



MIDWEEK-EDITION

TUGS & TOWING NEWS

ALP FUTURE PROGRESS



Another milestone for the ALP Future project, Niigata Shipbuilding and Repair yard hull number N0081: **ALP Striker** being launched. She will be moored alongside the yard for further outfitting. Hull number N0082 **ALP Defender**, partly being built in S-Korea is ready to be docked for completion of construction. This new generation ocean going tug is specially designed for extra-long haul towage of large offshore objects such as FPSO's and FLNG's. The four MAK 9M32C engines will give the tugs an expected bollard pull of over 300 ton and with 3200 tons of 380cSt HFO in their belly the next bunker port is 45 days away even when sailing at full power. With Kongsberg's K-pos (DNV DYNPOS-AUTR), Cat-Propulsion (Berg) 2x 1050kW stern thrusters and 2 x 1500kW bow thrusters the vessels are equipped for mooring of offshore objects on arrival in the field. The 3x 400 ton RRM AHT winches are built side by side and can each handle 2500m x 86mm towwire. *(Source: Ernest Timmerman)*

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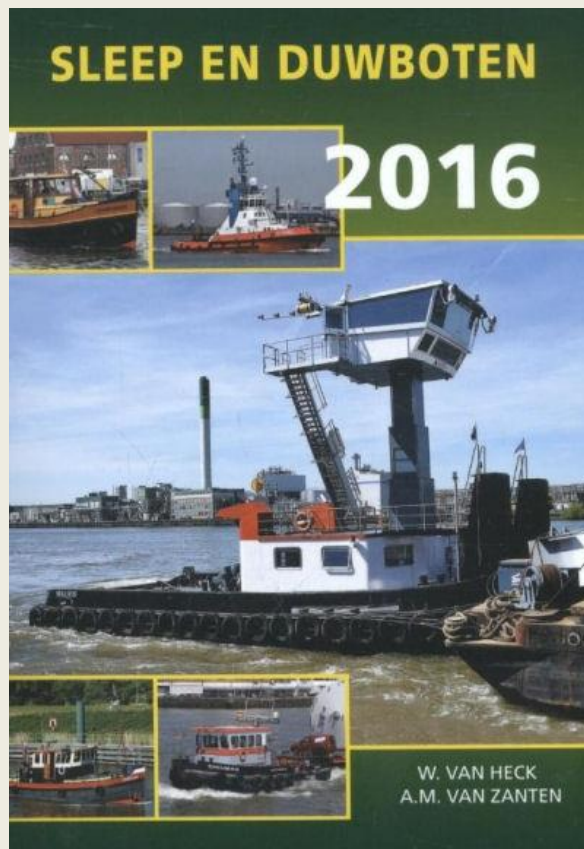
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BOOK: DUTCH TUGS AND PUSHERS 2016

Like every year the Dutch publishing company "De Alk" comes with a new edition of the standard piece "*Sleep en duwboten 2016*" (title in English: Dutch Tugs and Pushing Boats 2016). The contents



of the book have been collected by mr. W. Van Heck and mr. A.M. Van Zanten and have been actualized till September 1st, 2015. In this edition of SLEEP- en DUWBOTEN the interested reader will find an almost complete review of the Dutch tug- and pusher fleet. More than 2.700 tugs and pushers, professional and private, have been included in this book, in alphabetical sequence and together with their technical data. Also a number of working boats, supply vessels and patrol vessels have been mentioned, as far as they have been fitted out with towage capacity and equipment. In addition to the ship's data, also the addresses of shipyards, repair companies, engineering works, ancillary suppliers, ship brokers, societies, branche organizations, training institutions and agents have been mentioned. Also the Dutch Towage companies are stated with their ships. You will find a review of newbuildings, company news, fleet modernising, engines, ship's casualties and accidents, removed or discarded vessels, newly taken in service and broken up ships. The book contains more than 150 photographs in full colour.

This book is a must for professionals and ship lovers. Unfortunately for foreigners, the book is only written in Dutch. "*Sleep en duwbotten 2016*" (ISBN (978-90-6013-396-5) has 336 pages and has been edited as softback. The price is 25,00 euros. In The Netherlands the book is available in bookshops and on the internet. In Belgium the book is being distributed by publisher "Agora Uitgeverscentrum", Aalst/Erembodegem. Telephone +32(0)53.78.87.00, Fax +32(0)53.78.26.91, www.boekenbank.be, E-mail: admin@agorabooks.com.

JUDGE SUSPENDS TOWBOAT OPERATOR'S MERCHANT MARINER CREDENTIAL

The U.S. Coast Guard reports that a U.S. Administrative Law Judge suspended the merchant mariner credential of Cindy Stahl of Bainbridge Island, WA, for six months on Oct. 7, 2015 for operating a commercial towing vessel with an invalid credential. On Feb. 17, 2015, Ms. Stahl wrongfully assumed direction and control of the towing vessel **Shannon** in Elliot Bay with an invalid credential in violation of U.S. laws and regulations. Ms. Stahl's credential was suspended at the time as a result of a previous violation during which she endangered the crew and passengers aboard multiple Washington State ferries by



purposely hindering their safe transit in Elliot Bay near Seattle on Oct. 7, 2014. Ms. Stahl had also previously been issued a Letter of Warning by the Coast Guard in March 2013 and had her credential suspended for three months in September 2013, both for other violations of U.S. laws and regulations. "The Coast Guard's enforcement actions regarding mariner credentials are remedial and not penal in nature and are designed to maintain standards of competence and conduct necessary to minimize loss of life, personal injury, property damage, and environment harm on U.S. waters," said Chief Warrant Officer Brian Hennessy, senior investigator at Coast Guard Sector Puget Sound. "When repeat offenses warrant more significant action, the Coast Guard will not hesitate to seek lengthy suspension or revocation of a mariner's credential, (*Source: MarineLog*)

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A NEW RASTAR 3200 FROM ROBERT ALLAN LTD. FOR SAAM S.A.



The **Arriero** is the latest addition to the RAStar 3200 Series of terminal support tug designs by Robert Allan Ltd., delivered to its owner: SAAM S.A. on September 20th, 2015. Constructed at Guangdong Bonny Fair Heavy Industry Limited in China, the **Arriero** will operate in Montevideo, Uruguay and is the first in a series of four (4) RAStar 3200

tugs under construction for this owner. In South America an "arriero" is a country man who transports coffee, maize, cork, wheat, and myriad other goods using pack animals. While the tug **Arriero** will not be transporting these goods directly, it will ensure the safe passage and berthing of those vessels which transport vital goods in and out of South America. Particulars of the **Arriero** are as follows: Length overall: - 32.0 m; Beam, moulded, extreme: - 12.8 m; Depth, moulded (hull): - 5.5 m; Maximum draft: - 5.78 m (to bottom of skeg). The tug was designed and constructed to ABS requirements with the following notation: Notation: A1, , AMS, Towing Vessel (Escort Vessel), Fire Fighting Vessel Class 1, Unrestricted Navigation Major tank capacities are as follows: Fuel Oil: - 215 m³; Potable Water: - 42 m³; Sewage Holding Tank: - 9.0 m³; Foam: - 2.8 m³. On trials, **Arriero** met or exceeded all performance expectations, with the following results: Bollard Pull, ahead: - 85 tonnes; Bollard Pull, astern: - 84 tonnes; Free running speed, ahead: - 13.8 knots. The vessel has been outfitted for a normal operating crew of twelve. The Master's and Chief Engineer's cabins are located on the main deck, with five additional double crew cabins located on the lower

accommodation deck. The deck machinery comprises a ship assist hawser winch on the bow, and a towing winch on the aft deck, with capacities of 150 m of 80 mm synthetic line, and 700 m of 54 mm SWR, respectively. The wheelhouse is designed for maximum all-round visibility with a forward control station providing maximum visibility to both fore and aft deck working areas. Main propulsion for each tug comprises a pair of GE 8L250 diesel engines, each rated 2440 kW at 1050 rpm, and each driving a Rolls- Royce, US 255 fixed pitch Z-drive unit, in ASD configuration. The electrical plant comprises two (2) identical ship service gensets, each with a power output of 136 ekW, and one (1) harbour genset, with a power output of 51 ekW. Ship-handling fenders at the bow consist of two rows of 900 x 450 cylindrical fender at the main deck level. Two rows of DN150 steel fenders, with aircraft tires, provides protection at the main and foc'sle deck sheer lines, and 400 mm "W" block type fendering is used at the stern. The RAstar offshore/escort tug designation is reserved for a unique series of ASD tugs, designed with a sponsoned hull form, which has been proven in both model and full-scale testing to provide significantly enhanced escort towing and seakeeping performance. Motions and accelerations are less than half those of comparable sized "standard" tug hulls. This class of tug was selected by the Client in order to best cope with the sea conditions existing outside the main harbour entry, and to provide an enhanced escort capability keeping pace with the demands of the growing port. *(Press Release)*

ANOTHER BIG WIN FOR SVITZER – 30-- 30-YEARS TOWAGE CONTRACT IN MOIN, COSTA RICA

Svitzer will provide marine services for the new APMT Moin Container Terminal in Costa Rica under a 30-year terminal towage contract starting Q3 2017. In addition to providing a high quality marine service solution for Moin Container Terminal, Svitzer will be providing three 70TBP ASD tugs (2 with FiFi 1), one pilot vessel and a maintenance barge. In line with investing in local crew in



the Bahamas previously, Svitzer will also be training pilots and tug masters in our new training centre in the Bahamas for the Moin Container Terminal. Svitzer has been vital in assuring APMT finds the right marine service solution for Moin Container Terminal: "The agreement with APMT was the result of a lengthy process where Svitzer assisted in all phases of the marine solution including simulations of the towage operations, determining size and layout of the turning basin and defining the optimal specifications of the tugboats. By having a joint approach to the marine solution Svitzer is able to provide truly safe, reliable and cost-efficient services," elaborates Kasper Friis Nilaus, Chief Commercial Officer at Svitzer. Regional Managing Director of Americas, Martin Helweg adds: "This contract signing is in line with our strategy of growing in Americas and emerging markets. The Moin project is the largest infrastructure project in Costa Rica, requiring us at Svitzer to work and train resources of the local Limon community, such as pilots, port authorities, crew and customers in order to ensure the marine services live up to the expected standards." *(Press Release; Picture 70 tons bollard pull tug)*

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NEWSLETTER NATIONAL DUTCH TOWAGE MUSEUM OCTOBER 2015



The latest newsletter of the National Towing Museum dated October 2015 is published! You will find the newsletter in the News category in this website, from where you can download this document, and on Facebook. If you would like to receive the news bulletins directly on your personal mail account, please let us know on the mail page in this website in the Contact chapter. The newsletter is published once per quarter, in January, April, July and October. Note: the newsletter is published in the Dutch language only. If you are really interested in a particular item, please contact us and we will inform you more thoroughly. This bulletin contains: - preface from the chairman; - the strip story KAPPIE (a tugboat captain) by the late Dutch strip and story writer Marten Toonder once a week on facebook; - tugboat parade during the farewell ceremony for the retiring burgomaster of Maassluis Mr. Koos Karszen; - the importance of morse communication and the radio officer on board seagoing tugs in the past for aid, assistance and salvage at sea; - a report about the opening ceremony of the new exhibition in the Dutch National Towing Museum "Van IJ tot IJmond" about the history and recent status of towing companies in the North Sea Canal area (from Amsterdam to IJmuiden); - the yearly donor's day: 40 visitors; - experiences of a museum's doorman; - the electronic tug boat visitor's information system of the museum updated; - Piet van Roon made a start in building a 1:150 scale model of the Japan newbuilding long range Dutch seagoing tug **ALP Striker** (25.000 bhp); - a new object in the museum:



a morse decoder: on a screen it is made visible now in normal language for the visitor the morse code he is sending with the morse key; - PR-activities: the museum now has a task force to tackle the important PR field and measures; - the website of the museum has seen a constant rising level of visits during the last 2 years; - from time to time the museum announces vacancies for volunteers with certain skills: this time we need an extra handyman (or woman). To read this, in Dutch language, Newsletter click [HERE](#)

HAPPY STAR WITH 22 DAMEN VESSELS ARRIVES IN ROTTERDAM

Damen's largest-ever stock vessel transport has reached its destination. BigLift Shipping's heavy-lift vessel *Happy Star* arrived in the Port of Rotterdam. This is the first time *Happy Star* has visited the Netherlands, bringing with her Damen's largest transportation of stock vessels to date; a total of 22 vessels. Whilst several of these have already been sold, a number are still available and can be delivered quickly. Included in the Damen transport are two



Fast Crew Suppliers 2610, one ASD Tug 2310, three ASD Tugs 2411 and three ASD Tugs 3212, all of which have been sold and will be delivered to clients upon arrival. Additionally, there are a number of completed vessels available for sale. These are, **two Stan Tugs 1606, two Stan Tugs 1004, two Stan Tugs 1907, two Stan Pontoons 5213, two Stan Pontoons 3011**, a further **ASD Tug 3212** and **two Stan Launches 1004**. The Damen stock vessels are ready for operation, and so can be swiftly delivered to clients upon purchase. However, they can still be equipped with options specified by the client. Having arrived in Rotterdam the vessels will receive final touch-ups and cleaning before being delivered, either to clients or to various Damen shipyards. Hugo Hoekstra, Design Engineer Pontoons & Barges at Damen Shipyards, said: "The main reason for this transport is to bring our stock closer to customers who demand short delivery times. Damen is able to group globally-produced stock vessels together in a transport to minimise cost of shipment, making our vessels available for clients of all sizes and industries." Mr Buconić, Commercial Manager at BigLift Shipping: "Damen Shipyards and BigLift Shipping go back a long time. With *Happy Star* in position,

BigLift was able to offer Damen a practical solution to bring a large number of their stock vessels to Rotterdam in one shipment. We are happy that we could offer Damen our technical solutions."
(Press Release; Photo: Nico Ouwehand)

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SST CAPILANO



Last week I have posted a picture of the [SST Capilano](#). The ABD yard came back to me with the details of the vessel and Rene Cornel reported that the tug is one in a series of three. [SST Capilano](#) (Imo 9744477) with yard number 372 with delivery in October 2015. The other two are yard number 373 (Imo 9744489) and 374 (Imo 9744491) with deliveries in May 2016 and April 2017 respectively. The tugs have a length of

21.69 mtrs a beam of 10.67 mtrs and a draft of 3.96 mtrs. The two MTU engines have a total output of 3,730 kW (5,000 hp). They have a free sailing speed of 10 knots and a bollard pull of 65,000 lbs. The tugs are classed Lloyds Register of Shipping. Thanks to the ABD Shipyard and Rene Cornel for the above info. *(Photo: Robert Etchell)*

INYATHI LAUNCHED

Last week the Damen Cape Town new building ATD 2909 tug Inyathi was launched. The name Inyathi means in English Buffalo and will be delivered to the South African Navy Simons Town in January 2016. She is the second tug for the S.A. Navy with the first named Imvubu meaning Hippo, which was delivered in July 2015. These tugs are to replace two existing harbour and coastal tugs, [De Neys](#) and [De Mist](#), built in 1969 and 1978 respectively. They will remain in service until the delivery of the Inyathi in January 2016. The new tugs are equipped to safely assist the SA Navy's current and future fleet of vessels under all-weather, heavy sea, restricted visibility, day and night conditions within the confines of the Southern African ports and in coastal waters. These registered

SAMSA Class VIII vessels were constructed in South Africa by a South African workforce in keeping with governmental imperatives to create and maintain local job opportunities. The vessels will be deployed for towing, mooring and fire-fighting operations. These robust vessels are equipped with rigid foundations, extra plate thickness, extra brackets and extra fendering. They were further outfitted with SA Navy equipment to ensure equipment duplication and



maintenance saving. Compact and powerful, these ATD Tugs have a bollard pull of 43 tonnes, a length of 29 metres, a beam of 9.98 metres, a maximum speed of 13.2 knots and a propulsion system of two Caterpillar 3512C HD engines with a total power of 3,000 kW at 1,600 rpm. They are also outfitted with Rolls Royce US 205 azimuth thrusters. *(Photo: Aad Noorland)*

KTK NEWS



It has been reported that the 2010 built tug **Orca VI** has been contracted to Mexico on a rental sale base. The 2008 built tug **Mero** contracted for two years charter with the Meyer group. The 1977 tug **Jaro** sold to Venezuela for operations on the Orinoco River and the 1997 built tug **Lima II** will be sold in the near future. The **Orca VI** (Imo 9559781) is a Damen Stantug 4011.; The **Mero**

(Imo 9496290) is a Damen ASD 2810. The **Jaro** is StanTug 2600Mk3 and the **Lima II** (Imo 9144677) is a Damen ASD3211 *(Source: John Smit)*

SPOTTED IN CURACAO

Last week was seen in the Port of Willemstad – Curacao the 2001 Damen built Stantug 2207 Venezuela registered with call sign YYV6204 tug **Albacora** (Imo 9147942). The yard number 506532 tug was built by Damex Shipbuilding & Engineering AVV (Damen Cuba) - Santiago de Cuba as the **Don Luis V** for Naviera Petrolera Integral SA de CV - Ciudad del Carmen; Mexico. In 2012 sold to

Makaira Maritima CA – Caracas; Venezuela managed by Safe Spring Marine SA – Piraeus; Greece and renamed **Albacora**. She has a length of 22.60 mtrs a beam of 7.25 mtrs and a draft of 3.30 mtrs. The two Caterpillar diesel engines develops a total output of 1,566 kW with a speed of 11.88 knots and a bollard pull of 30.4 tons. *(Photo: Kees Bustraan)*



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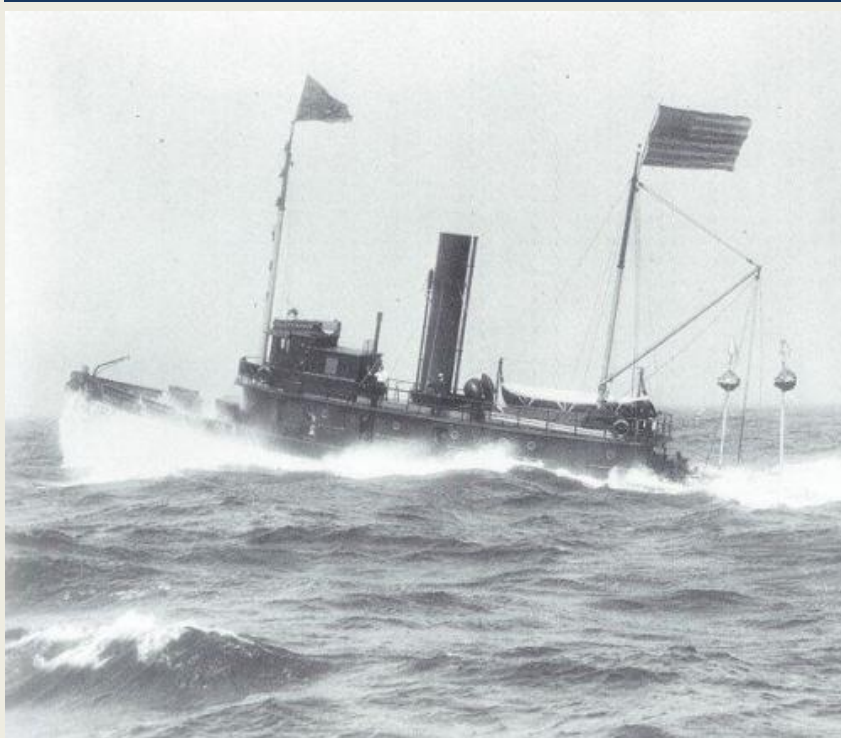


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YESTERYEAR TUGS *EILEEN MORSE*



Seldom are tugboats photographed in heavy weather at sea, primarily because everybody is too busy working to stop and take a picture. Here the **Eileen Morse** is setting markers for an America's Cup race, and one can see how wet these vessels are. It is illustrative to imagine the crew working on the after deck in the wintertime with a large, frozen hawser. The flag on the foremast is the burgee of the New York Yacht Club. The tug was built in 1897 by Harlan & Hollingsworth Co –

Wilmington, Delaware; USA as the **Anson M. Bangs**. Here she is seen as the Eileen Morse and later

she was renamed by American Republics Corp – Wilmington in **Titan**. She has a length of 101' a beam of 23' and a depth of 12'. The compound steam engine was from the shipbuilder and has an output of 71 nhp. (*Source: On the Hawser by Steven Lang and Peter H. Spectre*)

ACCIDENTS – SALVAGE NEWS

JUBILEE LOST

The Lyttelton based trawler **Jubilee** was lost with all hands this morning around 0430 twenty two miles off the Rakaia River mouth to the south of Banks Peninsular. Weather conditions were not the best with gale force winds and three metre swells when the crew radioed that they were abandoning the trawler and getting in to the life raft. Searchers sighted and recovered the life raft around midday



with no sign of the three crew members. Aerial and on water searches were carried out before being abandoned later today with police saying they will move into a recovery mode rather than a rescue one. The police National Dive Squad is due at the site on Monday morning and will begin searching an area up to 40 metres deep looking for the vessel. **Jubilee** was completed in late December 2007 by Stark Brothers a Lyttelton based Engineering and boat building company and launched 30.01.08. The trawler is owned by Cressy Fishing and operated by Ocean Fisheries of Lyttelton a company which is a subsidiary of her builders Stark Brothers. (*Source: Alan Calvert*)

BODY FOUND AFTER WORKER FALLS FROM BARGE INTO WATER OFF BAYONNE

A body believed to be that of a missing barge worker was found Saturday evening, a day after he fell into the water near Bayonne, New Jersey. The 55-year-old man – tentatively identified as Danny Peters of Brooklyn — fell off a barge and into the Kill Van Kull, which separates Staten Island and Bayonne, around 8:30 p.m. Friday. Peters was an employee of American Petroleum Transport of Port Jefferson, and was a crewmember on a tugboat with a captain and three others, Bayonne police told WCBS 880. At 7 p.m. Friday, the tugboat was bringing an empty barge to be loaded at Pier 1 of the International Matex Tank Terminals in Bayonne, Bayonne police said. Around 7:50 p.m., Peters was getting off the **tugboat**, when the ladder he was climbing down slipped, police said. Peters fell about 10 feet. When Peters slipped and fell, another employee threw a life ring to him, but he disappeared, police said. At 6:45 a.m. Saturday, New Jersey State Police teams met at IMTT with Bayonne police to start a diving search for Peters. Divers went out at 10:40 a.m., and roughly seven minutes later, a body believed to be Peters' was found, police said. The U.S. Coast Guard was also

involved in the search on Friday night. *(Source: CBS New York)*

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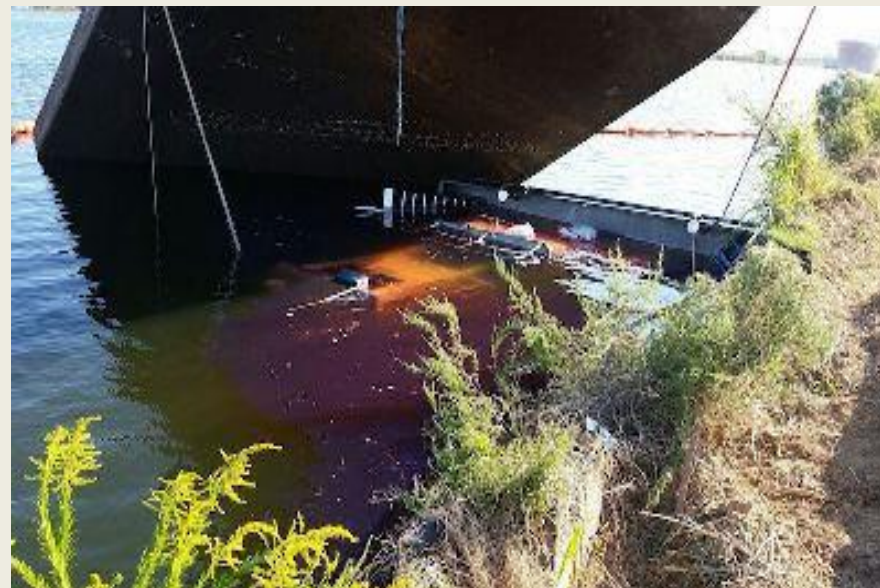


The U.S. Navy is outfitting its towing and salvage vessel USNS **Apache** with remotely operated vehicles to search for the wreck of the **El Faro**, believed to be on the bottom in 15,000' of water northeast of Crooked Island in the Bahamas. The 226'x42'x15' 7,200 hp Powhatan-class fleet tug is undertaking the search under contract with the National Transportation Safety Board, which is leading the investigation

into the Oct. 1 disappearance of the TOTE Maritime ro/ro containership and her crew of 33 in Hurricane Joaquin. The **Apache** is being loaded this weekend at Naval Amphibious Base Little Creek near Norfolk, Va., and is expected to arrive on station in the 300-square mile search area by mid-week, said Navy spokesman Chris Johnson. The Navy deepwater search and salvage team will be joined by NTSB investigators, as they search for signals from the El Faro's voyage data recorder, which was on the bridge of the 790'x95' ship. A towed hydrophone will be used to listen for pings emitted by the recorder. "We estimate that if there's enough battery power, it should last about 30 days," Johnson said. If that fails, sonar can still be used to locate the sunken ship, still a very large target even at 15,000' depth. NTSB and Navy officials say the plan is to deploy a deep-diving ROV controlled from the surface to recover the data recorder. So far, NTSB and Coast Guard investigators know only that **El Faro** captain Michael Davidson reported a failure of the ship's main propulsion on the morning of Oct. 1. The ship was making its usual run from Jacksonville, Fla., to San Juan, Puerto Rico, with cargo and vehicles. But Coast Guard officers said a prolonged power failure and Hurricane Joaquin's track toward the Bahamas would have left the ship a target without any way to maneuver in the category 4 storm, with winds of 140 mph and seas of 50'. *(Source: Workboat.com)*

SECTION OF UPPER HOUSTON SHIP CHANNEL CLOSED AFTER TUG AND BARGE SINK

A section of the upper Houston Ship Channel has been closed to deep draft ships after a tug and barge sank Monday morning. Coast Guard Vessel Traffic Service Houston closed an approximately 1,000 yard section of the upper ship channel to deep draft ship traffic beginning at 5:58 a.m. Monday, about an hour after a tug and barge sank. The [Enterprise](#), a tug across the ship channel from the incident, called the vessel traffic service when they heard what they described as lines parting as the tug [Annie Moon](#) and attached barge sank where they were



moored at about 5 a.m. The [Annie Moon](#) is a small 25-foot harbor tug and the barge is about 200-foot long and was carrying sheets of 60 to 80-foot long, 2-foot wide and a half inch thick sheets of metal. The Coast Guard initially restricted the area to one-way traffic upon notification of the incident, deployed a boat crew from Station Houston and diverted an Air Station Houston helicopter crew to assess the situation.

The Sector Houston-Galveston Incident Management Team deployed personnel to the scene to assess the incident and oversee response operations. The assessment team determined that approximately 20 gallons of diesel fuel leaked from the tug, which was carrying about 300 gallons. The area has been boomed off to contain and

recover any additional spill while the vessels are being recovered. [Big John](#), the Big John Marine heavy lift crane barge, is expected to be on scene at 1 p.m. to begin work lifting the sunken tug and barge. The Coast Guard will work with responders to ensure the barge and its cargo are clear of the ship channel before being able to reopen the channel to all traffic. The cause of the incident is under investigation. *(Source: gCaptain)*

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COAST GUARD RESCUES 5 OFFSHORE



The Coast Guard rescued five people with assistance from a good Samaritan about 18 miles offshore of Empire, La., Saturday. Watchstanders at Coast Guard Sector New Orleans received a report of a 20-foot recreational boat taking on water at 9:45 a.m. Watchstanders directed the launch of an MH-65 Dolphin helicopter crew from Coast Guard Air Station New Orleans and a 45-foot Response Boat-Medium crew from Coast Guard Station Grand Isle. The people onboard the recreational boat had been transferred to a good Samaritan vessel, the OSV **Joseph Bisso**, before the Coast Guard crews arrived. The mariners were then transferred to the Response Boat-Medium from Station Grand Isle, which put the recreational boat in tow for transit back to Grand Isle. *(Source: USCG)*

7-SEAS COLLISION

The 1982 built **7-Seas** (Imo 8210118) was seen at the Caribbean Island Curacao after a collision. The vessel owned by Asphalt Recovery Lake Company at Curacao sailed from Aruba to Curacao and hit an unidentified object which shows the damage at the vessels Portside bow. The vessel has a grt of 855 tons and a dwt of 1,260 tons. Despite the traffic signal the vessel is not allowed to park herself on this forbidden place. *(Photo: John Smit)*



OFFSHORE NEWS

ONE INTERNATIONAL ADVANCED 85M MAINTENANCE/WORK VESSEL SUCCESSFULLY LAUNCHED



On the morning of 16th October, 2015, one international advanced 85m maintenance/work vessel built for foreign Owners, was successfully launched in Zhenjiang Shipyard. *(Source: Zhenjiang Shipyard)*

HARVEY GULF TAKES DELIVERY OF SECOND LNG FUELED OSV

Harvey Gulf International Marine, LLC has taken delivery of the **Harvey Power**, the second of six LNG fueled OSVs being built for it by Gulf Coast Shipyard Group's Gulfport, MS, shipyard. The vessel is already in service under a five year contract working for Shell Upstream America's deep water operations in the Gulf of Mexico. Like her sistership **Harvey Energy**, **Harvey Power** is capable of operating on LNG or diesel fuel



and also meets the criteria of the ABS Enviro+, Green Passport notation. When operating on 99% LNG, the dual fuel vessels exceed the requirements of the new EPA Tier IV for reductions of SOX and NOX emissions within the North American ECA can operate in excess of 19 days in normal GOM rig supply mode between refuelling. Harvey Power will refuel with LNG at Harvey Gulf's new LNG bunkering facility at Port Fourchon in southern Louisiana, which allows easy access to more than 600 oil and gas rigs and platforms within a 40-mile radius. **Harvey Power** is a 310' x 64' x 24.5' platform supply vessel powered by three Wärtsilä 6L34DF dual fuel gensets, providing 7.5 MW of power and fueled by a Wartsila provided LNGPac system. With 5,219 metric tons of deadweight the vessel is capable of carrying 253,000 USG of fuel oil, 18,000 bbls of liquid mud, 1,600 bbls of methanol, 10,250 cu.ft of dry cement and 73,000 USG of LNG fuel. When operating on LNG the Harvey Power can operate in excess of 19 days in normal GOM rig supply mode between refueling. The acquisition of Gulf Coast Shipyard Group by a new Harvey Gulf International Marine affiliate, Harvey Shipyard Group, was announced back in June. The shipbuilder's new COO, Marvin Serna, says that new protocols and operational improvements he has put in place are yielding results, such

as a 45 day reduction in the commissioning time of the second vessel in comparison with the first. Harvey Gulf has four more vessels under construction with Gulf Coast Shipyard Group and is confident the shipyard can maintain the high quality of construction while continuing to improve on construction techniques resulting in shorter delivery times. Mr. Shane Guidry, Chairman and CEO of Harvey Gulf, says: "This is our second vessel capable of operating on LNG and is a testimony of Harvey Gulf's commitment to its customers and the environment to provide the most affordable, innovative, environmentally-friendly technical solutions to meet their business demands." (*Source: MarineLog*)

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SIEM EXTENDS DELIVERY OF SIEM DAYA 1 UNTIL NOVEMBER



Siem Offshore (SIOFF) has extended the delivery of **Siem Daya 1** vessel to Daya Materials until November 16, 2015, with November 30 as cancelling date. SIOFF informed that other terms and conditions of the agreement will remain valid and in full force and effect. As reported earlier, SIOFF has agreed to sell **Siem Daya 1** to Daya for USD 120 million. In addition, SIOFF is entitled to a 60/40 profit share

in SIOFFs favour based on the profit Daya makes on the vessel limited to an additional USD 10 million. The **Siem Daya 1** is designed for subsea operation duties such as construction and installation work, inspection and maintenance. The 120.8 meters long vessel is of VARD design and built in 2013. (*Source: Subsea World News*)

TGS COMPLETES 25 PCT OF GIGANTE SEISMIC PROGRAM

TGS has acquired 46,500 kilometers (25%) of the 186,000 km 2D seismic project, Gigante in the Gulf of Mexico. The survey is being acquired with four Seabird vessels and the fifth vessel, M/V **Aquila**, will join the survey in early November. Gigante covers the entire deep water area of the offshore sector of Mexico and ties into TGS seismic data acquired in the US Gulf of Mexico. Completion of the survey is expected in the second quarter of 2016. Delivery of the fast track products began in

September this year, TGS informed. TGS has received the environmental impact resolution from the Mexican Authorities for its multibeam survey and will shortly start acquisition in Mexico. This survey ties into the recently completed multibeam program in the US Gulf of Mexico. Completion of the Gigante multibeam project is expected in the fourth quarter of 2016. “TGS’ unique and comprehensive geoscience



package will be an essential tool for E&P companies in their drive for hydrocarbon exploration and development success in offshore Mexico,” said Katja Akentieva, Sr. Vice President, Western Hemisphere, TGS. These surveys are supported by industry funding. *(Source: Subsea World News)*

ANOTHER VOS VESSEL SCRAPPED



It is reported that another Vroon vessel has been sold to Fornaes at Grenna Scrapyard. The VOS Emperor departed from Grangemouth for recycling. The picture of the **VOS Emperor** (Imo 7608485) was taken at Great Yarmouth. The 1977 built Liberia registered with call sign A8RW9 Safety Standby vessel is owned by Nomis Shipping Ltd. - Aberdeen; United Kingdom and commercial managed by Vroon Offshore Services Ltd. - Aberdeen; United

Kingdom. She has a grt of 624 tons a dwt of 286 and is classed Germanischer Lloyd. *(Photo's: Paul Gowen)*

SWIRE PACIFIC IN PROFIT WARNING

Oversupply of offshore tonnage set to impact full-year results at Hong Kong conglomerate. Swire Pacific expects its marine services arm to post a HKD 1bn (\$129m) loss for 2015 as it takes the brunt of low oil prices. The projected loss will compare to a HKD 1.1bn profit reported in the previous year, the Hong Kong-listed conglomerate said in a statement. “Oil prices declined substantially in the second half of 2014 and have remained low since then,” the company said. “Oil majors and national oil companies have cut back their exploration and production plans. Projects have been delayed or abandoned. “All this, and an oversupply of tonnage seeking work in the weak market, has adversely affected the business of Swire Pacific Offshore (SPO).” Swire Pacific said SPO remained

profitable in the second half of 2014, but the business started to make losses in the first half of this year. The results have also been adversely affected by an impairment charge arising from the cancellation of contracts for four PSVs with a Brazilian shipyard.



Swire Pacific said the book value of SPO's fleet will be subject to "significant impairment charges" due to the gloomy outlook of the offshore oil services industry and assuming oil prices will not recover for some time. "The trading outlook for the remainder of 2015 has also deteriorated more than was expected in August and further impairment charges are expected arising from cancellation of the shipbuilding contracts," it said. Late last month SPO announced the sudden departure of its managing director Neil Glenn and finance director Nigel Gribble. Singapore-headquartered SPO operates a fleet of more than 90 vessels and a wide range of marine services. *(Source: TradeWinds)*

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EMAS OFFSHORE NETS \$33 M IN VESSEL CHARTERS



EMAS Offshore has secured additional options for extension on an existing contract, as well as new awards for charters with an oil major and independent oil company in West Africa and Asia. The total value of the deals with undisclosed clients is more than \$33 million, including options. In West Africa, EMAS Offshore will supply a Platform Supply Vessel to sea

transportation services for an oil major. Over in Asia, EMAS Offshore's contract is with an independent oil company. The charter is for the provision of one AHTS and the scope of work includes transportation of personnel, materials and supplies and to provide storage for materials and supplies. Captain Adarash Kumar, EMAS Offshore's Chief Executive Officer, said: "We continue to focus our efforts in West Africa, where we have sustained our win momentum whilst building our track record and growth across Asia. "Our strategy to focus our bidding activities in West Africa will allow us to increase penetration in this market whilst maintaining dominance in Asia amidst this muted oil and gas environment." The average duration for the contracts is approximately 2.4 years, including the extension. The work is expected to start in the first quarter of 2016. *(Source: Offshore Energy Today)*

VESTLAND OFFSHORE ORDERS GANGWAY SYSTEM FROM SAFEWAY

Vestland Offshore, a Norwegian owner and operator of offshore support vessels, has placed ordered one plus two (1+2) Seagull class motion compensated gangway systems from a Dutch company, Safeway. The first system will be installed on the **Vestland Cygnus** platform supply vessel. The vessel will undergo a conversion program at the Fjellstrand shipyard where an accommodation unit will be installed to raise the total capacity to 134 persons on board. Furthermore a knuckle



boom crane with subsea capabilities and Safeway's motion compensated gangway system will be installed. Hans Martin Gravdal, board member of Vestland Offshore said that the gangway solution would enable the company to operate in increased weather windows and safely transfer offshore personnel at a year-round basis on demanding projects including the North Sea. Safeway did not reveal the financial value of the contract. Wijnand van Aalst, Safeway's CEO, said: "We are very pleased with this first contract from Vestland Offshore which proves that operators are seeking smart innovative solutions and trust our capabilities." According to Safeway, the company has so far developed and supplied cargo handling systems for more than 850 vessels worldwide. *(Source: Offshore Energy Today)*

SIEM AMETHYST TO WORK FOR WOODSIDE OFF AUSTRALIA

Norwegian company Siem Offshore Inc. has been awarded a charter contract for the Anchor Handling Tug Supply Vessel (AHTS) **Siem Amethyst** with Woodside Energy. The contract award came through Siem Offshore's fully owned subsidiary Siem Offshore Australia Pty Ltd. According to Siem Offshore, Woodside will use the vessel for operations in Australia, but the company did not specify where exactly. Siem Offshore said that the contract is expected to start in November 2015, and the firm period is until August 2016. The Norwegian company added that the charterer has the



option to extend the contract two times for six months. **Siem Amethyst** is a 2011-built, 91 metres long vessel with 800 m² of usable cargo deck area. It is designed for towing and anchor handling, deep water inspection- and construction work. The vessel is equipped with a gantry crane for anchor and cargo handling. According to Marine Traffic data, **Siem Amethyst** is currently in the Mediterranean Sea, passing between the Greek island Crete and Libya's coast, heading towards Port Said in

Egypt. (Source: *Offshore Energy Today*)

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ALL 150 GEMINI FOUNDATIONS IN PLACE

The last of 150 foundations at the Gemini offshore wind farm was installed on 17 October. On 1 July, Van Oord's installation vessel **Aeolus**, together with Swire Blue Ocean's **Pacific Osprey**, started the installation and completed the work one month earlier than scheduled. On 1 February 2016, both vessels will return to the project, completely modified for the installation of the 150 wind turbines. They will sail from Esbjerg in Denmark, where the wind turbines are produced and stored at Siemens,



directly to the Gemini offshore wind farm. *(Source: Offshore Wind)*

TIDAL TRANSIT'S 'GINNY LOUISE' AVAILABLE FOR CHARTER



Having been on charter almost continually (with a 95% utilisation rate) since her arrival in early 2012 to SSE, Statoil, Centrica, RES, Statkraft, Siemens & Dawson Energy/3Sun Group, Tidal Transit's **Ginny Louise** is now offered for charter. Her availability record while on charter has exceeded 97%, achieving 99.1% in 2015, while the fleet statistics since January 2013 stand at 98.4%, recording 98.75% in 2015. Director Adam

Wright said: "We are very proud of these records as they are a direct result of our company's approach to preventative maintenance and the reactivity of the Tidal Transit team and our many contractors for which we are very grateful." **Ginny Louise** is a 20m multi-functional CTV/PTV/WFSV that has proven herself time after time delivering safe, comfortable and efficient offshore access to the wind industry in up to and above 2m seas, Tidal Transit said. *(Source: Offshore Wind)*

REFLEX MARINE DEVELOPS NEW PERSONNEL ACCESS CONCEPT

An offshore personnel transfer company, Reflex Marine, is developing a new personnel access concept for the offshore wind and traditional energy industries, the SEA-SPIDER. The innovation will utilise winch based access to offer an alternative to current access methods, such as butting a vessel against the turbine structures and crews stepping onto a ladder. The



company said it has already received strong interest for SEA-SPIDER from operators in Europe. CEO, Philip Strong commented: "It is essential that we continue to develop flexible and weather capable transfer solutions to meet the challenges of further offshore wind farm developments. We feel strongly that close collaboration with vessel designers, vessel operators and lifting specialists will allow us to develop improved practices, not only in the wind energy sector but wherever offshore personnel transfers are needed. "It's an exciting time for us as we continue to innovate and SEA-SPIDER follows the unveiling of our completed FROG-XT range for the first time at Offshore Europe 2015, designed for offshore operations, extreme performance and safety." Winch based access will enable operators to use much of the current fleet and equipment already in the field. In the absence of a dedicated crane on the installation, a bespoke hoisting system can be retrofitted

which allows the personnel transfer capsule to be safely hoisted, the company explained. At the core of the system is a FROG-XT1, a single person transfer device. The FROG-XT1 will form part of the FROG-XT product range. Options to transfer maintenance teams in groups can also be achieved using higher capacity Reflex Marine capsules. The SEA-SPIDER aims to eliminate the major risks associated with personnel transfer. The company said it is determined to help raise safety standards by providing additional safe solutions for maintenance access to offshore wind farms. *(Source: Offshore Wind)*

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MAINSTAY MARINE DELIVERS 20M WFSV TO TURBINE TRANSFERS



The boat building specialist Mainstay Marine Solutions has delivered the 20m vessel **Porth Nefyn** to transfer vessel operator Turbine Transfers. The **Porth Nefyn** will work principally on offshore European wind farm sites between the Baltic and Irish Seas. The vessel is an extended version of the existing 18m CE class vessel **Porth Eilian**. It has been designed and built to

DNV class category 2 certification for operations up to 60nm offshore, with a 25-year service life. The 50-tonne aluminium BMT Nigel Gee-designed wind farm support catamaran, which has completed extensive harbour and sea trials is capable of transporting up to 12 turbine technicians at a speed of up to 25 knots. Mark Meade, chief executive of Holyhead-based Turbine Transfers, said: “The addition of the **Porth Nefyn** to our fleet offers us a strategic advantage, in that we have range of vessels that are specifically suited to different local weather conditions, cargo types and financial requirements, rather than taking a one-size-fits-all approach. “It will be operating initially on a German wind farm accessed from the port of Eemshaven in the Netherlands.” Stewart Graves, Managing Director of Mainstay Marine, said: “With our longstanding experience of building rugged and reliable workboats, Mainstay has been the ideal supplier to provide a vessel capable of operating in demanding conditions with a 25yr service life, as required by Turbine Transfers. “The marine renewable industry is an exciting sector and with our facilities having direct access to deep water and our location being on the confluence of the Celtic Sea, Irish Sea and Bristol Channel, it positions us perfectly to support it.” *(Source: Offshore Wind)*

'SEVERN PROVIDER' EXCELS AT ITS FIRST JOB

Severn Offshore Services' crew transfer vessel (CTV) **Severn Provider** is scheduled to complete work at the Meerwind offshore wind farm this month, but the owner already reported that the vessel had shown an exceptional performance at its first job. **Severn Provider** has been working in the German part of the North Sea since April 2015, following the delivery from Damen Shipyards a month earlier. The vessel, a Damen FCS



2610 Twin Axe CTV, has worked at full performance, with zero lost time incidents while transferring passengers, equipment and cargo to offshore assets. By the time **Severn Provider** will have finished its current scope of works, it would have carried out over 4,000 personnel transfers, **Severn Offshore Services** said in a press release issued today. "We would like to thank our crew and office team for their hard work and now look to forward to welcoming future opportunities for '**Severn Provider**' in the offshore energy industry, as she becomes available for charter on the 1st of November," the company concluded. *(Source: Offshore Wind; Photo: Severn Offshore Services)*

YARD NEWS

CONTRACT SIGNING TO BUILD AND DELIVER THREE 21.3 M ALUMINIUM CREW BOATS FOR INW



On the 9th September 2015, Grandweld Shipyards accomplished a significant milestone by signing a contract with International Naval Works to design, build and deliver three 21.3 M Aluminium Crew Boats. The 21.3 M vessels will be powered by 2 high speed marine diesel engines; each driving fixed pitch propellers through a reverse-reduction gearbox to produce a speed in excess of 21knots.. The vessels

will be used for offshore transportation purposes and incorporates seating capacity for 18 offshore personnel with excellent seakeeping characteristics giving the personnel on board the vessel good comfort during transportation. Delivery of the three vessels will be in early 2016. *(Press Release)*

ZNT YARD DELIVERS PONTOON WHARF OF PROJECT SB02 TO RESCUE SERVICE OF ROSMORRECHFLOT

ZNT Yard OJSC has delivered nonselfpropelled pontoon wharf of project SB02 (hull No 1201) to Rescue Service of Rosmorrechflot the shipyard told IAA PortNews. The contract for construction was signed on March 31, 2015. The laying down ceremony was held on May 5, 2015. The technical readiness certificate was signed on September 11, 2015. The



construction was supervised by the Nizhny Novgorod branch of Russian Maritime Register of Shipping (RS). The head complex of project SB02 is to be placed within the area of responsibility of Azov-Black Sea Branch of Rosmorrechflot's Rescue Service. The complex is intended for the following purposes: lay-up and maintenance of different vessels (displacement of up to 5,000 t, draught of up to 6 m) within the protected water area; supply of electricity/water/fuel etc to vessels; repair and maintenance of mechanisms/systems/equipment. RS class notation - K Berth-connected ship Pontoon. Characteristics: length – 73.00 m; length of cross-structure - 5.00 m; width - 8.60 m; depth – 2.20 m; draught max – 0.98 m; effective area of the deck - 414 sqm. JSC Nizhny Novgorod Motor Vessel Yard (ZNT Yard), based in Russia's Nizhny Novgorod region, was founded in 1911. Today, the shipbuilding firm with its in-house design bureau specializes in the construction of supply and auxiliary fleet, harbor equipment and marine engines and provides a broad range of services. *(Source: PortNews)*

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NEW ADDITION TO THE SHEARER GROUP, INC. TEAM

The Shearer Group, Inc. (TSGI) is pleased to announce a new addition to its naval architecture, marine engineering and marine surveying practice. Harrison Brann joined TSGI in October of 2015 as a naval architect. In 2011, Harrison graduated with a bachelor's degree in naval architecture and marine engineering from Virginia Polytechnic Institute and State University. He has a wide range of



knowledge of marine engineering specialties including ship stability, damage analysis, systems integration, ship survivability, and firefighting systems. Previously, Harrison has worked for the American Bureau of Shipping (ABS) in their ship engineering department analyzing stability calculations for engineering firms, shipyards, and vessel owners. Prior to ABS, Harrison worked at ICI Services Corporation as an associate naval architect working on systems design and integration for various marine projects.

Harrison is a member of SNAME and an Engineer in Training in Virginia. He plans on sitting for the Professional Engineer examination in the spring of 2016. *(Press Release)*

ZPMC TO TAKE LEGAL ACTION OVER PETROFAC'S CONTRACT SUSPENSION

China's Shanghai Zhenhua Heavy Industry Co (ZPMC) will take legal action over a cancelled shipbuilding contract it had with UK oilfield services supplier Petrofac. To remind, Petrofac on October 9, 2015 said it had terminated the contract with ZPMC for the construction of its JSD 6000 deepwater multi-purpose offshore vessel. Petrofac then said the contract had been suspended due to issues with ZPMC's performance in related to the construction of the



proprietary design Petrofac JSD 6000. In response, ZPMC said it was regrettable that Petrofac unilaterally terminated the contract. "ZPMC will actively take all legal measures to defend its legitimate rights and interests, and will pursue the liability borne by Petrofac," the Chinese company said in a statement. ZPMC did not comment on Petrofac's allegations that there had been issues with the shipbuilder's performance, but said : "Analysts believe that the true reasons of more and more contract terminations arising are mainly caused by low oil & gas price which lead to offshore global market downturn." As for the vessel in question, Petrofac JSD 6000, it was ordered in January 2014 and scheduled for delivery in 2017. It is based on a design by Ulstein Sea of Solutions, which integrates the J-Lay, S-Lay and derrick functions. *(Source: Offshore Energy Today)*

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TWO WORKBOATS LAID DOWN AT ONEZHSKY SHIPYARD

Two work pilot boats with ice strengthening have been laid at Onezhsky shipbuilding and shiprepairing yard, Rosmorport says in its press release. FSUE "Rosmorport" expects to use the boats in southern seaports of Russia. The nautical properties of the boats allow them to work in harsh meteorological conditions and perform their functions in open sea with waves up to 3.5 metres high. The pilot boats are the fifth and the sixth vessels having been laid at the shipyard after resumption of production activities in June 2015. According to the list of orders for 2015-2016, the shipyard is also to build three scows and two buoy boats. *(Source: PortNews)*

BOLLINGER DELIVERS THE CGC JOSEPH NAPIER, THE 15TH FAST RESPONSE CUTTER TO THE USCG



Bollinger Shipyards has delivered the **Joseph Napier**, the 15th Fast Response Cutter (FRC) to the United States Coast Guard. The announcement was made by Bollinger's President & C.E.O., Ben Bordelon. "We are very pleased to announce the delivery of the latest FRC built by Bollinger Shipyards, the JOSEPH NAPIER, to the 7th Coast Guard District in Puerto Rico. We are looking forward to honoring and celebrating the

heroic acts of Joseph Napier at the vessel's commissioning." The 154 foot patrol craft **Joseph Napier** is the 15th vessel in the Coast Guard's Sentinel-class FRC program. To build the FRC, Bollinger used a proven, in-service parent craft design based on the Damen Stan Patrol Boat 4708. It has a flank speed of 28 knots, state of the art command, control, communications and computer technology, and a stern launch system for the vessel's 26 foot cutter boat. The FRC has been described as an operational "game changer," by senior Coast Guard officials. The Coast Guard took delivery on October 20, 2015 in Key West, Florida, and is scheduled to commission the vessel in Puerto Rico during January, 2016. Each FRC is named for an enlisted Coast Guard hero who distinguished him or herself in the line of duty. This vessel is named after Coast Guard Hero Joseph Napier. Joseph Napier, Keeper of St. Joseph Life-Saving Station 6, showed his true heroism and courage as he risked

his life and led his crew into gale-force winds to rescue the men of the wrecked schooner, the *D.G. Williams* in October 1877. Napier demonstrated his courage during multiple rescues as a career lifesaver of the Great Lakes. (*Press Release*)

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - [SAAM SMIT Towage signs contract for Damen ASD Tug 2913 at Offshore Energy 2015](#)
 - [Nieuwe tentoonstelling “Van IJ tot IJmond” in het Nationaal Sleepvaart Museum geopend](#)
 - [Sanmar built “M/T Svitzer Amstel” ready to join Svitzer’s fleet](#)
 - [Towage on and around the North Sea channel](#)
 - [Great Lakes Shipyard Signs Contract for Construction of Harbor Tug for Puerto Quetzal, Guatemala](#)

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