



TUGS & TOWING NEWS

LONG-HAUL OCEAN TOWING



On October 24th, the Netherlands-flagged **ALP Centre** successfully delivered the semi-submersible drilling rig Songa Equinox to Bergen, Norway almost four months after departing Geoje, South Korea. **ALP Centre**, with 300 tonnes Bollard Pull and large fuel capacity, is an AHTS specially designed for the long distance towing, positioning, mooring and hook-up market. **APL Centre** is now owned by Teekay Corporation after

Teekay aquired Netherlands-based ALP Maritime Services in 2014. As part of the transaction, Teekay and ALP ordered four state-of-the-art towing and anchor handling vessel newbuild tugs.

(Source: gCaptain)

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MULTRASHIP AND DAMEN AGREE DEALS FOR CARROUSEL RAVE TUGS AND ASD

Leading towage and salvage specialist Multraship, through its 100-per cent-owned subsidiary Novatug BV, has commissioned the construction of two evolutionary **Carousel Rave Tugs** (CRTs)

from Damen Shipyards Group. These new vessels will provide tug operators with more power, more freedom and more durability, as well as eliminating the risk of capsizing under a tow load. Construction of the CRTs will begin immediately under an agreement between Novatug, with Multraship as its first customer, and Damen subsidiary Van der Velden Barkemeyer GmbH. The hulls of the vessels



will be built by German shipyard Theodor Buschmann GmbH in Hamburg, with final outfitting carried out by Damen Maaskant Shipyards in Stellendam, the Netherlands. Delivery of the Bureau Veritas-classed vessels is scheduled for first-quarter 2017. The **RAVE design** was developed by leading naval architecture consultancy Robert Allan Ltd, in conjunction with Voith GmbH. The CRTs have an overall length of 32 metres, and a bollard pull of minimum 70 tonnes. Propulsion is via two Voith thruster units and two ABC main engines of 2,650 kW operating at 1000 rpm. Free running speed is over 14 knots at 5,300 kW. The Carrousel tug's lower operational costs, speed of action and enhanced control over the tow can provide huge advantages over conventional tugs, for example by widening or even removing tidal and/or weather windows for certain ports. Novatug will offer the Carrousel Rave tugs on the basis of long-term bareboat charters, basically a financial or operational lease construction, which is both customary and proven in other capital-intensive industries such as aviation. Leendert Muller, managing director of Multraship, says, "Safety is always our overriding objective, and that it is why we have opted wholeheartedly to produce the Novatug CRT. This new tug design, for the first time, eliminates what has always been the most significant threat to safety in towing – the risk of capsizing under a tow load. The benefits in terms of efficiency and flexibility,



meanwhile, are also enormous". "The involvement of Theodor Buschmann and Maaskant completes the so-called Novatug 'dream team' which, over the years, has benefited greatly from the input of Voith, Robert Allan, ABC and the Luyt Group, working closely together and using all their experience and expertise to produce a design which has been awarded the Dutch Maritime Innovation Award." Meanwhile, Multraship has also agreed a deal with Damen for a new state-of-the-art **ASD 3212** tug as part of its planned fleet expansion to keep pace with increasing demand for its specialist services. The Dutch-flag, LR-registered **Multratug 31** was built at Damen Song Cam, Vietnam. A sister

vessel to **Multratugs 19, 29 and 30**, it will operate mainly in the Western Scheldt area. It has a maximum bollard pull of 83.2 tonnes and a maximum speed of 15 knots. The 453 gt vessel is powered by two Caterpillar 3516C engines and has two Rolls Royce Azimuth thrusters and a 2,800 mm-diameter controllable pitch propeller. The vessel's deck layout features a hydraulically driven escort double drum winch forward and single drum aft, and a 25 mt deck crane. There are two one-man cabins, four two-man cabins, a mess room and galley. Leendert Muller says, "This new tug is needed, because our workload is still increasing and we are confident this will be the case for several years to come. This is not an industry where you can stand still. If you want to stay at the top, you have to keep investing in new vessels, new equipment, new technology, and good people. That is what Multraship is doing, and will continue to do." The *Carrousel towing system* is as simple as it is effective, consisting of a relatively straightforward steel construction, basically a freely rotating ring (the actual 'Carrousel') fitted around the superstructure of the tug. It is on this freely rotating ring that the tug's towing point is located, as opposed to a conventional fixed towing point that has been the case for as long as towing has existed. Tugboats fitted with the *Carrousel towing system* can turn around freely relative to the tow without letting go of the line. When there is force on the line, the shifting towing point also changes the centre of force relative to the tug's centre of gravity. The tug's own hull profile can safely be used for generating braking and/or steering forces, based on the lateral resistance of the hull through the water and given the kinetic energy present in the moving tow and/or the current. A *Carrousel tug* can brake or steer a moving tow much better, faster, cheaper and from any position forward or aft, than any regular tug relying on installed power for braking or steering. A *Carrousel tug* simply cannot be capsized by a tow load. For its braking and steering operations, a Carrousel tug needs far less added energy, resulting in significantly reduced fuel consumption and emissions. The cost-saving potential on fuel alone is at least 25 per cent, depending on the operational profile of the tugboat. The fact that a tugboat with the *Carrousel towing system* depends on its lateral hull resistance more than its engines and propulsion systems in order to generate braking and steering forces also results in significantly less mechanical wear on the propulsion train, with lower annual repair and maintenance costs and a longer economic life for the tug itself. *(Press Release)*

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SVITZER ASIA TEAMS UP WITH QINGDAO PORT – A JOINT VENTURE ESTABLISHED TO PROVIDE TOWAGE SERVICES

On 3rd November 2015, Qingdao Port International Co., Ltd and Svitzer Asia signed a joint venture agreement in an effort to pool their resources for future growth. The new joint venture, Qingdao Port Svitzer Towage Ltd, is established to operate and manage towage services in Qingdao Port and supports Svitzer's global growth strategy. Qingdao Port International Co., Ltd is the main operator of

Qingdao Port, one of the world's largest comprehensive ports, providing a wide variety of port-related services, ranging from cargo handling and warehousing service to support and extended services such as logistics services and financial services. "Establishing Qingdao Port Svitzer Towage Ltd is part of Svitzer's ambition to grow in Asia, and will be the first operation of its kind for Svitzer in China. Combining the strengths of Qingdao Port and Svitzer is an important first step



for further cooperation in China and abroad", says Alan Bradley, Regional Managing Director of Asia. Chief Commercial Officer, Kasper Friis Nilaus adds: "This joint venture supports our global growth strategy by delivering towage services with high standards in safety and operational reliability, as well as providing advanced towage solutions at Qingdao Port. With our increasing business development focus on the large and fast growing towage markets like Asia, it is clearly a step in the right direction towards our strategic objective of profitable growth." *(Press Release)*

KEYNOTE SPEAKER FOR ITS 2016 BOSTON ANNOUNCED



American Waterway Operators' (AWO) president and CEO, Tom Allegretti, will perform the official opening and give the keynote address at the world's largest gathering of leading tug, salvage and OSV experts in Boston in May 2016. The 24th International Tug, Salvage & OSV Convention and Exhibition (ITS) will take place from 23-27 May 2016 at the John B Hynes Convention Centre in Boston, USA. Allegretti will be

returning to the ITS stage after an absence of 20 years, having presented the Inaugural Paper at ITS Seattle in 1996. AWO is the national advocate for the US tugboat, towboat and barge industry, which provides the safest, most environmentally-friendly, and most economical mode of freight transportation in the USA. Its aim is to promote long-term economic soundness and to enhance the industry's ability to provide safe, efficient, and environmentally-responsible transportation. Garth Manson, managing director of the ABR Company, which organises the event, said: "We are absolutely delighted to have such a high-profile keynote speaker and I am personally very much looking forward to hearing what he has to say. This is a difficult and challenging time for our industry, but also one of new ideas, opportunities, innovation and change." ITS delegates can expect ground-breaking papers and high profile speakers. Seasoned presenter Robert Allan, executive chairman of Robert Allan Ltd, will be looking at the drone technologies which are set to open up a new realm of possibilities for tug operations. Other speakers include: Peter Pietka, CEO of Ardent Americas LLC; Tom Guldner, president of Marine Firefighting Inc; Mark Hoddinott, general manager of the ISU;; Junkui Xiong, deputy general



manager of Tianjin Port Tugboat and Lighter Company Ltd, and Grant Livingstone from Jacobsen Pilot Service Inc. At ITS 2014 in Hamburg, the programme also included a one-to-one Q&A session between ITS chairman Mike Allen and Costa Concordia salvage master Nick Sloane. The format proved extremely popular and so, at ITS 2016, we will be hosting a similar high-profile exchange between Mike Allen and Todd Busch, senior vice president and general manager, technical services, Crowley Maritime Corporation. Busch is also chairman of the board at newly-formed Ardent. The ABR Company, which publishes *International Tug & OSV*, is expecting upwards of 100 exhibitors from more than 45 countries to attend the event with delegate registrations already looking extremely healthy. Exhibitors who wish to register for the conference are offered a substantial discount on the registration fee and in addition, the usual Early Bird, ITS Club and multiple delegate registration discounts are available for additional registrations. *(Press Release)*

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ROTORA TUG
TUG DEVELOPMENT SINCE 1996

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A DIFFERENT KIND OF LUXURY



Last issue it was reported that the **Wilam B** was hit by a fire here we have found a story regarding this tug. Gary Hill's historic tugboat the **William B** combines nostalgia and indulgence. Newport is known for its lavishly-appointed yachts docking behind mansions—and for the celebrities who might be seen onboard sipping Champagne. With eight islands, Newport Harbor is the largest small craft harbor in the

country, acting as homeport to more than 9,000 boats. But alongside the magnificent yachts, there are a handful of working tugboats in the harbor. Tugboats are known as the workhorse of the water—mighty boats that muscle large ships in and out of ports or tow a string of barges. Yet there is a softer side to tugs, as they continue to come alive in children's books and television shows since the release of "**Steamboat Willie**" in 1928. Locals and visitors alike will stop and watch as one local tug—the **William B**—passes by with her black and white hull iconic of years past. Regularly docked at the Newport Harbor Yacht Club, this tugboat is the most popular boat on display during the club's annual opening day ceremonies, as people climb over the stern to be welcomed by the tug's owner—

lifelong Newport Beach resident and Newport Harbor High alumnus Gary Hill. Gary acquired the tugboat in 1988 when it sat idle while damaged on the Columbia River in Oregon. “She was on a tow to Alaska and while coming down the Columbia River, she ran aground and the barge came up and smashed her stern,” he explains. “So, I went up to Portland, Ore., with a well-known shipwright named Wayne Ettel and bought her without a survey.” At first, the damage to the boat seemed like it might be the end of her: “What a wreck she was, now looking back, and she leaked so bad coming down the Oregon coast we thought we might lose her,” Gary recalls. “Then she just swelled up and stopped leaking.” *Home Base* A resident of Newport Heights, Gary owns Hill’s Boat Service, an on-the-water fuel dock situated between the Balboa Pavilion and Balboa Angling Club. His fuel dock holds 40,000 gallons of gas and diesel, and he boasts the only mobile fuel delivery via the waterways on the West Coast through the vessel Tanker 1, a smaller



lightener that delivers fuel to yachts around the harbor. Gary met Sandi, his wife of 34 years, when he was filling her boat’s outboard engine with gasoline. The couple has three children—Casey, 28, Morgan, 25, and Carson, 22—two of whom can skipper the *William B* on their own. Additionally, Carson holds a 100-ton USCG Master’s License with a tanker man endorsement. “They have all enjoyed the tug from San Francisco to the Sea of Cortez,” Gary says. “We have done some nice surf trips from the backside of Santa Rosa to the ranch at Point Conception to Scorpion Bay, Baja, and to the east end of Cabo San Lucas.” Growing up Newport Bay, Gary skippered boats before he had his driver’s license, and he spent a lot of time on Shark Island—now Linda Isle—with a couple of other Newport locals, including Duffy Duffield of Duffy Boats and Mark Hillgren, owner of the Juno, a yacht. Those were the days when water skiing in the Back Bay was allowed, and after school Gary would visit his father at the fuel dock from his childhood home in Bayshores aboard his 10-foot boat with an old three-horse Johnson outboard. *Back from the Dead* The *William B* is a traditional looking tug with a wooden hull that is planked with Douglas Fir resting on cedar frames. The 77-foot tug was originally built by Puget Sound Bridge & Dredge Company in Seattle for the United States Navy in 1943. Her wooden hull has a beam of 21 feet with a 10.5-foot draft, weighing in at 160 tons. The Foss Tug Company owned the tug from 1963 though 1974, after which several

independent tug operators held title until her demise on the Columbia River. Gary maintains the originality of the tugboat, even while it is being used by his family as a recreational yacht traveling from San Francisco to the Sea of Cortez. The galley is very similar to day one, with an original refrigerator and freezer built for Navy, and the equipment still works great today. He did replace the diesel oven with a propane unit, but stepping into the galley takes one back in time. However, the electronics onboard were not on the drawing boards yet when the tug’s keel was first laid. The bridge now includes Two VHF marine band radios, a Garmin Global Positioning System (GPS), a Foruno Radar, a Foruno fathometer, a



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Sperry autopilot, an Icom single-sideband, Signet weather, ACR Electronics EPIRB (Emergency Position Indicating Radio Beacon) and a CD Player. But no television is aboard, and Gary says there never will be. “The last thing you need on a boat is a TV,” he says. “I just like reading and playing all kinds of games.” The tug’s single screw makes handling the tug a hands-on, learned skill that is not for the faint-hearted, especially when docking with a huge 10-foot by 5-foot barn door rudder, a massive rudder that is not normally found on boats of today—called a barn door due to its size. The vessel is powered by a Caterpillar D-348, with 725-horsepower turning a single five-blade propeller—hence the term “single screw.” This gives a cruising speed of 9 knots with a range of 3,750 miles. The boat holds 6,000 gallons of fuel as well as 800 gallons of fresh water aboard. The **William B** can easily sleep more than 10 people, not to mention the expansive working deck area, centered around a bait tank that is mounted amidships, allowing Gary to slow the tug down slightly from its cruising speed to a trolling speed for yellow fin tuna or other fish in the sea. The boat’s single head and shower might have a line at the door, but, as Gary says, “This is what we call camping togetherness.” For interior sleeping arrangements, the tug has three staterooms with original deck planking on the floors, and two of the rooms have double bunks. Yet, boats are not without creative sleeping areas: The wheelhouse can accommodate one for the evening, the outside dinette turns into a double bunk, and the foc’sle—the forward area near the bow of the boat that is usually the crew’s quarters—will sleep five. Creature comforts on this boat do not include heating or air conditioning, but there is a supply of fresh water produced from onboard water maker. Electricity is provided by a Northern Lights 8-kilowatt generator for AC power, along with an unusual 120-volt DC power system. After almost meeting her fate on the Columbia River, this resurrected working tugboat now cruises the waterways—but instead of towing a barge, the decks are filled with family and friends. Gary doesn’t know how much he’s paid to save the William B, but to him, it’s worth every penny. “If I knew how much I put into the tug, it would ruin my day,” he says. “What my family has gotten out of this boat in the last 22 years is worth a million dollars to me.” (Source: *Newport Beach - By Mike Whitehead*)

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TB VIRGINIA SCRAPPED

It’s been reported that the 1960 built Panama registered with call sign H7773 tug **TB Virginia** been scrapped at Las Palmas de Gran Canaria in February 2015. The tug was built by Jonker & Stans - Hendrik Ido Ambacht; Netherlands under number 288 for NV tot Exploitatie van de Stoomsleepboot Maria and managed by Verenigde Onafhankelijke Sleepdienst NV – Rotterdam as **Independent II**. In 1975 taken over by Smit-VOS. In 1984 transferred to Smit Internationale Havensleepdiensten BV and renamed **Independent 2**. In 1986 left Rotterdam to operate for Smit International (Senegal) Ltd. – Dakar. In the same year returned back to Rotterdam. In 1988 sold to



renamed **TB Virginia**.

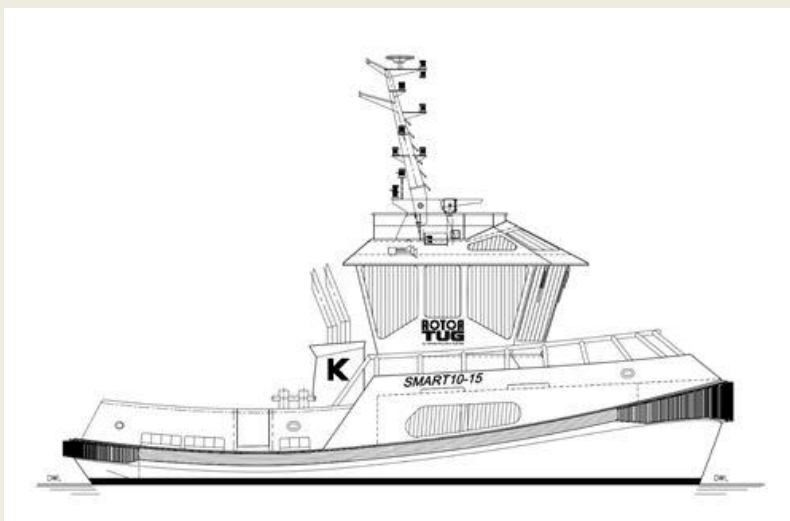
Smit International (UK) Ltd – London and renamed **Independent II**. Returned to Rotterdam in the same year. In 1999 sold to General Port Services Ltd. – Rochester and renamed **GP America**. Later renamed **Muria**. In 2000 to Niarcos Shipping Co. and managed by GPS Marine Contractors Ltd. –Chatham. In 2012 to Virginia Towage Inc. – Belize and managed by Total Ship BV/Sim Scheepvaart NV. – Bruinisse; Netherlands and

ROTORTUG© CONTRACT SIGNING ART 10-15

On November 4th 2015, the Dutch Shipyard Padmos Stellendam BV and Rotortug BV signed the newbuilding contract for the **ART10-15 training Rotortug©** at the Europort Exhibition. The 10 tons bollard pull tug, designed by Robert Allan Ltd from Vancouver, will be outfitted according to her “sister vessels” of the **ART 80-32**



Class (winner of the KVNR shipping award 2015) and will be used as a training vessel in addition to simulation training. She will be outfitted according to superior yacht quality and will at the same



time serve as a representation – and display vessel to show the Rotortug principle to prospective Clients. History repeats, because Shipyard Padmos Stellendam BV, co-designed and outfitted the first Rotortug class for Ton Kooren and will now construct his **ART10-15 Training Rotortug©**. Particulars: LOA: 14.95 mtrs; LWL: 13.90 mtrs; Beam mld: 8.00 mtrs; Nav draft: 3.30 mtrs and a Bollard Pull: 10 tons (*Press Release*)

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VT HALTER LAUNCHES ANOTHER ATB TUG FOR BOUCHARD



Shipbuilder VT Halter Marine, Inc. and Bouchard Transportation Co. Inc. announced the launch of M/V **Morton S. Bouchard Jr.**, a 6,000hp Twin Screw Articulated Tug Barge (ATB) tug, on October 29, 2015. The M/V **Morton S. Bouchard Jr.** is part of a two-vessel contract awarded to the shipyard in August 2014. M/V **Morton S. Bouchard Jr.** and M/V **Frederick E. Bouchard**, are being constructed at VT Halter Marine's Moss Point Marine facility in Escatawpa, Mississippi, with delivery expected in January 2016 and May 2016, respectively. The vessels will enter into Bouchard Transportation's fleet service in New York, N.Y. Measuring 130 feet by 38 feet by 22 feet, these 6,000hp Twin Screw ATB tugs are classed by ABS as A1 Ocean Towing, Dual Mode ATB, USCG Subchapter C. Upon completion, both tugs will be equipped with an Intercon Coupler System. The October 29 launch marks the second for Bouchard Transportation's vessel by VT Halter Marine in as many months: M/V **Donna J. Bouchard**, a 10,000hp Twin Screw ATB tug, was launched at the Moss Point Marine facility on September 15, 2015. M/V **Donna J. Bouchard**, is classed by ABS as A1 Towing Vessel, Dual Mode ATB, USCG Subchapter M, is also equipped with Intercon Coupler System. She will be paired with ATB barge B.No.272, which is currently under construction at the VT Halter Marine Pascagoula Shipyard facility in Pascagoula, Mississippi. This will be the second ATB unit built for Bouchard Transportation as part of its expansion program. Morton S. Bouchard III, president and CEO of Bouchard Transportation, said, "The launching of the M/V **Morton S. Bouchard Jr.** is a special event within the Bouchard Family, for the vessel is named after the father of President/CEO, Morton S. Bouchard III, who wanted his father's name to always remain on the waterfront for



which he dedicated his entire life to. The original tug, [Morton S Bouchard Jr.](#), which was also built by Halter, was earlier renamed as [The Bouchard Boys](#) and continues to operate with Bouchard Fleet." "The successful launching of both vessels, the M/V [Morton S. Bouchard Jr.](#) today and the M/V [Donna J. Bouchard](#) in September is an indication of the commitment to the continued relationship with Bouchard Transportation," said Jack Prendergast, CEO of VT Halter Marine. *(Source: MarineLink)*

DUTCH NATIONAL TOWAGE MUSEUM AT EUROPORT

Europort, organised in the world port city of Rotterdam, will again be the meeting place for the international maritime industry. Europort has a strong focus on innovative technology and complex shipbuilding covering offshore, dredging, navy, fishery, construction vessels, workboats, inland navigation and super yachts. Some 1,100 exhibitors from 40



countries presented their innovative technology against the background of one of the most versatile maritime clusters in the world. Established as one of the world's leading maritime exhibitions, attracting visitor numbers of about 30,000 maritime professionals from 84 countries, Europort is a must attend for anyone who wants to stay ahead in the international maritime market. No other event has the scope of coverage Europort manages. Bringing together all sectors of the maritime chain under one roof, Europort is unrivalled as a platform to showcase innovation and connect to

the wider maritime community. At the Europort Exhibition in the Rotterdam Ahoy the Dutch National Towage Museum as member of the foundation Tugboat Port Maassluis attended with a booth near the entrance On the picture is seen the crew from left to right Wim de Snaijer from the [Museum](#); Herman Hartman – [Elbe](#) and Arie Koppert - [Hudson](#). (Photo: [Towingline](#))

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HOLLAND SHIPYARDS BUILD TUG FOR ISKES TOWAGE AND SALVAGE



On the Europort exhibition in Rotterdam Holland Shipyards has signed a contract with Iskes Towage and Salvage for the building a new tug called [Telstar 2](#). [Telstar 2](#), named after the football club in IJmuiden, Netherlands will be built to the Eddy Tug concept. The hybrid harbour tug will be fitted out with Mitsubishi S16R2 engines delivered by Koedood. Veth Propulsion is responsible for the propulsion of the [Telstar 2](#).

The value of the contract amounts to EUR 6 million. The tug has a length of 25.45 mtrs a beam of 11.40 mtrs with an operational draft of 5.10 mtrs. The total engine output is 3.770 kW and give the tug an speed of 12.5 knots and in hybrid mode 9.5 knots. Her bollard pull will be 75 tons. The tug will be built under yard number 2015-027 (Photo: [Towingline](#))



YESTERYEAR TUGS PEARL

Shipping activity in the South Street area of New York's East River was at its height when this photograph was taken in the first decade of the twentieth century. Tugboats maneuver in the



foreground, while a fleet of them are at dock in the distance. In the left foreground is a sailing lighter. The tug steaming out of the slip is the **Pearl** built in 1889 at Brooklyn with homeport New York. She had a length of 69' a beam of 17.7' and a draft of 7.9' . On the 25th October 1906 the tug S. O. CO. NO. 10 was rammed by the propeller *Ella* off Dock Street, East River, on the evening of the 25th and sank, one life lost. *(Source: On the Hawser by Steven Lang and Peter H. Spectre)*

ACCIDENTS – SALVAGE NEWS

EL FARO WRECK IS MISSING BRIDGE, VDR NOT FOUND

The National Transportation Safety Board says that the navigation bridge has separated from the wreck of the **El Faro** and has not yet been located. The NTSB said yesterday that the Curve 21 remote operated vehicle (ROV) was used to identify the wreck found off the Bahamas at a depth of about 15,000 feet as that of the TOTE ship that went missing on October 1 during Hurricane Joaquin. The NTSB has



contracted with the U.S. Navy to locate the **El Faro**, document the wreckage and debris field and recover the voyage data recorder (VDR). The Curve 21 ROV documented both the port and starboard sides of the vessel. The vessel is oriented in an upright position with the stern buried in approximately 30 feet of sediment. The navigation bridge and the deck below have separated from the vessel and have not been located. The team has reviewed sonar scans

of the nearby debris field and has not identified any targets that have a high probability of being the missing navigation bridge structure. The voyage data recorder has not been located. Future plans are to redeploy the Orion side scan sonar system to generate a map of the debris field to locate the navigation bridge structure. *(Source: MarineLog)*

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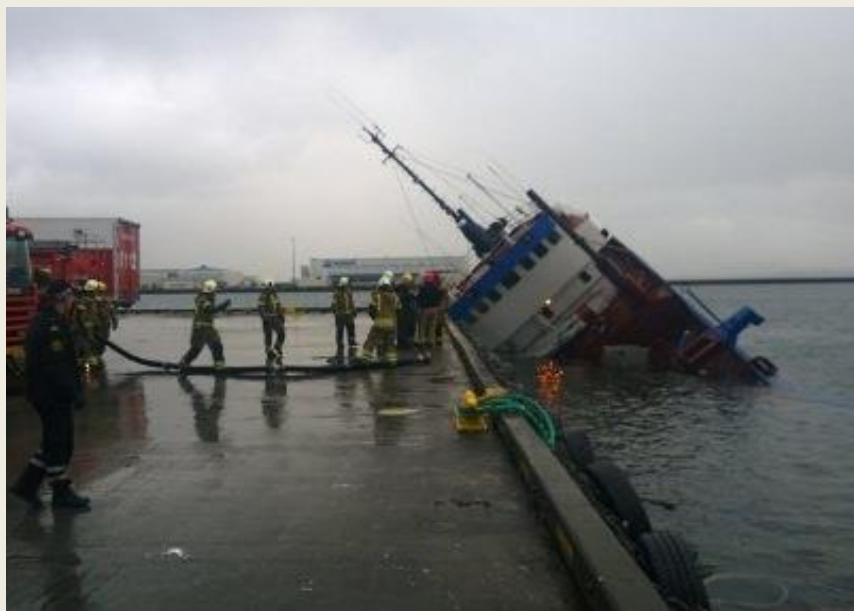
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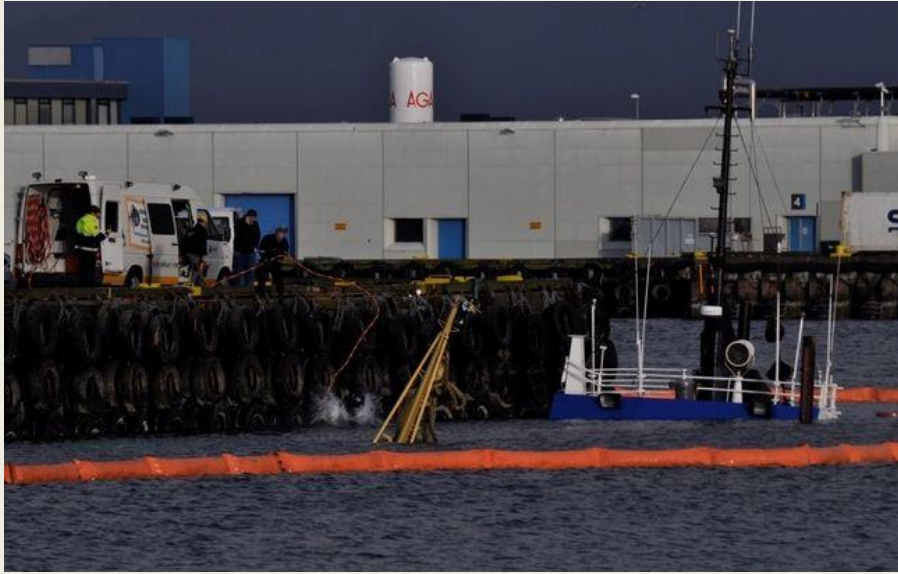
The "**Perla**" sank at the quay in Reykjavík harbour in the morning of Nov 2, 2015, after just setting out to sea. The ship started listing to starboard and went down by the bow. The leak on board was reported to firefighters at 10:42 a.m. The stern began to sink quickly, but firefighters and the engineer were able to get the crew to shore without any injuries. The incident was declared to be a human error by managing director of the Slippur



harbour area, Bjarni Thoroddsen. Shutters in the hull of the ship had not been closed, causing the vessel to sink. With the outgoing tide at noon seawater was to be pumped out of the hull, after divers have inspected damage to the vessel, to get it afloat again. The Reykjavik fire department was constructing an enclosure to the area to prevent any further pollution. The police cordoned off the area, and a string of buoys had been placed around the area where the ship was now lying at the harbour bottom with only the mast still visible above water. *(Source: SeaNews)*

DIVERS PLUGGED VENTS OF SUNKEN DREDGER

In the morning of Nov 3 divers plugged the vents of the "**Perla**", started sealing gaps and holes and check the condition of the vessel in order to prevent a contamination but also prepare the lifting of the ship. The salvage was due to start in the coming days depending on the mobilization of the



necessary equipment. About 12000 liters of oil and 800 of lubricants were on board, an oil boom has been laid out to contain any spill. (Source: *Vesseltracker*)

OFFSHORE NEWS

CGG LAYS OFF 930 AND REDUCES FLEET TO 5 VESSELS

French seismic contractor, CGG, will be reducing its global workforce by additional 930 positions, as part of its transformation plan, the company said today during third-quarter earnings presentation. Furthermore, in the third quarter 2015, as a result of deterioration of market conditions and the reduction in its fleet, CGG booked assets impairment & write-off and non-recurring charges (NRC) of approximately \$1 billion. In the



third quarter 2015, CGG generated revenues of \$470 million, down 32 per cent compared to Q3 2014 (\$694 million) and relatively flat quarter-over-quarter. The company recognised net loss of \$1.07 billion after NRC. Furthermore, the company has downsized its marine 3D fleet from 11 to 5 vessels and said that 3 vessels were already cold-stacked by October-end and there are 3 more to come. Jean-Georges Malcor, CGG CEO, said: "Anticipating market conditions that continue to deteriorate in Q4 and that could remain at such levels for longer, we intend to strengthen this strategy which has been implemented over the last two years. This new major step in our transformation will mainly translate into the resizing of our marine fleet to five vessels, two thirds of their capacity being dedicated to multi-client programs." CGG reported backlog at \$821 million as of October 1, 2015 and marine fleet coverage at 92% in Q4 2015. (Source: *Subsea World News*)

BOURBON OFFSHORE STACKS MORE THAN 30 VESSELS

In its latest set of quarterly results, OSV owner Bourbon Offshore said it had a total of 31 supply



vessels stacked as of today. There were up to eight deepwater vessels stacked during the last quarter alone, and Bourbon said it will continue its current policy to temporarily stack vessels which have no anticipated activity for three months. By stacking vessels, the company said it will minimize costs and preserve utilization rates on the vessels that remain in operation. Bourbon revealed that adjusted revenues were down 8.3% compared with the preceding

quarter, mostly down to the stacked vessels and lower rates. Adjusted revenues for first nine months showed an increase of 6.8% to €1,103m (\$1,206m) at current rates. Commenting on the results Christian Lefèvre, chief executive officer of Bourbon, said: “In today’s market environment, Bourbon remains determined in the search of operational excellence and is focusing on what it can control: safety, cost control initiatives and operational efficiency.” *(Source: Splash24/7)*

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BATTERY POWER READIED FOR DYNAMIC POSITIONING

Lithium ion battery manufacturer Corvus Energy has announced a development deal that could see battery-powered dynamic positioning (DP) operations being possible on both offshore support vessels and mobile drilling units. Corvus has received a strategic investment from Statoil Technology Invest to further develop its range of energy storage systems (ESS), and the move comes after the release of DNV GL’s 2015 update to its battery power and DP rules. The rules allow large-scale battery systems as functional equivalents to generator sets. “We see initial applications in vessels, with long term potential to apply the same technology to rigs and platforms, which will contribute to Statoil’s ambition to reduce CO2 emissions,” said Richard Erskine, Managing Director of Statoil Technology Invest. The Statoil Technology Invest funding follows on from two previous strategic investments from Green Marine Capital. Green Marine Capital is an investment partnership of

global maritime companies that draws on the heritage of the BW Group, and it has been assisting Corvus in delivering on its aggressive growth strategy. “We have successfully demonstrated our technology is perfectly suited to the sector’s stringent performance, safety and operational requirements,” says Andrew Morden, President and CEO of



Corvus Energy. “Offshore supply vessels like the **Viking Lady** OSV and **Edda Ferd** PSV that employ the Corvus ESS are field-tested and proven to meet and exceed performance and safety expectations. “These vessels run at peak efficiency for longer periods of time, saving fuel and maintenance costs and dramatically reducing emissions, and now, with the release of new class rules pertaining to both batteries and DP, Corvus’s ESS system will further enable the reduction in both the size and number of generator sets in vessels with DP operations.” Corvus Energy opened an office in Norway earlier this month. Many of the ground-breaking electric and hybrid projects for the marine industry powered by the company’s battery systems are in Northern Europe: MF Ampere, the world's first fully electric car ferry; TESO Texelstroom, world's greenest passenger ferry and the Selfa El-Max, the world's first all-electric fishing boat. *(Source: Marex)*

EMGS INKS INDIA DEAL



Electromagnetic Geoservices ASA (EMGS), a Norwegian provider of offshore survey services to the oil and gas industry, has signed a letter of award with a repeat customer in India. According to geophysical services company, the contract is worth approximately \$15.3 million. The survey, which is located off the eastern coast of India, is expected to start in early January 2016 by the vessel

BOA Thalassa. The company says that the acquisition phase is estimated to have a duration of approximately 2 months. The gross contract value includes approximately 14% service tax, the company noted. *(Source: Offshore Energy Today)*

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FUGRO TAKES DELIVERY OF RSV FUGRO AQUARIUS

Fugro has taken delivery of the new ROV support vessel (RSV) **Fugro Aquarius**, built in Brazil. The new DP-2 diesel-electric vessel is 83 meters in length with a deck area of 520 square meters and accommodation for 60 people. Permanently equipped with two Fugro-built 150HP work class ROVs, **Fugro Aquarius** is capable of operating in water depths of 3,000 metres. The stern A-Frame,



with active heave compensated winch system, allows for deployment of 10 tonnes and the helideck is suitable for medium-lift helicopters such as the Sikorsky S-92, the company explained. Mathilde Scholtes, Managing Director, Fugro Brasil, said, "**Fugro Aquarius** has been built specifically for the Brazilian market and is ideally suited for subsea inspection, repair and maintenance work." Designed by Damen shipyards group and built by Wilson Sons shipyard in Guarujá near São Paulo, the vessel's local content exceeds 60%, with technology and equipment locally sourced and the project involving a workforce of over 250 Brazilian nationals, Fugro added. *(Source: Subsea World News)*

DEEP SEA SUPPLY SENDS TWO MORE PSVs TO LAYUP AS BRAZILIAN BLOCKING BITES

John Fredriksen controlled Deep Sea Supply has released its latest fleet update on Oslo Bors today revealing troubles in Brazil, falling revenues and two more vessels being out of action. Deep Sea Supply said that for October its 18-strong active PSV fleet was earning around \$11,600 gross per day, down from \$13,000 last month. AHTS income also dropped from \$14,700 in September to just \$12,100 in October. The company said that revenue has been negatively impacted by 4 AHTS vessels and 2 PSVs in Brazil currently being blocked, and so not operating under their existing charter contracts. The vessels are chartered to Petrobras, who are not liable to pay any termination fees should the blocking lead to the vessels being replaced by locally built vessels. The report also

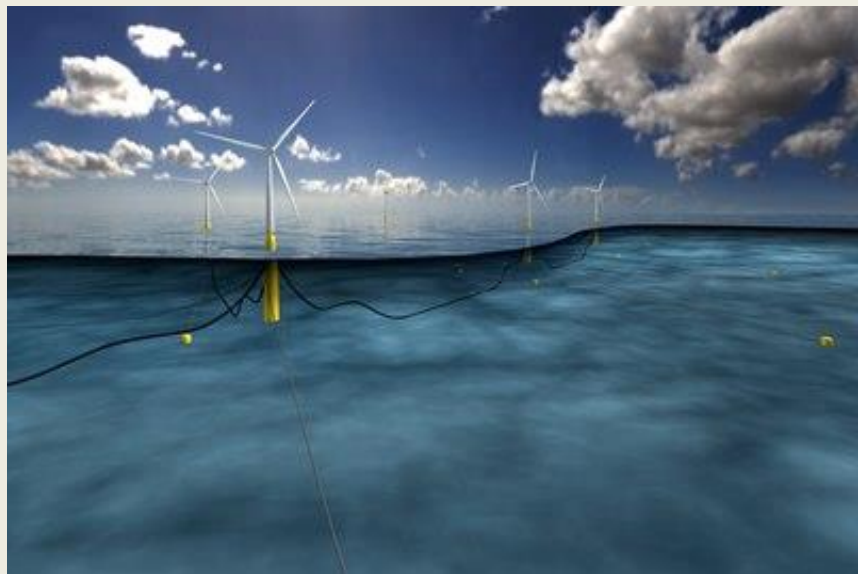


showed that another two PSVs were laid up during October, bringing the total to seven PSVs now in cold layup. Deep Sea Supply is based in Cyprus, listed on Oslo Børs, and operates 14 anchor handling tug supply vessels and 25 platform supply vessels. (*Source: Splash24/7*)

WINDFARM NEWS - RENEWABLES

STATOIL TO BUILD THE WORLD'S FIRST FLOATING WIND FARM: HYWIND SCOTLAND

Statoil has made the final investment decision to build the world's first floating wind farm: The Hywind pilot park offshore Peterhead in Aberdeenshire, Scotland, the Company said Tuesday in a press release. This marks an important step forward for offshore wind technology, and potentially opens attractive new markets for renewable energy production worldwide. The decision



triggers investments of around NOK 2 billion, realizing a 60-70 percent cost reduction per MW from the Hywind demo project in Norway. Statoil will install a 30 MW wind turbine farm on floating structures at Buchan Deep, 25 km offshore Peterhead, harnessing Scottish wind resources to provide renewable energy to the mainland. The wind farm will power around 20,000 households. Production start is expected in late 2017. The pilot park will cover around 4 square kilometres, at a water depth of 95-120 metres. The average wind speed in this area of the North Sea is around 10 metres per second. Statoil works with several Scottish suppliers and partners on the project. The project will provide additional work for industry in Scotland and other countries. The onshore operation and maintenance base will be located in Peterhead, also drawing on resources from Statoil's existing office in Aberdeen. Hywind is a unique offshore wind technology developed and owned by Statoil. The concept has been verified through six years of successful operation of a prototype installed off the island of Karmøy in Norway. Hywind with its simplicity in design is

competitive towards other floating designs in water depths of more than 100 metres. *New Energy Solutions for the global market* In May, Statoil announced the establishment of New Energy Solutions as a separate business area reporting to the CEO, reflecting the company's aspirations to gradually complement its oil and gas portfolio with profitable renewable energy and low-carbon solutions. As a starting point Statoil's existing offshore wind portfolio constitutes the activities in this area. Hywind Scotland is the business area's first new investment. Offshore wind already has a strong foothold in Europe with 10 GW installed capacity, and a global potential to reach more than 100 GW by 2030. With fixed turbines, offshore wind is optimal for 20-50 metres water depth. With floating structures, further expansion will be enabled in new deep-water areas around the world.

Key energy partner to the United Kingdom Statoil is a key energy security partner for the UK and pursues a broad range of activities relating to energy production and sales in Britain. Statoil is a leading supplier of natural gas to the British market, with a market share around 20 percent. The company is also active on the UK Continental Shelf, including the development of the Mariner oil field, operatorship for the Bressay project and holding several exploration licences. Statoil's Global Strategy and Business Development division is based in London. Statoil was the operator in the development phase for the 88 turbine Sheringham Shoal offshore Wind Farm, 20 kilometres off the coast of Norfolk. Sheringham Shoal started producing in 2012. The same year Statoil and Statkraft acquired the nearby Dudgeon offshore wind farm project. Statoil is also partner in the Dogger Bank offshore wind project. In combination, Statoil's UK offshore wind business has the long term potential to provide competitive low carbon electricity to around 4.5 million UK homes. (*Source: PortNews*)

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NO FIRE ON 'BEAUMARIS BAY'



Following the news about fire breaking out on one of the WFSVs at the Borkum Riffgrund 1 offshore wind farm, Offshore WIND communicated with both the German Maritime Search and Rescue Association (DGzRS), which received the distress call, and Turbine Transfers, the vessel's operator. Turbine Transfers contacted Offshore WIND to report that there had not been a fire break

out on the [Beaumaris Bay](#), but smoke which activated the smoke detector. DGzRS acknowledged the possibility that there was no actual fire on board the vessel, explaining that it received a “fire on board” Digital Selective Call (DSC), since there is no finer gradation in DSC scheme. Given that the [Beaumaris Bay](#) crew had dealt with the incident by following the procedure in such situations, DGzRS’s rescue boat [Bernhard Gruben](#) just escorted the Turbine Transfers’ vessel to its base port in Norddeich. DGzRS added that, because its rescue team had not boarded the [Beaumaris Bay](#), the only information about the incident it got was the distress call from the vessel. “The vessel is due back in service imminently,” Turbine Transfers said, and added: “The vessel charterer and Captain Mark Meade (MD of Turbine Transfers Ltd) wish to praise the crew and the Masters of the [Beaumaris Bay](#), Nathan Thorne and Mick Leigh on their thoroughly professional response and attention to detail during the event.” (Source: *OffshoreWind*; Photo: *Beaumaris Bay/Archive*)

ALE AND RAVESTEIN ENTER HEAVYLIFT JOINT VENTURE

Staffordshire-headquartered heavy transportation and lifting contractor ALE and Dutch large steel constructions specialist Ravestein have announced a new joint venture to own and operate submersible jack-up docks, with the first one scheduled to be launched in the first quarter of 2016. Through the new joint venture the companies



will provide the full operational and logistics services, including marine engineering, project management, seafastening, as well as all aspects of marine operations. ALE’s scope of work will include providing the project management, engineering and operational scope for all projects involving submersible jack-up docks, such as the Skyjack 3000, which Ravestein have designed as a floating and towable pontoon with the ability to load-in and load-out in shallow water at high capacity. Michael Birch, ALE’s Executive Director – UK & Projects, said: “We are delighted to have joined forces with Ravestein, with the opportunity to work together on such an innovative and exciting piece of equipment that will achieve marine operations others simply cannot in the industry.” The Skyjack 3000 operates as a submersible ship lift that can load-in and load-out structures weighing up to 3,000 tonnes. It is suited to work globally across the civils, offshore, oil and gas, and renewables sectors. Floating and towable platform gives this jack-up dock the ability to be used as a barge. It can also be used underneath an offshore platform as a way of lifting and lowering a platform for installation and decommissioning. “The cooperation of ALE and Ravestein brings expertise together to ensure that this new development will be designed perfect into detail,” Cees Ravestein, director and owner of Ravestein, said. The team is currently exhibiting this new solutions package at Europort, and the Skyjack 3000 is expected to be available in the first quarter of 2016. (Source: *OffshoreWind*)

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STATKRAFT SIGNS WAVECRAFT FOR SHERINGHAM SHOAL



Statkraft has entered into an initial six month charter agreement, with a longer-term extension option, to use the **WaveCraft**, operated by Tidal Transit, to transport its O&M turbine technicians into its Sheringham Shoal Offshore Wind Farm field. The 317MW Sheringham Shoal Offshore Wind Farm is located from 9-17 miles off the coast of North Norfolk in the southern North Sea, and **Umoe Firmus** will operate from the port of Wells-next-the-Sea in Norfolk where the

wind farm's O&M base is located. Tidal Transit Commercial Director Leo Hambro said: "By the time **Umoe Firmus** goes into service in February 2016, the Sheringham Shoal Offshore Wind Farm will have been fully operational for over three years. "During that time it has used a variety of vessels operating from the Outer Harbour at Wells-next-the-Sea to access the wind farm field, including 3 of our own Personnel Transfer Vessels, so Statkraft will be able to compare the **WaveCraft**'s performance with its considerable vessel data and experience to date." Later this year Tidal Transit crews will be undergoing operational training on the **WaveCraft** vessel which is being used at the Borkum Riffgrund Wind Farm off the coast of Germany. (*Source: Offshore Wind*)

YARD NEWS

BMT PERFORMS PRODUCTION ENGINEERING FOR ATB TUG

Independent naval architecture and marine engineering design consultancy BMT Nigel Gee (BMT) said it has completed detailed production engineering for the Nancy Peterkin, an articulated tug barge (ATB) tugboat, built by Nichols Brothers Boat Builders (NBBB) and destined for Kirby Offshore Marine. Recently launched by NBBB, the **Nancy Peterkin** is the first of two ATB tugs with its sister ship, the **Tina Pyne** scheduled for launch in December 2015. Providing both structural and mechanical detailed design services as part of the production engineering process was BMT,

collaborating closely with NBBB to ensure that the engineering details employed are within the accepted practice of the yard, the capability of their equipment and make optimum use of the production facilities. BMT delivered full structural design from class package to produce CNC cutting files and workshop drawings, also developing 3D system routing and produced installation and system arrangement drawings, as well as fabrication drawings



for ducting and piping. Phil Loveridge, Mechanical Design Engineer at BMT Nigel Gee commented, “Working with over 60 shipyards from around the world for the last 25 years has helped us to develop deep specialist expertise and knowledge to the benefit of both the shipyard and the operator. We recognize that the shipyard is looking for an efficient and safe build, whilst the operator wants a functional, easy to use vessel. We can provide the balance between buildability and usability to deliver an efficient and effective project that benefits all stakeholders.” (*Source: Marinelink*)

DAMEN JOINS ROTTERDAM PORTXL START-UP PROJECT



Off the ground within 100 days with unique World Port Accelerator, the PortXL start-up tool. Damen is proud to be one of the partners in PortXL, the first start-up accelerator programme specifically designed for the Port of Rotterdam. A prestigious selection of renowned maritime companies have come together to help secure the sustainable growth of Rotterdam’s port-related industry. The goal is to remain

the world’s smartest and most innovative port. The ambitious World Port Accelerator start-up support programme, which is due to be launched March 2016, aims to strengthen Rotterdam’s port innovation environment. Interested start-ups can apply at www.portxl.org. In addition, the participating maritime companies have the option to recommend start-ups too. *Kick-start* The Rotterdam Port Authority and the participating companies having teamed-up in this close co-operation, unleash a wealth of sources to the start-ups. More than 150 mentors and over 200

investors, corporate partners and sponsors are at their disposal. PortXL offers start-ups the fertile environment to give their passion and energy a kick-start within three months. This backing will allow them to chart both new markets and the game changer arenas; two vibrant areas that are essential for the sustainable growth of the Rotterdam port economy. “We will wholeheartedly support this programme, hoping that start-ups that are relevant to our business will emerge from it,” Damen CEO René Berkvens comments. “We will coach and supervise the Maritime Industries cluster, one of a total of four sectors, in addition to Transport & Logistics, Energy and the Petrochemical industry. We will furthermore assess a number of start-ups ourselves. This will give us a better view of what drives future entrepreneurs and will provide close input about developments of potential interest to Damen Shipyards Group. The most important element, however, is that through our participation we’re able to contribute to the continued development of the Dutch maritime industries.” *(Press Release)*

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FIRST DELIVERY OF 46-INCH DISPLAY ALPHABRIDGE



On November 4th, 2015 Alpatron Marine is pleased to announce the delivery of the *first 46-inch display AlphaBridge*, for patrol vessel **TTS Speyside**. While keeping a 360 viewing field, the AlphaBridge includes unique and sophisticated functions, all displayed on three amazingly sharp displays presented in a fully integrated package. Detect and identify are key elements for officers to work and operate on patrol vessels. Operating in Trinidad and Tobago, the patrol vessel has the

latest high end tactical navigation and observation system onboard. All systems work flawlessly together to allow target motion analysis, intelligence and target alarms, evidently for a quick response to emergency situations. Using a secure voice via VHF and MF/HF and data through VSAT communications line, sharing intelligence between the shore based surveillance center is just as important. This allows for optimal decision support and joint engagement. With use of an advanced WAIS onboard and successful identification is achieved, immediate, strategic and controlled engagement of single or multiple targets can be accomplished with the use of single or multiple patrol and smaller interceptor boats. These are just a few of the solutions and capabilities of the

AlphaBridge supported by specialized WECDIS functions, presented on large displays in an easy to use format. Together with Damen and Transas, Alpatron Marine is combining its expertise in presenting this cost-effective platform. The navigation and surveillance equipment is carefully selected by the owners, based on high performance, proven technologies and cost effectiveness.

(Press Release)

CARMET TUG ACQUIRE MCTAY MARINE

Carmet Tug Company Ltd is pleased to announce the acquisition of the shipyard at Bromborough on the River Mersey formally known as McTay Marine. Carmet Marine Ltd, a wholly owned subsidiary of Carmet Tugs, has been formed to operate the shipyard employing many of the former staff of McTay Marine. With the vast experience of the team the yard will be able to continue to offer the professionalism and efficiency previously enjoyed by clients of McTay Marine. The facility offers a



slipway able to accommodate vessels of up to 1200 tonnes displacement and 4 metre draft as well as a 15000 ft sq shipbuilding and fabrication workshop and a 9000 ft sq machine workshop. Carmet Tug Co Ltd is a family owned and operated business founded by Captains Mike Carrier and Ian Metcalfe in the early 1970s. From humble beginnings with a single small tugboat purchased for less than £1000 the Company is now run by three generations of the Metcalfe family operating a very versatile fleet of tugs and workboats. In 1989 the Company was contracted to operate and manage four tugs offering towage services on the Manchester Ship Canal, this contract is ongoing. In recent months the opportunity arose to purchase the land and assets of the slipway and shipyard. It seemed



a natural progression for the Company to purchase the yard in order to maintain a facility for smaller vessels to be slipped on the River Mersey. The Company was looking to relocate the offices from Eastham and the freshly refurbished office space at Bromborough fitted the bill perfectly. A variety of small vessels, including tugs, ferries, barges and workboats have been built and refurbished at the yard since its construction in 1974. Carmet Tugs have been utilising the yard for a number

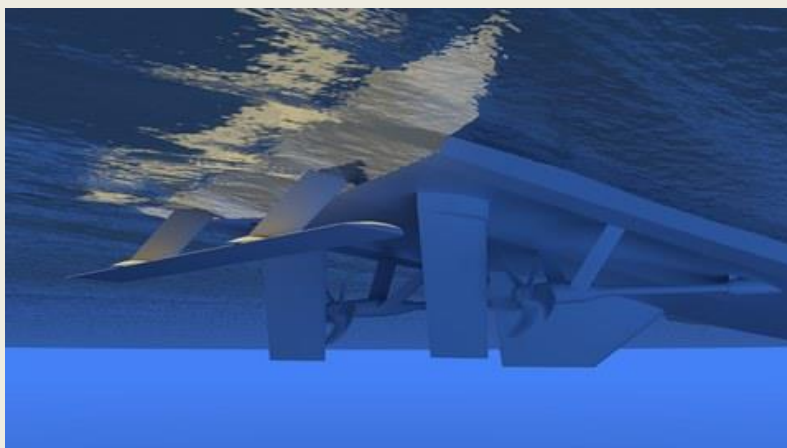
of years for the maintenance of their vessels. In 2013 McTay Marine was commissioned to design and build a 17m multi role vessel for Carmet Tugs. It is hoped that Carmet Marine will be able to build on the existing client base and gain the enviable reputation enjoyed by Carmet Tugs in offering a skilled, professional service with honesty and compassion. *(Press Release)*

HULL VANE WINS MARITIME INNOVATION AWARD 2015

This 2nd of November, the Dutch Maritime Awards Gala took place in a former submarine construction hall in the port of Rotterdam. During the event, the Maritime Innovation Award (MIA) was awarded to the best innovation in the Dutch maritime industry. This year, Hull Vane took first place. Two years ago Hull Vane was also nominated. However, an important requirement for the MIA is that the innovation needs to be applied



and proven at full scale, which was not yet the case at that time. In 2014, two Hull Vane-equipped vessels with proven fuel consumption reductions between 10 and 20 percent were launched, which means that Hull Vane did now fulfill this prerequisite. A full-scale Hull Vane even made its appearance at the Awards Gala, as the 55-metre supply vessel Karina was moored alongside the event location. During last two years, de Hull Vane thus has become a mature, commercially viable product, which was recognized by the MIA's jury. On behalf of the Jury, the president of Maritime by Holland, Mr. van Sluis, praised the Hull Vane for its broad applicability. The jury also agreed that the Hull Vane is an affordable solution for the reduction of fuel consumption, with a payback period of 1 to 3 years. Although the Hull Vane is a fairly simple construction, similar to a rudder, the design is unique for each vessel, and supports to a large extent on the possibilities that Computational Fluid Dynamics (CFD) offers. Fourteen years of development has been put into the invention by Dutch



hydrodynamicist Pieter van Oossanen. The Hull Vane is now patented worldwide. It is most applicable to relatively fast displacement vessels, such as naval & coastguard vessels, ferries & ro-ro vessels, superyachts and certain offshore supply vessels. The nomination for the MIA already generated a lot of interest in the Hull Vane. Winning the prestigious award will certainly convince more prospects to

investigate the feasibility of the Hull Vane for their vessels. Early adopters like shipyard De Hoop and Heesen Yachts, see their confidence in the Hull Vane proven in this award, and of course in the performance of their vessels. In two weeks, the award will be shown at the METS (Marine

Equipment Trade Show), in the RAI in Amsterdam. Hull Vane wishes to thank the jury as well as all the professionals in the industry that have supported the idea throughout the years. (*Press Release*)

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - [Rotortug© contract signing ART 10-15](#)
 - [Multraship and Damen agree deals for Carrousel Rave tugs and ASD](#)
 - [Svitzer Asia teams up with Qingdao Port – a joint venture established to provide towage Services](#)
 - [First of two Shoalbusters for SMIT Amandla Marine named at Damen Shipyards Cape Town](#)
 - [Svitzer invest in its Newcastle line boat fleet](#)

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