine Energy Support Services, based in Stromness, Orkney (Orkney Islands), recently took delivery of a Damen Multi Cat 2712 workboat for its offshore wave and tidal activities. The vessel's first job was laying the moorings for and towing Green Marine's heavy-lifting barge and the removal of the HS1000 tidal turbine for Andritz Hydro Hammerfest. With a length of 27.7 metres and a beam of 12.45 metres, the Multi Cat 2712 workboat, which was christened



Green Isle, is a standard design with several modifications, i.e. a customised mooring system and

Green Marine's own winches, which were installed by Damen and commissioned on board. The vessel has a speed of 10 knots, complies with the MCA CAT 1 workboat code and has a maximum bollard pull of 34.8 tonnes (average 33 tonnes). The workboat's basic functions for Green Marine will be anchor handling, installing wave and tidal energy devices, assisting barge operations, dredger service, supply, towing, hose handling and survey. For propulsion it is fitted with two Caterpillar C32 TTA ACERT engines with a total power of 1,790 kW at 1,800 rpm. Typical applications of Damen Multi Cat vessels in general are towing and pushing operations, dredging support, harbour maintenance, buoy and anchor handling, deck and/or liquid-cargo transport and pollution control. Jason Schofield, Managing Director of Green Marine, says: "Damen's short delivery time – just over one month – was crucial to us. The order was placed on 16 March and we were able to take delivery of the workboat on 22 April, so we could start our job for Andritz Hydro Hammerfest straight away. There's been an excellent relationship with mutual trust between all parties. Future cooperation between Green Marine and Damen Shipyards is more than likely." *(Source: Subsea World News)*

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YESTERYEAR TUGS AT WORK M. MITCHELL DAVIS



Three tugs maneuvering the newly launched submarine **V3** at Portsmouth, New Hampshire, in 1925. The **M. Mitchell Davis** in the foreground is turning the submarine sideways, while the two tugs secured along the after quarters provide power ahead and astern. The **V3** doesn't look as though she required three tugs to maneuver her, but, like an iceberg, most of her bulk was underwater. And because the submarine bulged out considerably below the waterline, the **M. Mitchell Davis** had to be very careful when pushing her bow. Today, the Navy tugs

that are used to maneuver submarines are fendered from stemhead to keel for added protection. *(Source: On the Hawser by Steven Lang and Peter H. Spectre)*

ACCIDENTS – SALVAGE NEWS

AMSTELSTROOM IN ACTION NEAR CURACAO

At the beginning of this month the AHTS **Amstelstroom** sailing from Willemstad – Curacao through of Marint & Dutch maritime Contractors assistance delivered to the tug **HT Scimilar** with her pontoon **Hygarde 42** in tow. After bunkering at Curoil / Motet Wharf the **Amstelstroom** departed to the rendez-vous point. A position 185 nautical miles North of Curacao. Despite a rough sea (E 5-6) the connection was established on Friday 1st May at 19:30 (local time) and set course for Willemstad –



Curacao). Monday 4 May was, after changed plans, in the shadow of ' West point ' the tow handed over (14.40 LT) to the tugs "Svitzer Anglia" and "Rio" with bound for Venezuela. The Amstelstroom set course for Willemstad. Ready for the next job (*Source: VWMS; Photo: VWMS Master A.Queixalos Vinaixa*)

CANADIAN AUTHORITIES STRUGGLE TO SHIFT GROUNDED ALGOMA SPIRIT



A section of the Saint Lawrence Seaway was shut down this weekend following the grounding of a Canadian-flagged bulk carrier. The Saint Lawrence Seaway Development Corporation (SLSDC) reported that the gearless bulk carrier MV **Algoma Spirit**, carrying a cargo of grain, ran aground Saturday at approximately 4:00 p.m. in Canadian waters

east of the Seaway International Bridge in Cornwall, Ontario. The grounding forced the suspension of commercial navigation for "Sector 2" of the Saint Lawrence Seaway beginning at approximately 4:11 p.m. The vessel was refloated Sunday night at about 11:30 p.m. and was escorted by two tugs to the St.-Zotique Anchorage for further inspection and investigation by Transport Canada. Commercial navigation resumed at approximately 12:45 a.m. Monday, the SLSDC said. There were no injuries or pollution reported as a result of the grounding. The grounding of the MV **Algoma Spirit** follows the grounding of the Bahamas-flagged MV **Juno** last month in the vicinity of Wellesley Island in the St. Lawrence River, New York. (*Source: gCaptain*)

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NORWEGIAN CRUISE SHIP RUNS AGROUND OFF BERMUDA AFTER STEERING FAILURE

A Norwegian Cruise Line ship ran aground on a reef on Tuesday after leaving Bermuda but there were no reports of any injuries, the company said. The **Norwegian Dawn** was returning to Boston with 2,675 passengers and more than 1,000 crew, U.S. media reports said. Norwegian Cruise Line said all guests and crew were safe. In a statement, the world's third-largest cruise operator said its ship was leaving King's Wharf, Bermuda, at about 5:00 p.m. when it temporarily lost power.



"The ship's propulsion was affected and, at which time, the vessel made contact with the channel bed," the Miami-based company said. "The ship has full power and onboard services continue as scheduled. The ship's team is currently assessing the situation and we will provide more information as it becomes available." Photos posted on Twitter by people onboard showed passengers, some with drinks in hand, strolling on deck and peering over the rail at what looks like coral below in the bright blue sea. A small boat launched to check for damage can be seen, as well as two tug boats, and scuba divers in wetsuits preparing to investigate below the waterline. "Ship shuddered, then stopped really fast," wrote one Twitter user, Rachel Hansen. "The captain said we won't be moving for a while." Norwegian Cruise Line operates 13 purpose-built ships on routes spanning North America, the Mediterranean, the Baltic, Central America and the Caribbean. *(Reporting by Daniel Wallis in Denver; Additional reporting by Steve Gorman and Dan Whitcomb in Los Angeles; Editing by Sandra Maler) Update (May 19):* The **Norwegian Dawn** has been refloated after running aground earlier Tuesday just off Bermuda. Here's the full Statement from Norwegian Cruise Lines: On Tuesday, May 19th at approximately 5:00 pm ET, **Norwegian Dawn** had a temporary malfunction of its steering system, causing the ship to sail slightly off course as the ship was departing Bermuda, resulting in the vessel making contact with the sea bed. All guests and crew are safe and there were

absolutely no injuries. The ship's officers, engineers and an independent dive team have confirmed the structural integrity of the ship. With high-tide this evening, the ship was floated and moved to a nearby anchorage position where it will remain overnight. The ship will be thoroughly inspected in Bermuda by DNVGL, the ship's classification society, before returning to Boston. The ship is fully operational with the full complement of onboard services available to guests. The ship is sailing on a seven-night Boston to Bermuda cruise with 2,443 passengers and 1,059 crew. We will provide additional updates in the morning when more information becomes available.

CREW SAVED AFTER FISHING BOAT SINKS OFF ISLES OF SCILLY



Five fishermen have been rescued from a life raft overnight after the fishing vessel **Kairos** sank 75 miles west of the Isles of Scilly. UK Coastguard received two distress calls just after 23:45 yesterday (May 18, 2015) including an EPRIB from the **Kairos** that gave a GPS location for the vessel. Falmouth Coastguard coordinated the search that involved two Irish Coast Guard Search and Rescue helicopters, RNLI St Mary's lifeboat, fishing vessels

and two commercial vessels that were in the area. The five crew were recovered from the life raft to the vessel Cu Na Mara and were making their way to Castletownbere in Ireland. All crew are said to be safe and well. "Thankfully all the crew were rescued. An incident such as this shows the value of having Digital Selective Calling (DSC) and an Electronic Position Indicating Radio Beacon (EPIRB) onboard. Using the information from the distress alerts we were able to locate the fishing vessel's last position quickly and deploy resources to the scene," says Jim Morrison, Senior Maritime Operations Officer for the UK Coastguard. *(Source: Subsea World News; Photo: Shipspotting)*

ENDURANCE TO BEGIN S.S. CONNAUGHT SALVAGE OPS IN JULY

Endurance Exploration has hired Eclipse to provide ROV and other subsea equipment charter services for investigation, inspection, and salvage of a shipwreck, believed to be that of the **S.S. Connaught**, located off the coast of New England. Endurance will issue 2,000,000 shares of common stock to Eclipse, with an agreed value of \$500,000, under the contract, and reimburse Eclipse in cash for its out of pocket costs plus 10%, including payments to personnel, engineers, and other technicians required to operate and maintain the ROV equipment during the summer mission. Endurance CEO, Micah Eldred, commented, "We are pleased to be working with Eclipse Group and their personnel. We are confident that their vast experience in subsea, marine operations, and engineering will provide us with the operational and technical edge we need to be successful this summer as we attempt to salvage the **S.S. Connaught's** cargo of gold coins. We expect onsite operations to begin in July of this year, and are looking forward to putting salvaged artifacts on deck." Separately, on May 15, 2015, Endurance entered into a contract with Overseas Marine to

provide the 120' workboat, **MV Manisee**, to be used this summer in the shipwreck salvage. Overseas is affiliated with Endurance's CEO, and Endurance will not pay a charter fee for use of the vessel, but will be responsible for all out of pocket costs for operation of the vessel during the charter period, including but not limited to: vessel crew and personnel, fuel, maintenance, and vessel modifications, the company informed. Endurance expects that the survey and salvage mission will be



conducted over a 4 month period, with mobilization taking place in mid-to-late June, and onsite survey and salvage work beginning in July and continuing until mid-September. *(Source: Subsea World News)*

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BARGE SINKS OFF MALAYSIA, 14 MISSING

A barge carrying sand from Pengerang in Malaysia sank after being hit by strong waves off Timur Tanjung Punggai early this morning. One crew member from the barge, **Ocean Line 208**, has been rescued while another 14 are missing. According to Tanjung Sedili Maritime Enforcement chief, Amran Daud, the vessel overturned and sank about 8.6 nautical miles off Timur Tanjung Punggai. The crew onboard includes 14 Chinese nationals and one local. Malaysian Maritime Enforcement Agency have sent one ship and three reduce boats as search and rescue efforts continue. *(Source: Splash24/7)*

84 CREW EVACUATED FROM BURNING OFFSHORE VESSEL

A crew of 84 were today evacuated from a multipurpose offshore vessel that caught fire while docked at Peterhead Harbour, Scotland. The crew were taken to the Peterhead Fishermen's mission.



There were no injuries, and the crew look ready to get back to work, Peterhead's harbourmaster Captain John Forman told Splash this morning. "We are still waiting for the incident reports," Captain Forman said. "It was a small fire, believed to have started in the switchboard." The **Fugro Symphony** (6,500 dwt, built 2011; pictured) caught fire around 3am local time on Wednesday morning. It took two hours for the 35 firemen from the Scottish Fire and Rescue Service to bring the

fire under control, using five appliances and a foam unit. An incident support unit was also at the scene. (*Source: Splash24/7*)

OFFSHORE NEWS

NAO HEAD: PSVs READY FOR MEDITERRANEAN RESCUE

Nordic American Offshore Ltd. executive chairman Herbjorn Hansson weighs in on Mediterranean Sea migrant crisis, stating his company's PSVs are capable and ready to perform rescue operations, if contracted. We are all too familiar with the tragedy that is unfolding in the Mediterranean Sea, as



refugees try to cross over to Europe in unseaworthy and unsafe boats. As part of the shipping industry's long tradition of aiding those in danger on the sea, commercial cargo vessels have played a role in rescue operations. Last autumn, on September 27, 2014, a Suezmax tanker owned by Nordic American Tankers Limited (NAT), of which I am Chairman and Chief Executive Officer, saved 150 refugees on the Mediterranean Sea. NAT's role in this rescue received wide publicity at the time. Nordic American Offshore Ltd. (NAO), which I also head, owns and operates platform supply vessels, or PSVs. NAO's 10 PSVs, built in top Norwegian shipyards, are specially designed to perform rescue operations for crews in the harsh North Sea waters, and are suitable for rescue operations in other areas, including the Mediterranean. On April 20, 2015, the Norwegian government announced a plan to charter a patrol and rescue vessel that would not be ready for rescue operations in the Mediterranean until about August 1. Believing that August was far too late to help the refugees in their dramatic plight, NAO immediately announced that we could have one or more suitable vessels in place in the Mediterranean as early as 10 days after the award of a possible contract. Yesterday, on

a Norwegian public holiday, the Norwegian Prime Minister announced that the government has chartered one PSV from another source, which can be ready in the Mediterranean about June 15. This vessel is five to six years older than NAO's vessels. The charter period for that vessel is reported to be a minimum of six months. We are pleased that NAO's offer of speedy availability for service helped promote the importance of this project, an offer that we made via several media appearances, including on Norwegian television. We believe our willingness to be ready much sooner than the government had planned, influenced the advancement of the Government's timetable from the original August 1 date, and we must congratulate the government on its proper humanitarian response. We stand ready to help in any way we can in case more PSVs are required. (*Maritime Global News*)

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SIEM OFFSHORE INKS CHARTER DEAL FOR MRSV SIEM MARLIN



Siem Offshore, a Norwegian shipping company, has secured a charter agreement for its Multipurpose field & ROV Support Vessel (MRSV) “**Siem Marlin**”. Siem Offshore did not disclose the name of the client, but it did say that it is an international construction, diving and subsea engineering company. Siem Offshore further said, without disclosing financial details, that the charter agreement for the 93,6 m long, 2009 built MRSV will

start in September 2015. The agreement is made at market terms and is firm for a period of five years with a purchase obligation at the end of the charter period. (*Press Release Siem Offshore*)

PGS IN 2D SEISMIC SURVEY OFF MEXICO

Norway, Petroleum Geo-Services ASA ('PGS' or the 'Company') commenced operations of a MultiClient 2D seismic program offshore Mexico on 16 May. The two 2D vessels **Atlantic Explorer** and **Sanco Spirit** will acquire multiple projects recently approved by the Mexican government. The first program to be acquired is the Mexico Well Tie MC2D which will provide clients with an

excellent grounding for understanding the hydrocarbon prospectivity in the area. Fast track products will be available in June 2015. "PGS is proud to conduct its first commercial seismic acquisition project in Mexico after approval of the Mexican Energy Reform," says Gregg Parker, Regional President NSA MultiClient in PGS. "We have worked diligently to position the Company as a first mover in Mexico and we are now very



pleased to say that we have been successful in our endeavor. PGS views Mexico as a viable investment market for many years to come for the full suite of all our solutions." These surveys will be acquired using PGS proprietary GeoStreamer technology and are supported by industry pre-funding. *(Press Release)*

BESIKTAS SHIPYARD DELIVERS SSV 'THOR MODI'



Faroe Islands-based PF THOR has taken delivery of its second Seismic Support Vessel (SSV) **Thor Modi**. The vessel, built by Besiktas Shipyard, is part of the order of four seismic support vessels that will be on a long-term charters with Petroleum Geo-Services (PGS). The SSV **Thor Magni** was first to be delivered and it is currently on a long term charter with Norwegian seismic player, while the

remaining two vessels, all named after the gods in the Nordic mythology, **Thor Frigg** and **Thor Freyjaare** are under construction. PGS has agreed to take the ships for ten-years each with options to extend the charter for an undisclosed period. **Thor Modi** was launched in December last year, and just like its sister vessels, is a Skipsteknisk-designed ST-204 SSV with main dimensions 64.4 x 14.5 x 7.2m (L x B x D), having carrying capacities of 1100m³ HFO and 450m³ MDO and a deck area of 300m². The vessels, which can accommodate 60 persons, enabling also transportation of crew for the seismic mother vessels, will provide support for PGS' fleet of seismic vessels during operation, covering offshore bunkering, crew change assistance, supply of provision and spare parts, as well as support during in-sea maintenance of the seismic equipment. *(Source: Subsea World News)*

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MAERSK SUPPLY SERVICES LAYS UP TWO MORE SHIPS

Maersk Supply Services has removed two AHTSs from the market. Carsten Plougmann

Andersen, the firm's ceo, declined to comment on the details. Ships are being removed from the North Sea on a daily basis, as supply is greater than demand and day rates



stay unrealistically low. The two AHTSs involved will be removed at the end of the month. With the latest removal Maersk Supply Services has now taken a total of four ships from the market. The ships in question are the 2004-built **Maersk Advancer** and the 2008-built **Maersk Assist**. Since the end of last year Maersk Supply Services has implemented a comprehensive cost reduction program both on land and at sea. The Danish company has also disposed of older tonnage. The company has a fleet of 60 ships. (*Source: Splash 24/7*)

NORSKAN'S NEW AHTS STARTS PETROBRAS CONTRACT



Norskan Offshore, a subsidiary of DOF ASA, has taken delivery of a new Anchor Handling Tug Supply vessel. The vessel named **Skandi Angra** has started its 8-years contract with the Brazil's state-run oil company Petrobras, Monday, May 18, 2015. The 93.5 meters long vessel is of the Vard AH11 design, with bollard pull of 280 ton and BHP 18 000. **Skandi Angra** is the second

vessel in a series of three vessels from the same yard. The first vessel, **Skandi Urca**, was delivered last year and the third vessel, **Skandi Paraty** is scheduled for delivery early 2016. All vessels have secured long term contracts with Petrobras. *(Source: Energy Offshore Today)*

MAERSK SUPPLY SERVICE DENIES CORRUPTION ALLEGATIONS

Maersk Supply Service has denied any connection to a corruption scandal in Brazil. A former director of Petrobras has claimed that over a number of years he received money from a Maersk agent in Brazil, Danish news publication DR reports. The publication reported that the former director at Petrobras, Paulo Roberto Costa, told police that for years he had disclosed confidential

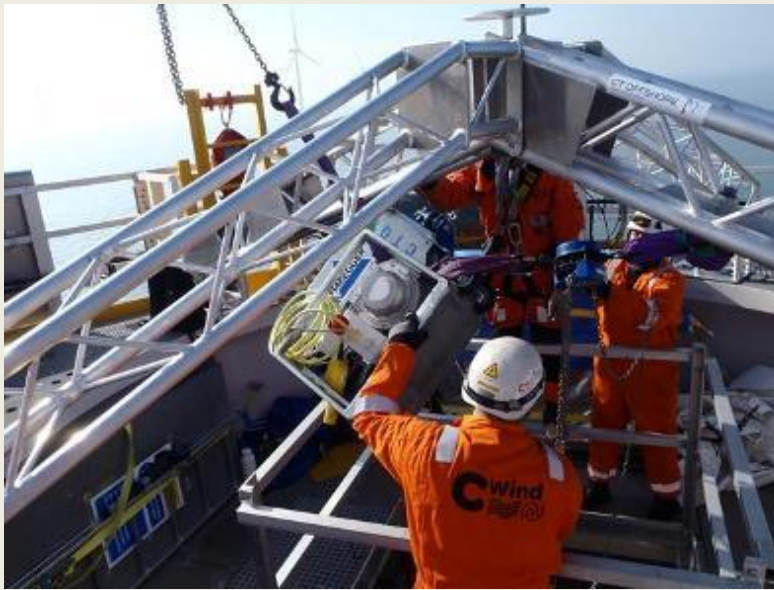


information for money to help Maersk Supply Service beat its competition. “Costa has admitted that he received money from giving confidential information to Maersk. Maersk has thus had a competitive advantage on Petrobras’ need to rent ships,” police commissioner Erika Mialik Marena said. Danish police is helping Brazilian authorities with the investigation. “I can confirm that we have established a good contact with Brazilian police on the matter. We are in a phase where the importance of close cooperation between the Brazilian and Danish police, and we have a close dialogue on what information needed to promote progress,” says Morten Niels Jakobsen, head of the Serious Fraud Office, to DR News. Maersk said it has investigated the matter, and stresses that it has not found evidence of any wrongdoing: Maersk Supply Service has worked for the Brazilian oil company for more than thirty years. Petrobras chartered ships four Maersk ships in 2014 for \$300m. The Petrobras corruption scandal has been ongoing for months, involving billions of dollars, and has snared many high profile companies and people. *(Source Splash24/7; Photo: Shipspotting)*

WINDFARM NEWS

CWIND WINS CT OFFSHORE CABLE PULL-IN SERVICES CONTRACT

CWind, a leading provider of services to the offshore wind industry, has today announced it has won a contract to supply rigging and cable pull-in services to CT Offshore to support their cable laying project at DONG Energy’s Gode Wind 1 & 2 offshore wind farms. Under the contract, CWind will support the pull-in of the cables at all 97 turbines as well as those connecting the array to the substation. Following extensive cable pull-in experience at offshore wind farms such as West of Duddon Sands, Gwynt y Môr and Greater Gabbard in the UK, this is CWind’s first contract to provide this service in German waters. Brian Barkholt, Project Manager at CT Offshore, commented on the contract award to CWind: “We have worked with CWind on a number of contracts now and are very pleased with the quality of work they deliver. They understand our requirements exactly, which is essential if, like us, you want to deliver a successful cable laying operation on time and on



budget.” Peter Jorgensen, Managing Director CWind commented: “This is a significant contract win for CWind, we are delighted to be asked to work with CT Offshore again, underscoring the high quality of our service and execution. We look forward to making the most of this excellent opportunity for our teams to build on our extensive experience in the UK to support our clients in a new market.” *(Press Release CWind)*

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AMPELMANN GANGWAY FOR NEW WIND FARM SUPPORT VESSEL



Ampelmann, developer of motion compensated access solutions, has reported a contract with Acta Marine for its newbuild wind farm support vessel, the **Acta Orion**. Ampelmann’s motion compensated gangway will provide Acta Orion with a stable platform in sea states of up to 2.5m Hs to ensure safe, efficient and reliable transfers of personnel to and from the wind turbines. In addition, Ampelmann, in close collaboration with Acta Marine, has developed a fully motion compensated cargo solution to enable the transfer of cargo and equipment weighing up to 300 KG to the wind turbine without the need for a crane. The Acta Orion will initially work as service vessel to the offshore wind industry with the first project being the construction of the Gemini Offshore

Wind Park 55km north of the Dutch island of Schiermonnikoog. *(Source: MarineLink)*

TUCO MARINE'S 11M PROZERO WIND FARM SERVICE DAUGHTER CRAFTS HAS BEEN CHOSEN FOR WINDEA'S NEW ULSTEIN SOV'S

Tuco Marine Group will supply its 11m ProZero Wind Farm Service Vessel daughter crafts to the two Ulstein X-stern vessels ordered by the German based Bernhard Schulte affiliate WINDEA Offshore GmbH. The vessels will go into charter for Siemens. And the daughter crafts will be delivered from Tuco Marine in Q2 and Q3 2016. The daughter crafts - the "**ProZero 11m Wind Farm Service Vessel**" - is from the newly



developed ProZero series. The hull design is based on the well proven and tested hull from Tuco's Guard Series. Tuco has produced and continuously developed the Guard series since 2002. The focus in the creation of the ProZero series has been targeted to make an even lighter range of vessels, that include both FRBs, Workboats and Daughter Crafts. The **ProZero 11m Wind Farm Service Vessel** is a fast Daughter Craft, specially designed to be an optimal tool for transfer of personnel to and off, offshore installations. Working as a fast crew and passenger transporter, as well as performing tasks that require economical logistics and high flexibility. Therefore the boat is specially designed with effective access from both fore and aft deck, and with a special focus on rapid accommodation of passengers in the cabin, and cargo on the foredeck. Safe access is ensured through a specialized boarding area bow and fender. "In the design process it was important for us to create a transfer vessel optimized for the demands of a SOV daughter craft in the offshore wind industry, meeting the high demands for safe transfers and comfortable travel" says Jonas Pedersen, Director of Tuco Marine Group and continues; "Therefore, we have based the entire design on meeting the customers needs and wants, presenting a Daughter crafts where all efforts are targeted this specific industry." "This boat is designed for safe launch and recovery and can be optimized for both single point



hoisting or to access a stern garage on a mothership. Further to improving comfort efforts has been made to reach a high level of redundancy to keep the vessel able to work as a stand-alone unit being able to transfer also to and from shore " continues Jonas Pedersen. "We are extremely pleased and proud that the ProZero line

has been so well received by our customers and partners. Our team has worked hard to optimize the ProZero series to meet the classification and the high safety requirements on this type of boat. It

means a lot that we now have more orders and therefore strengthen the ProZero brand," says Jonas Pedersen. *(Press Release)*

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ZWERVER RECOVERED SERVICE CABLE

With our Multifunctional DP-1 support vessel "**Zwerver III**" we recovered about 16 km "Out of Service Cable" in "Gemini Offshore Wind Farm". These "OoS cables" had to be removed for the infield cable-lay operations, which will be carried out during the summer season. The vessel is chartered by Van Oord Offshore Wind Projects. *(Source: Arjan van Stee)*



UXO WORK AT SANDBANK OWF ENTERS FINAL STAGE



SubC Partner is now moving into the final stage of its unexploded ordnance (UXO) project at Vattenfall's Sandbank offshore wind farm site. Two vessels, the **Vos Sweet** and the **Vos Shine** are engaged in the project. More than 50 personnel has been working on the project, and with an additional support in various stages of the project, the number might be close to 100, SubC said. The Sandbank project area is located 90 kilometres off the coast of Schleswig-Holstein,

right next to DanTysk. *(Source: OffshoreWind; Photo: Vroon (Vos Shine))*

QUONSET FERRY COMPANY RHODE ISLAND FAST FERRY AWARDED 20-YEARS DEEPWATER WIND CREW TRANSFER CONTRACT FOR BLOCK ISLAND WIND FARM

Groundbreaking agreement enables high-speed catamaran ferry company Rhode Island Fast Ferry to commission first US-built crew transfer vessel, to be built by Blount Boats, and launch Atlantic Wind Transfers, its commercial wind support services division. This long-term charter services agreement is the first deal of its kind to be signed in the United States and marks another significant milestone in the successful development and deployment of US offshore wind.



Expectations within the North American offshore wind market have escalated in recent months and this exclusive first charter services deal provides further tangible proof of the benefits and commercial potential that the wind sector can deliver. “We are very excited to be a part of this offshore wind farm project and to work with Deepwater Wind. Launching Atlantic Wind Transfers and building the first crew transfer vessel in the United States with local company Blount Boats is not only good for the State of Rhode Island, but it will also provide for future growth and enhance the capabilities of our company in the US offshore energy sector,” said Charles A. Donadio, Jr., President, Rhode Island Fast Ferry. As part of the charter agreement with Deepwater Wind Block Island, LLC, a subsidiary of Deepwater Wind, Rhode Island Fast Ferry (Atlantic Wind Transfers) will build a dedicated wind turbine transfer vessel and develop an extensive training program for its transfer services crew. Rhode Island Fast Ferry will be investing over \$4 million to build the vessel and provide training to meet the needs of the Block Island Wind Farm. The construction of the transfer vessel is being undertaken by local Rhode Island shipyard, Blount Boats, where the contract will secure employment for 70 workers throughout the 12-month build. Marcia Blount, President of Blount Boats, stated, “We are honored to be chosen to build the first U.S. flagged windfarm vessel in the United States. The vessel is designed specifically for turbine transfer service. We enthusiastically join an all Rhode Island team of windfarm, operator, and boat builder.” Rhode Island Fast Ferry’s subsidiary brand, Atlantic Wind Transfers, will provide crew and equipment support during the construction phase of the Block Island Wind Farm, beginning in Spring 2016. Following completion of the 30MW five-turbine site, work will move into operations and maintenance support, to encompass a scheduled maintenance program as well as any additional crew transfer support required throughout the 20-year lifecycle of the first US offshore wind farm project. Thanks in part to the long-term nature of the charter agreement and the strong working relationship that has already been built between Deepwater Wind and Rhode Island Fast Ferry, this deal will create long-term, local Rhode Island jobs. Each workboat that is chartered to an offshore wind farm typically requires a crew of 5-6 full-time, skilled employees working year round.. Rhode Island Fast Ferry was awarded the inaugural charter agreement thanks in part to its offshore operating experience, its impeccable safety record and its catamaran water jet experience. In addition, the firm’s established location and dockage facility at Quonset Point will provide Atlantic Wind Transfers and Deepwater Wind quick and convenient

access to the Block Island Wind Farm site using the new crew transfer vessel. “We’re excited to partner with two veteran Rhode Island companies that will bring their decades of experience to supporting our Block Island Wind Farm,” said Jeffrey Grybowski, Deepwater Wind CEO. “Most importantly, this will mean more jobs in the marine trades for Rhode Islanders and another way that the Ocean State will lead the growth of this new American offshore wind industry.” “I’m delighted to support Deepwater Wind’s efforts throughout the wind farm’s offshore construction and operation and to demonstrate our own personal commitment to the offshore wind sector through the launch of our subsidiary brand, Atlantic Wind Transfers,” added Donadio. An official keel laying ceremony at Blount Boats in Rhode Island, where the workboat will be officially inaugurated, is planned for later this summer. (*Press Release*)

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - Marilyn M sets out
 - EDDY Tug launches new 24 meter design
 - 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

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