



MIDWEEK-EDITION

TUGS & TOWING NEWS

GOOD START TO 2016 FOR GUANGZHOU YARD



This January the Chinese yard Guangdong Yuexin Ocean Engineering Co delivered a total of five tugs of varying types. Two 58.7m anchor handling tug supply (AHTS) vessels, **Rawabi 322** and **Rawabi 323**, were handed over to a Singaporean owner, while two 22m long azimuth

stern drive (ASD) tugs, **Magnolia** and **Bromelia**, were delivered to a US-based owner. In addition, a 32m, 70 tonnes bollard pull ASD tug, **Atlas Opal**, was delivered to Dubai-based Atlas Marine Shipping, completing a good start to 2016 for the Guangzhou based shipbuilder. *(Source: Tug Technology & Business)*

Advertisement



www.sener.es

FORAN 70

“Experience, Flexibility & Commitment in Ship Design”

Quality of services is one of the best values that SENER offers. Ranging from conventional services to the most innovative solutions, SENER develops customized solutions for the marine industry, including ship design, engineering and consultancy to a wide range of shipyards, design offices and ship-owners.



SENER

The way to see the future

ALGERIA • ARGENTINA • BRAZIL • CHILE • CHINA • COLOMBIA • INDIA • JAPAN • MEXICO • POLAND • PORTUGAL • SOUTH KOREA • SPAIN • UAE • USA

LAUNCH HEADACHES REVISIT NICHOLS BROTHERS

Despite some engineering improvements to its new launch system, floating a new 1,320-plus ton tugboat into Holmes Harbor once again proved a tricky affair for Nichols Brothers Boat Builders. Company officials called a halt to efforts Friday morning to launch the **Tina Pyne**, a 136-foot-articulating tug or ATB, from its ramp just in front of the shipyard on East Shoreview Drive. Work

was planned to resume Saturday morning on the high tide, according to company CEO Gavin Higgins. The rest of Friday would be spent going through equipment to make sure everything is ready for a successful Saturday launch, he said. “We’re going to take things step by step and make sure



everything is done safely,” Higgins said. “We’ll get there,” he added. The [Tina Pyne](#) is the sister ship of the [Nancy Peterkin](#), which made headlines and captured the attention of residents across South Whidbey this past September. The launching of the huge tugboat took three days, requiring the assistance of two massive cranes on barges and three tugboats. The company used a new rail/track system, which shuttled the newly completed vessel into deep water. Lower to the ground than the company’s old crawler, the track was designed to help mitigate the boat’s 19-foot draft. Though the new track worked fine, inflatable bags designed to help float the ship presented hurdles. On paper they had enough lift, said company planning director Bob French, but getting them into place was a challenge. Hoping for a smoother launch with the [Tina Pyne](#), the system was modified by replacing most of the yellow blow-up bags with large metal pontoons attached to a rigid frame. But a seamless floating was not to be. The Freeland shipyard began launching the [Tina Pyne](#) Wednesday with plans to have the entire operation complete and the vessel in Everett for inspections by Thursday morning. Yet, the rising of the sun the next day revealed the massive boat still on its track and sitting in shallow water. French confirmed a problem occurred with the track’s propulsion system, which effectively put the brakes on the launch. “It kinda came to a screaming halt and we’re about 24 hours behind,” he said, in an interview with *The Record* Thursday morning. Forced to wait for a minus low tide, workers were able to continue the operation late that evening, and the new ship made it to the end of the ramp. The boat was expected to be afloat by Friday morning on the high tide, but was again hindered by problems with floatation — this time with the steel tanks. The exact issue was unclear as of press time. Though another hiccup was disappointing, company leaders are confident the track system will prove effective once all the kinks are worked out. The [Nancy Peterkin](#) and [Tina Pyne](#) were both built for Kirby Offshore Marine. Powered by twin 5,000 horsepower engines, they are designed to mate with a 581-foot barge capable of transporting 185,000 barrels of oil. The [Nancy Peterkin](#) has been operating between Alaska and California since its launch last year. The [Tina Pyne](#) was towed to Everett for a light ship survey, where she took on fuel. It was scheduled to be back on South Whidbey Friday night, moored at the shipyard’s dock in Langley for fine tuning. Nichols Brothers is contracted to build two more tugboats for Kirby of a different design — 120-foot line-tow tugs — along with two 100-cabin cruise ships for Lindblad Expeditions Holdings, a 140-foot multipurpose cargo ferry for American Samoa, and is currently working on another superstructure for a state 144-car ferry. (*South Whidbey Record*; Photo: Justin Burnett)

Advertisement



▶ Fast transport of personnel, tools and equipment
 ▶ Marine geophysical and hydrographic survey
 ▶ Dive support and guard vessels
 ▶ German Bight Tender Service with SAR type vessel
 ▶ Maritime and technical consultancy
 ▶ Ship management
 ▶ Brokerage

SEAZIP
 OFFSHORE SERVICE

Harlingen
 The Netherlands
 info@seazip.com
 www.seazip.com

SERCO PROCURES NEW DAMEN TUG TO SUPPORT ROYAL NAVY AIRCRAFT CARRIERS



Serco has contracted Damen Shipyards Group to build a powerful new tug to support the Royal Navy's two new aircraft carriers at Portsmouth Naval Base as part of its contract to provide Marine Services to the United Kingdom Ministry of Defence (UK MOD). The vessel will be the first of its type under the UK Flag. The Damen-built **ART (Advanced Rotortug®) 80-32 tug** will

have the manoeuvrability, power (80 Tonnes Bollard Pull) and towing flexibility needed to support the Queen Elizabeth Class Aircraft Carriers, the two largest ships ever commissioned for the Royal Navy. *HMS Queen Elizabeth* and *HMS Prince of Wales* are currently under construction at Rosyth on the River Forth in Scotland. Construction of the tug is also well already underway and Serco expect to take delivery of the vessel in early 2017. Serco currently provides a wide range of marine services to the UK MOD operating out of Portsmouth, Devonport and the Scottish west coast sites at Greenock, Faslane and Kyle of Lochalsh. This includes passenger ferry, towage and nuclear safety support for the Royal Navy and visiting foreign Naval submarines and ships; oil spill response; weapons range safety vessels; pilot transfer; fuel/water/sullage/sewage; diving training support craft, including therapeutic recompression capability; worldwide support to military training; and NATO Submarine Rescue System, training and deployment platform. The company is the UK's largest operator of British flagged vessels and this new vessel will bring its total fleet to 115, of which 31 will be Damen-built. The Damen-built ART features a patented Rotortug® propulsion system consisting of three azimuthing thrusters which provide enhanced omni-directional manoeuvrability, and the benefits of a fully redundant and precise machinery configuration. Serco has also specified a number of modifications to the Robert Allan Ltd design to enable her to support the huge aircraft carriers. These include a double drum render /recovery aft winch for redundancy and a foldable mast for safe working under the flight deck overhang. Furthermore, like the previously built tugs, Damen is fitting the 32.9-metre long tug with grey fendering to match the livery of Royal Navy

vessels, thus preventing marking of the hulls. They will also be installing controllable pitch propellers instead of the usual fixed pitch propellers found on other ART 80-32 vessels. Serco and Damen have a long established relationship: the Dutch shipbuilder rounded off a 29-vessel order for the UK-based company back in 2010. In May 2015, Serco took delivery of their 30th Damen new build [SD Angeline](#), a MultiCat 2613S procured on behalf of the MOD. This vessel, although based on a standard MultiCat, has several significant differences from a stock item. Iain MacLeod, Business Operations Manager for Serco Marine Services, said “Serco has provided round-the-clock, mission critical support to the Royal Navy at Portsmouth for almost 20 years. We are delighted to enhance our fleet with this fantastic new tug, which will play a very important role at the naval base, and the team eagerly await her arrival. There were significant challenges to be met with respect to vessel power, manoeuvrability, customisation and delivery time, but once again, it was a pleasure to deal with Damen who more than rose to the challenge”. Damen Sales Manager UK, Arjen van Elk, added: “It will be a proud moment for the Damen team to see one of our tugs assisting such an important member of the UK naval fleet.” *(Press Release)*

PELLA SHIPYARD DELIVERS TUGBOAT AFALINA (PROJECT 16609) BUILT FOR RUSSIA’S BLACK SEA FLEET

On February 9, 2016, acceptance/delivery certificate was signed for tugboat [Afalina](#), Project 16609 (Hull No 630) built for Russia’s Black Sea Fleet, press center of Pella Shipyard says. The tugboat has been delivered to the state customer and will join the Black Sea Fleet of RF Navy in the nearest future. The tugboat is intended for towing and berthing operations in harbor and coastal areas which comply with R2 navigation area (not more than 100 miles from place of shelter). Ship's general characteristics: LOA – 28.5 m, breadth overall – 9.5 m, draft – 4.3 m, operational speed – nearly 12 knots, RS class notation - KM Arc4 R2 Aut1 FF3 WS Tug. Deck



equipment: bow electro-hydraulic anchor-towing-mooring winch Fluidmeccanica providing 10 t of bollard pull and 1383 kN of brake holding force; 47 t towing hook SWL with quick release device. In order to fulfill fire-fighting operations the tugboat is equipped with external firefighting system made by FFS (capacity is 800 m³/h, 2 water monitors, water curtains system). SC Pella Shipyard based in Russia’s Leningrad region was founded in 1950. In 1992 Pella was privatized as Pella Holding Co. comprising the head office and several subsidiaries. The shipbuilding firm specializes in building tractor tugs with rated power of 1,000hp to 5,000hp, push boats, escort tugs, pilot boats and SAR boats for Russian and foreign customers. *(Press Release)*

Advertisement



GLOBAL SHIP DELIVERY
WITH IMS, YOU ARE IN SAFE HANDS

IMS
SHIP DELIVERY • MANAGEMENT • TRAINING

AUSTRALIA HEAD OFFICE
P +61 8 9331 2566
commercial@inationalmaritime.com

EUROPE P +371 66011066
eu@inationalmaritime.com
www.inationalmaritime.com

GL
GL Systems Certification

OPENING SEACONTRACTORS MIDDLE EAST



After a signing ceremony on the 8th of February 2016 in Abu Dhabi, the United Arab Emirates, between Mr. Abdulrahman Alshamsi and Mr. Xander Schanssema, **Seacontractors** is proud to announce the opening of their new branch office, **Seacontractors Middle East LLC**. As from February 2016, Area Manager Middle East, Maarten Brasser, has moved on a permanent basis to Dubai on behalf of Seacontractors to serve existing and future customers. *(Press Release)*

MARSDEN BAY DELIVERED

In February 2016, The "**Marsden Bay**" has now been delivered and has entered service for North Tugz at Northport in New Zealand the 17m tug was built by Boustead Langkawi Shipyard. The vessel was originally based on the incredibly successful "**Sally Mcloughlin**" however this new design, produced to the specific requirements of North Tugz, increased the overall size of the vessel to 17m length 8m breadth and 3.6m depth. Boasting an impressive 28 tonne bollard pull driven by two Cat C32 main engines and complete with fixed nozzles from Kort propulsion.



Deck machinery comprises a forward towing winch with 30 tonne capacity, a 30 tonne aft tow hook, 2 tonne tigger winch, deck crane with a 2.65 tonne capacity at 7.9m, a Hydraulic Windlass

and a Capstan on the aft port deck, leaving the "**Marsden Bay**" a highly capable vessel in the class of small harbour tugs, more than able to carry out her standard towing, pushing, surveying and lifting operations. Classed under BV and also built to conform to the stability regulations of Maritime New Zealand. The vessel is designed to be operated by a crew of two with over-night accommodation on board and large fuel and water capacities giving the vessel a lengthy endurance. (*Press Release MacDuff Ship Design*)

ADA DOROTHY THE LITTLE IRISH TUG



The little Irish tug **Ada Dorothy** towed the hopper barge B402 up to Greenock a few days ago inbound on the Clyde strapped alongside. The tug was built in 1971 by Richard Dunston Ltd – Thorne; Great Britain under number 1287 for Belfast Harbour Commission Port Authority – Belfast. In 1999 sold to Offshore Wokboats Ltd (Rex Lyon) – Renfrew; Great Britain. In 2001 sold to Lyons – Bowling; Great Britain. Later sold to Blue Ocean Marine (Colum Harrington) – Cork;

Ireland. In 2004 to Colum Harrington - Castletown Bere; Ireland. She has a length of 20.50 mtrs a beam of 7,01 mtrs and a draft of 2.50 mtrs. Her 6cyl. Lister-Blackstone-Mirrlees engine delivers an output of 252 kW (337 bhp) with a free sailing speed of 10 knots and a bollard pull of 5 tons. (*Photo: Tommy Bryceland, Scotland*)

ANDRE B ON THE CLYDE

Another tug spotted on the Clyde was the 2008 built Dutch registered with call sign PHON tug **Andre B** (Imo 9451252). She towed a barge up from Cardiff. The tug was built by Scheepswerf De Nijs v/h Firma P. Hoebee – Dordrecht licensed by Gebr. Kooiman BV – Zwijndrecht; Netherlands under number 178 for W. Bouwman Marine Service BV - (BMS Holding BV) at Schuddebeurs; Netherlands and managed by BMS Towing BV – Noordgouwe; Netherlands. She



has a length of 31.10 mtrs a beam of 9,50 mtrs and a draft of 3.60 mtrs. The two Mitsubishi S16R-

MPTK diesel engines develops a total output of 2,501 kW (3,400 bhp) at 1600 rpm. The free sailing speed is 12.5 knots and the bollard pull 47.7 tons. *(Photo: Tommy Bryceland, Scotland)*

ACCIDENTS – SALVAGE NEWS

Advertisement



SEA POWER	SEA JACK
SHIP SHAPE JACKUP	JACKUP BARGE
BUILT: 1991 CLASS: GL DIMS: 91 X 21M LEGS: 4 x 32m	BUILT: 2002 CLASS: DNV-GL DIMS: 91.2 X 33M LEGS: 4 x 50m
CRANE: Terex CC2800 max lift 230t Self-propelled	CRANE: M1200 Ringer max lift 800t



EXCLUSIVE BROKERS - JACKUPS for SALE - Reduced price!

Tel: +44 207 384 2882 | web: www.dsboffshore.com | email: brokers@dsboffshore.com

TUG CREW RESCUES TEEN WHO JUMPED FROM VA. BRIDGE



A Lyon Shipyard tugboat crew rescued a 16-year-old boy who jumped into the Elizabeth River on Wednesday from a bridge in Norfolk, Va., local media reported. Police told the *Virginian-Pilot* that they received a call about a jumper on the 65' *Campostella* Bridge around 8:30 a.m. Wednesday. Law enforcement boats were en route to the scene when Capt. Christian Crabtree, aboard a tug about 600 yards from the bridge,

received a radio call from his supervisor about a person in the water. Crabtree, along with fellow Lyon employees B. Russell Orr Jr and Bryan Lindsey, went to investigate and found the teen clinging to one of the bridge supports. "We could see he was cold, freezing," Orr, the tugboat supervisor, told the *Virginian-Pilot*. "He was real confused." The crew took the teen aboard, gave him a jacket, and placed him next to a heater. After returning to shore, the boy, whose name was not released, was taken to Sentara Norfolk General Hospital with non-life-threatening injuries. Norfolk Police formally thanked the tug crew at the shipyard on Thursday. *(Source: Workboat.com)*

EIGHT TUGS PULLED CONTAINERSHIP OFF THE BAR

A MASSIVE container ship has tonight ran aground on Brambles Bank in the Solent. The 152,000-ton 368m *APL Vanda* - twice the size of the stricken *Hoegh Osaka* which ran aground last year - became stuck earlier this evening (Feb. 13). A Maritime and Coastguard Agency spokesman said: "A large container ship has executed a controlled grounding this evening at Bramble Bank, in Southampton Water, following a loss of power. "Port of Southampton Vessel Traffic Services (VTS) has sent eight tugs to the vessel. "At this time no damage or pollution has been reported, the

Coastguard continue to monitor the situation." Brambles Bank is an arrowhead shaped piece of sand that becomes uncovered in low tides. Update: The "[APL Vanda](#)", stuck on a sand bar between Cowes, the Isle of Wight and Southampton was refloated by the tugs „[Lomax](#)“, „[Phenix](#)“, „[Apex](#)“, „[Svitzer Ferriby](#)“, „[Svitzer](#)



[Alma](#)“, „[Svitzer Sarah](#)“, „[Svitzer Eston](#)“ and „[Svitzer Bargate](#)“ on Feb 13 short past midnight and the engines started. The ship was towed to the Southampton Container terminal at 3 a.m. on Feb 14. Red Funnel's 11.15 p.m. Cowes to Southampton sailing and the 10.45 p.m. sailing from Southampton to Cowes were cancelled and a 250 meter exclusion zone was set up. Several ships had to wait at Spithead and in the West-Solent until the ship was freed. Also the "[CMA CGM Samson](#)" could not sail to Rotterdam as scheduled. (Source: [Vesseltracker](#); Photo: [islandecho](#))

WRECKAGE ABOVE WATER



On Feb 11 the sheerleg "[Sanne A](#)" of the JA shipping company in Stenderup and other salvage material such as a support vessel and a barge arrived at Bagenkop after the weather became favourable in order to remove the wreckage of the "[Umoe Ventus](#)". In the morning of Feb 12, the operation was still ongoing. The operation has required thorough preparations.

Among others, divers explored the wreck and bottom conditions. The ship sank at about 2,1 meters water depth. The sheerleg has a draught of 1,8 meters. Therefore, the wreck can only be lifted during high water levels. An oil boom was laid out to prevent debris from floating away. Update: (12/2) The first attempt to raise the "[Umoe Ventus](#)" failed because the wreck was filled with accumulated sand and heavier than expected so that it collapsed under its own weight, as it was came free from the bottom. The attempt was abandoned in the morning of Feb 12. Now, a team of divers was pulling more lifting straps under the wreck. The salvage barge is equipped with a large crane, and two smaller cranes, and now the plan was to lift the ship jointly with the two smaller cranes on the other side of the barge. Update: (13/2) The salvage of the wreckage of the "[Umoe Ventus](#)", though being harder than expected succeeded in the morning of Feb 13 at 10.45 a.m. After the straps were properly in place and the center of gravity correct, two parallel working cranes of the "[Sanne A](#)", each with a lifting capacity of 125 tons, in addition to the vessel's large crane, managed to raise the remains of the wreck at the North Beach in Bagenkop. A lump of molten material was hanging below the wreckage in the water and had to be released before the wreck

could be lifted onto the barge before being taken to Horsens. The salvors still had to clean the bottom of the beach from debris with a Dredge. Update (15/02) *Salvage of wreckage completed* The salvage of the "Umoe Ventus" was completed on Feb 14 with the clearing the sea bottom from debris. The barge with the wreck on deck and large clumps and debris salong with the sheerleg "Sanne A" entered the port of Bagenkop and was expected to leave in the night of Feb 15 or on Feb 16 jointly with the Support ship "Mira A", weather permitting with the wind strength dropping from up to 13 meters per second on Feb 15 to under five meters per second. The three vessels will be sailing to the homeport Horsens with a speed of about five knots, which will take about twenty hours. After the arrival at Horsens, representatives of the insurance and accident investigation commission will investigate the wreckage of the "Umoe Ventus" before cutting the wreck up starts, and the only one year old ship which cost 50 million Danish Crowns ends in an environmentally approved recycling center at Herning. (Source: Vesseltracker; Photo: Mikkel Skov Svendsen)

Advertisement



Cintraval-Defcar
CND DESIGN

Design of Tugboats & Offshore Vessels



www.cintraval-defcar.com
+34 944 631 600
info@cintraval-defcar.com

TSAVLIRIS CALLS FOR ENHANCEMENT OF MARINE ENVIRONMENT PROTECTION IN UAE

A Greek salvage specialist is calling for improved protection of the marine ecosystem in the Arabian Gulf through the creation of the UAE Marine Environment Protection Agency (UAEMEPA). George Tsavlis, chairman of the International Marine Environment Protection Association (Intermepa), and principal of Tsavlis Salvage Group, has masterminded the creation of a raft of marine protection agencies around the world. Tsavlis, who has through his salvage work seen



at first hand the consequences of marine pollution, but whose voice was a lonely siren call for a costs-obsessed Mare Forum audience in Abu Dhabi last month, is calling on Dubai's "dynamic maritime community" to spearhead the initiative. "It is of vital importance to elevate and encourage all those involved in the shipping industry with educational and other public awareness programmes which will serve the objective of protecting the marine environment," Tsavlis told Seatrade Maritime News in an exclusive interview. With one-third of the world's crude- and product-tanker

traffic operating daily in the Arabian Gulf, the consequences of an oil or similar spill for the marine environment are too awful to contemplate. He said Lloyd's List Intelligence showed around 60 casualties were identified within the Arabian Gulf last year. No major pollution incidents were reported. Asked if there had been any recent "near misses" of late in the Gulf, he said: "This is difficult to answer as we actually rarely find out about the near misses in the shipping industry. We are not aware of any significant near misses in the area of the Arabian Gulf." Although shipping has often been criticised as a major cause of pollution, environmental concerns, increasing regulation and technological progress have added to a very challenging business climate. "The shipping industry in general is showing growing sensitivity to the environmental question, [but] it needs to become more proactive in combating pollution and the industry's ecological impact," he said. Umbrella-organisation Intermepa, this year celebrating its 10th anniversary, helps coordinate the global effort to prevent marine pollution. It was founded in Greece by the four national MEPAs, Greece, Cyprus, Australia and Turkey. Since then, three more members, North America, Uruguay and Ukraine, have joined. HELMEPA, representing Greece, was first to be founded, in 1982. "Intermepa and all MEPAs enjoy the support of international organisations such as the IMO, BIMCO, UNEP, USCG and others, in the efforts to raise the environmental [awareness] of shipping," he said. The failure of the Paris Summit to make explicit reference to the IMO's responsibility for reducing CO₂ emissions in shipping gives rise to fears that the issue will not be properly dealt with. "The [recent] Paris Agreement now leaves it unclear which bodies have overall responsibility to reduce emissions from the shipping sector," he said. "Unilateral or regional regulation would be disastrous for shipping and disastrous for global CO₂ reduction." Low oil prices had in effect eroded the financial viability of gas at a time when its environmentally friendlier footprint would have promoted cleaner air and enhanced energy security, he said. "The current market conditions make [it] even more difficult to introduce new environmental regulation until we return to higher oil prices." None of the UAE's seven emirates is without major stretches of coastline. In the past two decades, the UAE Ministry of Environment and Water has declared marine protected areas in five emirates. "The UAE's marine and coastal environment experiences several pressures caused by many years of development, expansion and over-exploitation of natural coastal and marine resources," its 2015 State of the Environment Report said. "[Given] the strategic geographical location of the UAE, the increasing traffic, the size of ships and the ever expanding volume of trade, it is of vital importance to have contingency plans in place in order to maximise the protection of the marine environment in the area," Tsavlis said. *(Source: Seatrade Maritime News)*

PATROL BOAT AGROUND



On February 11, the 41 foot long **United States Navy patrol vessel 414** ran aground on the southern jetty at the entrance to St. Johns River near Jacksonville, Florida. The patrol vessel was returning from patrol and proceeding to the Mayport Naval Station when it ran onto the jetty. The five crew on board the 414 were uninjured and rescuers were able to bring the crew ashore safely. The patrol vessel sustained hull damage and water ingress. Reports state salvage efforts were underway.

(Source: Shipwreck Log; Photo: Thomas Contracting)

Advertisement

YOUR PROVIDER OF
INTEGRATED MOORING
AND RIGGING SERVICES

FRANKLIN OFFSHORE EUROPE

+31 (0)10 294 08 57

NOW SITUATED IN
RDM BASE ROTTERDAM

THREE RESCUED FROM BOSTON HARBOR AFTER TUGBOAT SINKS

Three people were pulled from the frigid waters of the Boston Harbor cold but alive after their 55-foot tugboat sank suddenly Tuesday morning. The U.S. Coast Guard says that the captain aboard tug [Emily Anne](#) contacted watchstanders at Coast Guard Sector Boston to report that vessel suffered a hull and was taking on water in the North Channel entrance of Boston Harbor about 5 miles east of Deer Island. A nearby crew aboard the good Samaritan pilot boat [Chelsea](#), from the Boston Harbor Pilot Association, heard the report over the radio and rushed to the scene, recovering the



three people as the [Emily Anne](#) sank. According to media reports, the two of the people were rescued from the water wearing only lifejackets, while the third managed to climb inside the tug's inflatable liferaft. A response boat crew from Coast Guard Station Point Allerton escorted the pilot boat back to the Boston Harbor Pilots Association pier where emergency medical personnel evaluated the three rescued people. "Given the nature of the emergency, if not for the quick and heroic response of the [Chelsea](#) crew, their lives may have been lost," said Petty Officer 1st Class Darin Crozier, a watchstander at Coast Guard Sector Boston. Despite exposure to the cold, all three people were reported to be in good health. "We were out there and able to help," said Captain Shawn Kelly, from the Boston Harbor Pilot Association. "If we had been in trouble, I know they would have done the same." *Note red:* The "[Emily Anne](#)" is a 55 foot 800 HP twin screw harbor tug. This tug was built in Louisiana and Alabama and the builder was Bryant Boats, now home port is Boston, MA *(Source: gCaptain; Photo: Donna Ardizzoni)*

SEISMIC VESSEL DETAINED ON SMUGGLING CHARGE

Arab Coalition forces off Yemen have detained the Marshall Islands-flagged seismic support vessel [Mainport Cedar](#), reportedly en route from Djibouti to Hodeidah port in Yemen. Speaking to Sky



News Arabia on February 14, a coalition spokesperson said that the vessel was found to be carrying military communications equipment and military hardware in shipping containers, and that the port of origin of the cargo was Bandar Abbas, Iran. The vessel was taken to the port of Jizan, Saudi Arabia and inspected, with full documentation and the presence of international observers, the spokesperson said. The 2013-built, 1700 GRT Cedar's last AIS position, received February 9, shows her stopped off the coast of Djibouti. Cork, Ireland-based Mainport Holdings, the Cedar's operator, told Maritime Executive on Tuesday that there were no weapons or military equipment on board the vessel, and that the shipment was made on behalf of the World Food Program (WFP). WFP spokeswoman Jane Howard said Tuesday that the vessel was carrying IT and communications equipment to support the work of humanitarian relief organizations in Yemen, and that Saudi authorities had diverted it for inspection on claims that the shipment's paperwork was not in order. WFP has agreed to resubmit the paperwork. Additionally, Howard said that the vessel had been making regular trips from Djibouti to Yemen for some time, and that it had not called at Bandar Abbas. A spokesman for Mainport added that this was the first problem the firm had encountered with Saudi authorities, and that Mainport hoped to secure the release of the Cedar and her 13 crew soon. The [Mainport Cedar](#) is the latest in a string of vessel arrests on allegations of smuggling in the Yemeni conflict. Most previous arrests have been of dhows and fishing vessels, some unflagged, including a fishing boat arrested in September with anti-tank munitions, but Iranian commercial cargo ships have been arrested as well. The Saudi-led Arab Coalition launched military operations in Yemen in 2015 to prevent the Houthis, whom Riyadh sees as a proxy for its enemy Iran, from taking control of Yemen after they seized much of the north. For their part, the Houthis deny backing from Tehran and accuse the coalition of launching a war of aggression. The Arab Coalition has seized the port of Aden, a significant win, but violence and assassinations remain a daily occurrence there, leading one coalition commander to suggest that Yemen could become like Libya – chaotic, with deeply divided governance – if the war is not decisively won. *(Source: Marex)*

ONE THIRD OF THE OIL REMOVED - DRAINING OPERATION INTERRUPTED

Draining the oil from the capsized "[Sea Worker](#)" was going on, and in the morning of Feb 15, more than a third of the fuel in the tanks was removed. Drainage work was expected to continue until the



middle of the week. Salvors continued to pump from several tanks and expect to have the oil completely gone within the next few days. The weather which was crucial for the progress appeared to remain calm until Feb 18. The "Gunnar Seidenfaden" remained on standby but there has been no spill yet. **Update:** After having worked for almost one week to work on removing diesel oil from the "Sea Worker", the Operation had to

be interrupted on Feb 16 due to bad weather. About 50 % of the oil has actually been pumped out. The A2Sea company did not know when and how the "Sea Worker" itself can be salvaged. (*Source: Vesseltracker*)

OFFSHORE NEWS

Advertisement

EDDY TUG

"DYNAMIC SIMPLICITY"

WWW.EDDYTUG.COM



<http://www.youtube.com/watch?v=CJsJrZc1BNM&feature=youtu.be>

HARVEY GULF OPENS MARINE LNG FUELING TERMINAL IN NORTH AMERICA

Harvey Gulf, a marine transportation company providing offshore supply and multi-purpose support vessels, has opened what the company says is the first marine LNG fueling terminal in North America. Less than a year after the delivery of the M/V **Harvey Energy**, America's first LNG-powered vessel, Harvey Gulf said it accomplished another first when it completed LNG bunkering of the Energy from the newly constructed LNG terminal facility at its operation base in Port Fourchon, Louisiana. The bunkering included the transfer of 43,000 gallons of LNG in approximately 2.25 hours without incident, said Harvey Gulf. The terminal is designed to meet the requirements of 33 CFR part 127 NFPA 59A, and able to deliver LNG at a pumping rate of 550 GMP. The total on site storage is approximately 270,000 gallons contained in three 90,000 USG type "C" vacuum insulated tanks. Shane Guidry, Chairman and CEO of Harvey Gulf, commented: "This a testament to Harvey Gulf's commitment to promoting the use of LNG, a clean, abundant, and cost-effective alternative marine fuel. With the completion of our LNG terminal at Port Fourchon, we are able to provide a

LNG bunkering point at the epicenter of marine operations for the Gulf of Mexico, which is vital to continuing the shift to LNG as a marine fuel.” The M/V **Harvey Energy** and her sister ship the M/V **Harvey Power**, both LNG-powered offshore supply vessels (OSVs), are under charter to Shell and support Shell’s Gulf of Mexico assets. *(Source: Offshore Energy Today)*



POLARCUS GETS VYACHESLAV TIKHONOV CHARTER EXTENSION



Polarcus has secured the three-year extension of the bareboat charter party agreement (BBCP) for M/V **Vyacheslav Tikhonov** between Polarcus Selma and SCF Sakhalin Supply Limited. The initial five-year agreement between the parties was signed in 2011. This extension was carried out pursuant to SCF’s option within the terms of the BBCP. As Polarcus informed, the vessel charter will carry on for a further period of three years starting from August 18,

2016. M/V **Vyacheslav Tikhonov** is a high ice class 8-streamer vessel built to the Ulstein SX133 design and incorporating the Ulstein X-BOW hull. *(Source: Subsea World News)*

NEW CONTRACT FOR OCEAN SPRITE

Ocean Sprite is awarded an ERRV contract with Dana Petroleum Limited, to Support the **Ocean Guardian**. The contract, which is for 2 wells estimated at 70 days each, will commence 01st March 2016. There is also a further 2 x 1 well options period, with an expected duration 30 days each. *(Press Release)*



Advertisement



**GLOBAL
RENEWABLES
SHIPBROKERS**

**FIND US ON
GRS-OFFSHORE.COM**



ANY OFFSHORE EQUIPMENT ANYTIME

TODAY FOR EXAMPLE:

All kinds of Offshore Equipment for your offshore projects and vessels like:

- Cable Carousels
- Offshore Containers
- Accommodation Modules
- Winches, Anchors, Cranes



WIND | WAVE | TIDAL ENERGY

T +49 40 411 60 68 0

BHAGWAN MARINE TO SEND VESSELS TO RUSSIA WITH FOSS



Australian offshore vessel operator Bhagwan Marine has announced that it has been awarded a multi-year, multi-vessel contract to provide marine support to American company Foss Teras Marine on a major oil & gas construction project in Russia's Far East. Bhagwan will utilise a number of vessels coming off charter in Australia's North West Shelf region for the work, which commences in the second quarter of 2016. "The recent downturn in the Australian offshore oil & gas

industry has created significant opportunities and motivation for companies like us who are willing to explore other markets and regions", commented Darren Kolln, Bhagwan Marine's chief operating officer. The company said the contract is an important part of its strategic expansion plans internationally.

HAVILA SHIPPING ADJUSTS RESTRUCTURING OFFER

Oslo-listed Havila Shipping has revised the terms of its restructuring agreement made a new offer to repurchase its securities from bondholders. In the amended plan, the company will spend up to NOK 275m (\$32m) in buying back its bonds in a 'reverse auction', at a price of up to 30% of par value per bond. Havila says it will pay another NOK 4.5m (\$522,000) on interest on the bonds for each of the years 2016-2018. The offshore shipping company has also upsized its planned equity issue from NOK 200m (\$23m) to NOK 300m (\$24m). The extra money raised will go towards the bond buyback and the interest payment, both of which are to be paid in cash. The Sævik family, which owns 51% of Havila Shipping through Havila Holding, will maintain its current proportionate shareholding and has guaranteed a subscription of NOK 153m (\$17.8m) in the equity issue, the company said. The new equity will be raised through a private placement, targeted at existing shareholders and new investors. Bondholders subscribing in the equity issue will be given priority over new investors where possible, Havila said. In January, Havila Shipping entered into a master agreement with its secured and unsecured bank lenders to reduce loan amortisation for three

years, postpone maturities and replace all existing covenants, subject to bondholder approval. Bondholders will submit their pre-acceptances of the amended master agreement by February 15, ahead of a bondholder meeting on February 26. If approved, it is hoped the new equity will be secured by March 15. Havila is also in ongoing negotiations to amend the bareboat charter hire of its rapid-response vessel **Havila Troll**, which



should be concluded by February 15. The vessel has been on charter to Statoil in Norway since 2010, which was recently extended for another 12 months until November 2016. *(Source: Splash24/7)*

OCEANTEAM SETTLES WITH SAWICON



Oceanteam has reached an out-of-court settlement over an IP infringement case related to the Oceanteam ASA – **North Ocean vessel series**, which was filed against naval architect Sawicon AS in 2011. According to the company’s Oslo-filing, the terms of the settlement are to remain confidential, but Oceanteam said that the settlement will have no negative effect on the its results, operations and developments going forward.

“We are very pleased with this settlement and that the company can finally close this case. After 5 years in the Norwegian courts, the case status was at a point where there were still no final conclusions made on the subject matter of the case. Considering the different priorities of the company, we are pleased to now fully focus on providing offshore solutions,” says CEO Haico Halbesma. In addition, Oceanteam informed that it considers taking further legal action against former board member and shareholder Aksel M. Okland of North Sea Shipping. Reportedly, the legal action is for the alleged misuse of the company’s intellectual property, trade secrets and such for own interest, and allegedly having a conflict of interest while serving as a board member of the company and the misuse of the board’s position and powers in the period 2006 and 2010. “During this period important issues relating to this case incurred and were his responsibility while serving as a board member,” the company said in a press release. *(Source: Subsea World News)*

Advertisement



OLYMPIC SHIPPING STAFF GET WAGE REDUCTIONS

Norway's Olympic Shipping is to implement voluntary wage reductions at its Fosnavåg office in Herøy as of today, reports say. Members of work unions Norwegian Sjøoffisersforbund, the Norwegian Seafarers' Union and the Norwegian Machinist Association have voted to approve the agreement with Olympic. "This is a very important step to secure jobs and strengthen the company's



position in the future. The entire industry is going through a very challenging time now. We are therefore pleased that the staff has put solidarity up to help in a difficult situation," Stig Remøy, CEO of Olympic, told Norwegian press. Olympic laid off 60 of its 800 staff in October 2015, which mainly affected temporary staff and contractors. It also laid up two anchor handling tug supply (AHTS) vessels and a platform support vessel. *(Source: Splash24/7)*

PETROBRAS CANCELS DRYSHIPS PSV CHARTER



Brazilian oil company Petrobras has terminated a contract for a Dryship-owned platform supply vessel. According to Dryships, the Brazilian oil firm has given notice of termination on the contract

for the platform supply vessel (PSV) **Vega Crusader** effective as of March 6, 2016. The contract of the **Vega Crusader** was expiring on January 8, 2017 and this termination represents a loss in contracted EBITDA of approximately \$2.2 million for the balance of 2016. Furthermore, Dryships said, given the prolonged market downturn in the drybulk segment and the continued depressed outlook on freight rates, the company is presently engaged in discussions with its lenders for the restructuring of its debt facilities. While discussions are ongoing, the company may elect to suspend principal repayments to preserve cash liquidity, Dryships. Dryships said that its founding shareholder, George Economou, has expressed his continued support to DryShips throughout these discussions, subject to the continued support of all the lenders. The sale of the Fakarava, Rangiroa and Negonego to entities controlled by Chairman and CEO George Economou has failed. “In addition, we have reached a settlement agreement with the charterer of these vessels for an upfront lumpsum payment and the conversion of the daily rates to index-linked time charters. Mr. Economou has expressed his desire to proceed with the sale of the vessels subject to the transfer of the existing loan at the current fair market value of the vessels and we are in discussions with the respective lenders to achieve this,” Dryships said. *(Source: Offshore Energy Today)*

TWO NEW VESSEL DEALS FOR EIDESVIK OFFSHORE



Eidesvik Offshore, a Norway-based owner of offshore support and construction ships, has been awarded one contract extension and one new contract from Technip and Faroe Petroleum, respectively. The contract with Technip is for the company's offshore construction vessel **Viking Neptun** and it will start in April in the UK sector. According to Eidesvik, the **Viking Neptun** will, after a 2015 campaign, again start working for Technip. The contract, including the transit, has

secured commitment beyond 2016 for the vessel. Eidesvik CEO, Jan Fredrik Meling, said: “We are very pleased with the confidence Technip has showed us by awarding Eidesvik Offshore this important contract who will be more or less in direct continuation with the existing contract with Technip. “This has been made possible by the excellent performance from our offshore employees, including our partner Reach Subsea, since delivery of the vessel last year. Eidesvik Offshore has again proven that we are a robust organization and that we can adopt to the challenging market conditions we are experiencing today.” As a part of the cooperation agreement, Reach Subsea provides ROV and subsea services onboard the **Viking Neptun**, including the new contract with Technip. “We are proud to be part of the successful campaigns onboard **Viking Neptun** in 2015, resulting in renewed confidence and extended contracts from the end client,” says Reach Subsea CEO, Jostein Alendal. *PSV deal* Eidesvik Offshore's platform supply vessel (PSV) **Viking Prince** has been awarded a contract with Faroe Petroleum for one well starting mid-May 2016, with one well option for Engie. The duration of the contract is estimated to 35 days, with one well option estimated to 45 days. *(Source: Offshore Energy Today)*

Advertisement



**Imprinted
on our DNA...**

uzmar.com

a philosophy that
continues to set
new standards in
tug building



FORMER TANJUNG OFFSHORE MD FACES FRAUD CHARGES

Harzani Azmi, former managing director of Tanjung Offshore, has been charged with fraud and money laundering by a local court in Malaysia today. Harzani, who was suspended by Tanjung Offshore in 2014, has been charged with fraudulently inducing Tanjung Offshore to acquire a 49% stake in Gas Generators in October 2013.



He was also alleged to be involved in money laundering. Harzani could face 15 years' imprisonment. The court will seek a joint trial for both charges on March 23. In February 2015, another two senior officials of Tanjung Offshore, Tan Sri Tan Kean Soon and Muhammad Sabri bin Ab Ghani, were accused by the company for alleged misconduct that may have contributed to the cancellation of Tanjung's takeover of Bourbon Offshore Asia Pacific. *(Source: Splash24/7)*

FARSTAD SHIPPING SUFFERS \$148M IN IMPAIRMENT LOSSES DURING 2015



Offshore shipping company Farstad Shipping says it will undertake NOK1,279m (\$148m) in impairment losses during its fiscal year 2015. Of these losses, some NOK1,094m (\$127m) in impairments will be posted in Farstad's 4Q 2015 financial results. The Oslo-listed company said the book losses relate to vessels and other fixed assets and are "based on the development in brokers'

market values of the fleet, the prevailing market prospects as well as the uncertainty related to the vessels' future earnings". The company currently operates a fleet of 59 vessels, comprising platform supply vessels (PSV), subsea support vessels and anchor handling tug support (AHTS) ships. It has one subsea support newbuilding being built at Vard Vung Tau for delivery in the fourth quarter this year. Fartstad has begun selling off its older vessels to release liquidity, but each transaction has suffered heavy book losses. In January, the company's Australian subsidiary P/R International Offshore Services sold its PSV **Lady Grace** at a NOK49m (\$5.61m) loss on its book value. The same month, Farstad Supply sold its 25-year-old PSV **Far Scandia** at an NOK8m loss (\$0.91m) on its book value. May 2015 saw the sale of Farstad Marine's PSV Far Superior for a book loss of around NOK15m (\$2m). Farstad also took a \$0.53m loss in March 2015, when it sold its 1991-built AHTS vessel **Far Sky**. The Norwegian has also laid up seven of its vessels in recent months. A number of staff have been laid off and the company has closed its office in Aberdeen, Scotland. Farstad will publish its quarterly result for 4Q 2015 and its preliminary annual accounts for 2015 on February 29. *(Source: Splash24/7)*

SERVICE VESSEL DELIVERED

The first 14.90m service vessel built by RMK Marine in Turkey has been delivered. This build is part of a larger order for **five 10.10m Mooring Tugs**, two service vessels and **two 19m tugs**. The first vessel performed to expectations at trials achieving all the owners requirements including a 16 knot service speed. *(Press Release MacDuff Ship Design)*



WINDFARM NEWS - RENEWABLES

FIRST U.S. OFFSHORE WIND FARM VESSEL HITS THE WATER

The first crew transfer vessel dedicated to serve the U.S. offshore wind industry was placed into the water for the first time last week, according to social media pages of Rhode Island Fast Ferry and its subsidiary Atlantic Wind Transfers. "On Wednesday the workboat was lowered down the railway at low tide and left to wait for the high tide to roll in and float it over to the dock. The large mast was installed the following day so now the shipyard can begin to do the final electronic connections," the company said on Saturday, 13 February. Blount Boats, Rhode Island's shipyard which is building the 21m vessel, will now work on final electronics connections, finishing the interior, installing a Palfinger crane, as well as the U.S. Coast Guard (USCG) lifesaving equipment. *The vessel will then begin with sea trials.* In May 2015, Rhode Island Fast Ferry signed a 20-year crew transfer contract with Deepwater Wind for its 30MW Block Island offshore wind



farm, also an American first. Under the agreement, the company's subsidiary Atlantic Wind Transfers is responsible for building the vessel and providing training to meet the project's requirements. The construction of the crew transfer vessel based on South Boats IOW's design was awarded to Blount Boats, which has had a licensee from South Boats IOW since 2012. The vessel is

scheduled to commence work on the Block Island Wind Farm this spring, when the offshore construction works will continue. After the offshore wind farm is completed and enters operations and maintenance phase, the vessel will provide O&M support throughout the 20-year lifecycle of the project. *(Source: Offshore Wind; Photos: Rhode Island Fast Ferry/ Atlantic Wind Transfers)*

advertisement

 +31 10 8208905



MARINE STEEL
WORKS & SUPPLY BV - ROTTERDAM

 info@marinesteel.nl



FERROUS & NON FERROUS WHOLESALER

We can offer hydraulic pipes and fittings in stainless steel and steel etc.

Also for tailor made products, according to your drawing.

WWW.MARINESTEEL.NL



CWIND WINS 20 YEAR OPERATIONS & MAINTENANCE CONTRACT

TC Westermost Rough OFTO Limited has appointed offshore renewables specialist CWind to maintain on- and offshore assets at Westermost Rough offshore wind farm. CWind, a leading provider of services to the offshore wind industry, has announced today, that it has won a contract to provide mechanical & electrical services to the offshore and onshore substations at Westermost Rough offshore wind farm. Timed to coincide with the handover of the OFTO assets to TC Westermost Rough OFTO Limited, the company has signed up CWind to maintain the mechanical and electrical systems of both the offshore and onshore substations as well as the routine inspections of the onshore cables for the 205 MW project 8km off the Holderness coast. The contract covers all routine inspection, diagnostics and planned maintenance work, as well as a first response service and offshore transport, for a period of 20 years commencing in February 2016. Dominik Adamus, Senior Commercial Manager at Transmission Capital, the Asset Manager for TC Westermost Rough OFTO Limited, said: "We're very pleased to have come to this agreement with CWind for the operation and maintenance of our assets at Westermost Rough. CWind won the contract on the back of their integrated offering, covering all aspects of our requirements. The combination of technical capability

and cost-effective logistics assets was a strong factor in our selection. The fact that they already have an established operations in Grimsby and recent experience at Westermost Rough, presented an additional benefit.” Chris Randle, CEO CWind commented on the contract win: “We’re delighted to be working closely with Transmission Capital to support the OFTO for the first time at Westermost Rough. This contract is testament to our O&M



capabilities gained at 15 offshore wind farms since 2009; and the industry leading approach of Transmission Capital in bringing innovative asset management solutions to the sector. It demonstrates the confidence key players in the industry have in entering into long-term partnership arrangements with us.” *(Press Release)*

AEOLUS ON SITE WITH GEMINI WIND TURBINES



On 12 February, offshore wind installation vessel **Aelous** left the Port of Esbjerg for the Gemini offshore wind farm, carrying six turbines to be installed at the site. According to vessel’s AIS, the **Aelous** has reached its destination, and is now in the company of **Havila Phoenix** and **Acta Orion**, which are also working at the site. The last of 150 foundations at the Gemini offshore wind farm was installed in October 2015. Van Oord’s **Aelous** and

Swire Blue Ocean’s **Pacific Osprey**, which worked on the foundation installation, have been scheduled to return to the project this month in order to install 150 Siemens’ 4MW wind turbines. The wind farm is being built on two locations close to each other, ‘Buitengaats’ and ‘ZeeEnergie’, hence the name Gemini. Once operational, the project will be one of the world’s largest offshore wind farms, both in terms of size and production. *(Source: Offshore Wind)*

YARD NEWS

MITSUI TAKES \$95 MILLION HIT ON TEEKAY AHTS QUARTET

Japan's shipbuilder Mitsui Engineering & Shipbuilding Co., Ltd. (MES) is facing a \$95 million loss on the four 306 ton bollard pull Ulstein SX157 design ocean going AHTS that subsidiary Niigata Shipbuilding & Repair is building for ALP Maritime Services, the Netherlands based company acquired by Teekay Offshore in 2014. In a "Notice of Losses in Consolidated and Non-consolidated Financial Results" released February 3, MES said: "A subsidiary has recognized losses of Yen 3.8 billion



[about \$33.1 million] on construction of four Offshore Support Vessels during the 2nd quarter due to repeated design changes and problems. Additional losses of Yen 7.2 billion [about \$62.8 million] have been anticipated, including a provision for losses during the third quarter due to unforeseen increases in materials and man hours. These losses are recorded under cost of goods sold. "The subsidiary has made significant revisions in the construction process during this third quarter. MES has increased dispatch of technical engineers and skilled technicians to support as a parent company to complete the construction of this project." "Based on the above losses, MES itself has recognized a Yen 0.9 billion [about \$7.8 million] Loss on valuation of shares of subsidiaries and has posted a ¥6.3 billion [about \$55 million] Provision for loss on business of subsidiaries, as extraordinary losses. This will not affect the consolidated financial results as these accounts are set-off in the consolidated adjustment." (Source: MarineLog)

Advertisement



ABB'S NEW AZIPOD D AND ENERGY STORAGE SOLUTION TO FEATURE ON TWO HIGH TECH SPECIALIZED OFFSHORE VESSELS

New generation of propulsion to power complex offshore vessels. ABB, the leading power and automation technology group, will supply the power, propulsion and energy storage solution for two

of the most innovative vessels operating in the offshore oil and gas sector. The specialized vessels require an advanced propulsion and power generation system to perform its operation. The new Azipod D will help the vessels safely achieve millimeter precision at open sea. The Azipod D is the latest generation of ABB's award winning podded electric propulsion system. The vessels will each feature two 4.2 megawatt units. A hybrid cooling system using combination of direct seawater cooling and internal air cooling increases electric motor performance by up to 45 percent. Overall, the Azipod units will have a substantial impact on the ships fuel efficiency. Maneuverability and station keeping is the key for the vessels and the Azipod propulsor's 360 degree steerable propeller makes it ideal for their requirements. The Onboard DC Grid



will cut fuel consumption by up to 27%. It allows the ships' four 3600kW generators, also supplied by ABB, to operate at variable and optimum speed. The vessel is also equipped with batteries, which will further optimize use of the power plant and reduce energy consumption. "The solutions we are providing will make these ships incredibly flexible and efficient to operate," says Juha Koskela, Managing Director of BU Marine and Ports. "The Azipod D, Onboard DC Grid and energy storage are cutting edge technologies which match the demanding conditions often experienced in the offshore sector." In line with the high technology equipment onboard, the ships will also be equipped with ABB's Remote Diagnostic Service. This system will connect the vessels to ABB's shore side technical support centers where the technicians can monitor the performance of the vessel and ensure necessary support. The vessels will measure 90 meters by 20 meters and is designed to accommodate 36 persons onboard. They are designed by the Arendal, Norway based firm Cefront Technology, and will be built by COSCO. The vessels are designed to operate globally. (*Press Release*)

NEW PATROL VESSELS FOR THE PHILIPPINES



Incat Crowther has secured a contract to design a 50m multimission monohull patrol vessel for the Philippine Government. Two identical vessels of this type will be built in Manilla by Josefa Slipways. The primary role of the vessels is to combat illegal fishing for the Philippine government. With the local fishing industry losing billions of dollars to illegal fishing, these assets will enhance law enforcement's capability to

patrol and protect territorial waters. The multi-mission nature of the vessels also affords the

flexibility to lead in disaster relief and/or rescue operations, as well as to serve as a platform for research. The Department of Agriculture (DA) with their operating agency, Bureau of Fisheries and Aquatic Resources (BFAR) will operate the vessels. Notable features of the steel vessel are a spacious aft working deck to accommodate both a rescue craft launched from a deck crane as well as 9m RHIB deployed from a specially designed well with a transom door. Ahead of the aft working deck, the main cabin houses a spacious galley with adjoining freezer and cold rooms, a medical clinic with adjacent lab, a large mess hall for the crew, and a private mess hall for officers. A large conference room accommodating 36 personnel is at the front of the main cabin. Below deck are the engine, control and equipment rooms as well as full accommodations for 42 personnel. Accommodations for officers and engineers are on the mid deck. Forward in the mid deck is a conference room with a capacity of 14 personnel. The large pilothouse gives an unobstructed view forward and plenty of desk area for electronics and charts. It also has sleeping quarters for two pilots. The vessels will be powered by two Mitsubishi S16R2-T2MPTK engines, coupled with a Masson MM W18000 gearboxes and fixed pitch propellers. Two Yanmar 6HAL2-WHT generators will service the vessel's electrical needs with an additional emergency generator. *(Source: MarineLink)*

Advertisement

Landfall Marine Contractors bv
Specialized in ocean going towages, time charters, anchorhandling, full ship management, heavy lift shipping, ship-delivery, marine-sales, and pontoons/barges.
info@landfall.nl / (+31) 0180 - 769033





AWARDS FROM WORKBOAT WORLD TO MACDUFF SHIP DESIGN



Macduff Ship design is pleased to have received two awards from Workboat World magazine Best of 2015 edition. Macduff Ship Design is delighted that it has been recognised for its work again this year. The awards were received for the best large patrol boat "**Atco Noura**" and for the best maintenance vessel "**London Titan**". The "**Atco Noura**" a 45m fast patrol boat built by Tor Marine in Turkey represented a step away from the type of vessels Macduff Ship Design and Tor Marine usually design and build but highlight the adaptability of both companies to work in new fields to produce a vessel to a tight brief and meet the expectations of all involved. The "London Titan" a 36.5m Maintenance vessel built for the Port of London by Manor Marine was another pioneering project for Macduff Ship Design. The vessel needed to conform to a strict brief to allow the vessel to

operate over virtually the entire length of the Port of London Authorities jurisdiction along the river Thames. The hull shape was specified to have good sea keeping characteristics while providing a large stable working platform to allow working in the outer estuary and also in shallow water. The



vessel also has a low air draft to allow navigation under bridges upriver as far as Richmond. (*Press Release MacDuff Ship Design*)

WEBSITE NEWS

[HTTP://WWW.TOWINGLINE.COM](http://www.towingline.com)

ARE YOU ALSO INTERESTED IN THIS FREE TUGS TOWING & OFFSHORE NEWSLETTER. PLEASE VISIT THE WEBSITE [WWW.TOWINGLINE.COM](http://www.towingline.com) AND SUBSCRIBE YOURSELF FOR FREE

Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - [One of World's Biggest Containerships Hard Aground on Elbe River](#)
 - [Damen ASD 2810 delivered to Corima](#)
 - [Briggs Marine orders the versatile Damen Multi Cat 2712](#)
 - [Modern Express Saved! Drifting Cargo Ship Under Tow in Bay of Biscay](#)
 - [First of new class for Italian terminal](#)

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

This site is intended to be collective exchange of information. Information on this site has been pulled from many sources; we have attempted to credit these sources. But due to the multitude of sources sometimes we are unable to note all the sources. If you feel that material that is posted here is of your authorship and you have not been credited properly please alert us and I will correct the credit or remove it in accordance to the author's wishes.

DISCLAIMER

The compiler of the Tugs Towing & Offshore Newsletter disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. For more information about advertising, subscription, preferences and un-subscription visit the website: <http://www.towingline.com> The Tugs Towing & Offshore Newsletter is a ::JVDS-MARCOL:: Archive Production.