



TUGS & TOWING NEWS

PAN-UNITED TO SELL ITS SHIPPING BUSINESS



Singapore-based Pan-United Corporation has entered into a conditional sale and purchase agreement with the investment holding company Sedgefield Corporation to sell its wholly-owned subsidiaries, Pan-United Shipping and P.U. Vision on October 4. Pan-United's P.U. Vision, which owns 12 tugboats and 10 barges, is primarily engaged in the tug and barge business of the shipping division. Operating

in the Southeast Asia region, the company provides short and long-term time charters, voyage charters and contracts on an affreightment basis. Pan-United Shipping, which does not own any vessels and charters them from PUV and other third parties, provides shipping services and trading, transporting bulk cargoes in the region, including gypsum, thermal coal, aggregate and sand. As at September 28, the value of the company's assets stood at SGD 23.8 million (USD 17.3 million), according to Pan-United Corporation. The move was made on the back of a challenging industry and market environment, plagued by low freight rates, softening market demand within Southeast Asia, and a severe oversupply in vessel capacity, due to which the Pan-United Corporation's tug and barge business had been incurring losses since 2013. *(Source: World Maritime News)*

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BOSKALIS: UNIQUE COMBINATION OF NEW LNG FUELLED HARBOR TUGS AND LNG BUNKERING CONTRACT

Royal Boskalis Westminster (Boskalis) joint ventures Keppel Smit Towage and Maju Maritime have ordered two innovative LNG dual-fuel harbor tugs, which marks a breakthrough for realizing clean environmentally friendly harbor towage services in the Singapore port. The tugs, which are expected to be delivered in 2018, will run entirely on LNG. For this reason, the



Maritime and Port Authority of Singapore will award a grant of up to SGD 2 million for each tug under its LNG Bunkering Pilot Programme. The 65-tonne bollard pull ASD tugs will be built by Keppel Singmarine in Singapore using the shipyard's proprietary design. The LNG fuel will be supplied by Shell, for which two Head of Agreements have been signed, and bunkered through FuelNG, a joint venture between Shell and Keppel. The two LNG fuelled tugs will be the first clients of LNG as marine fuel in the pilot for the development of Singapore into one of the world's main LNG bunkering ports. With a large global fleet, Boskalis is constantly on the lookout for ways to reduce emissions and innovate in terms of sustainability and looks forward to rolling this out in other LNG ports and terminals around the world. Boskalis believes that the use of LNG as a marine fuel for harbor tugs will play a viable role in reducing emissions that no other fossil fuel can currently achieve. *(Press Release)*

WINGER WITH TOW FROM BRAZIL TO TENERIFE



The **ALP Winger** (Imo 9367504) hooking up on the **SSDR ODN TAY IV** on the 02 October 2016 For a towing trip from ACO (Brazile) to Tenerife over a distance from 3474 Nm. The 27 built Dutch registered with call sign PBIU tug is owned by ALP Maritime Services. She has a length of 65.0 mtrs a beam of 18.50 mtrs and a design draft of 7.50 mtrs. The by the Mutzlefeldt Yard – Cuxhaven; Germany

under yard number 254 built tug has a bollard pull of 219 tons and a maximum free sailing speed of 16 knots and a service speed of 11.5 knots. She is classed Det Norske Veritas-Germanischer Lloyd.

(Photo: Capt. Arjan Nugteren. Master ALP Winger (c))

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ART 80-32
NEW INDUSTRY
BENCHMARK

By Rotartug

FOSS MARITIME: HARD AT WORK IN THE ARCTIC

As the oil industry awaits a much-needed rebound, Foss Maritime's robust presence in the Arctic region underscores its commitment to the region, the environment, and a business plan that looks ahead to the next chapter. Reports of the death of commercial Arctic activities have been greatly exaggerated. While Arctic energy projects have, by and large, been put on the



back burner – like most things related to energy in other places – there are still many projects ongoing; and still others being planned. For example, and as Marine News was headed for printer, a new coalition announced the launch of a six-figure advertising campaign, calling on the Administration to include the Arctic in the next offshore leasing program. The coalition, which includes NOIA and other interested stakeholders, specifically addresses environmental groups who continue to insist that the current lack of active in the Arctic is justification for excluding the region from the plan. According to a coalition spokesperson, the advertising campaign is an effort to show that industry remains committed to the Arctic and in the most obvious terms possible, is putting its money where its mouth is. In the meantime, workboats have found many reasons to be in the Arctic, despite the lull in action there. For example, Foss Maritime, veterans of Arctic ocean towing and short-sea shipping work, used several ice-class tugs, shallow draft tugs and deck barges to complete a complex and challenging two-year sealift operation to a remote area of the Alaskan North Slope, approximately 60 miles east of Prudhoe Bay. The work was done in support of a major oil exploration development project. *Workboats at Work: in the Arctic* During the first lift in the summer of 2013, Foss provided two barges, two ocean-going tugs, and two assist tugs, including the 73-foot shallow draft tug Emmett Foss, making its first voyage after its construction at Foss Rainier Shipyard. The assets were used to transport two oil field tank modules from Anacortes, Washington to the project site on Alaska's North Slope. For the second lift in the summer of 2015, four tugs, including the first of three Arctic Class tugs built at the Rainier yard, the **Michele Foss**, towed four

barges carrying seven oil field modules, each weighing 2,685 short tons, 2,300 nautical miles from South Korea to the project site. These modules are used to process raw hydrocarbons into the requisite product streams. During the final shallow-water leg of transit, Foss pioneered a short-sea route through the Barrier Islands to get the job done. “In 2015, the ice never really receded,” explains Leiv Lea, Director, Project Management and Sales at Foss Maritime. “We used shallow draft tugs to bring the barges through that route, along with one of our tugs, and that allowed us to bring the barges in, without damage, even though the ice was out there (6.5’ of draft was available at the delivery site). The shallow draft tugs passed back and forth on that route, and they did soundings that showed that the **Michele Foss** could be the lead tow tug through that passage. Once they got closer to Point Thomson, the shallow draft tugs took the barges into the dock.” *Robust Platforms for Demanding Work* The **Michele Foss** and her sister vessel **Denise Foss** (which entered service this past summer and delivered further drilling equipment to Alaska’s North Slope during the summer of 2016) are ABS D0 Arctic class tugs. The hulls are designed specifically for polar waters and are reinforced to maneuver in ice. The vessels comply with the requirements in the ABS Guide for Building and Classing Vessels Intended to Operate in Polar Waters, including ABS A1 standards, SOLAS and Green Passport. The **Michele Foss** has a bollard pull of 221,000 pounds and is equipped with a Caterpillar (CAT) C280-8 main engine, a Nautican propulsion system and Reintjes reduction gears. Her tow winch was supplied by Markey Machinery. Notably, ballast tanks were deliberately not incorporated into the vessel’s design to prevent the transportation of invasive species. Holding



tanks were added for black and gray water to permit operations in no-discharge zones (such as parts of Alaska and California), and other green technologies include hydraulic oil systems compatible with biodegradable oil, energy efficient LED lighting, and High-energy absorption Schuyler fendering have arguably created the most environmentally-sound vessel for the pristine area it works in. The third vessel, **Nicole Foss**, is currently under construction at the Rainier yard and is

expected to be in service in 2017. *Carefully Managing Ice* The entire 2015 transit from South Korea to Point Thomson took approximately 25 days steaming time at 7.5 knots; some variances occurred due to changing weather. The vessels stopped at Dutch Harbor to refuel before completing the voyage at Point Thomson. There are several areas where the team could wait for ice to clear, if needed. While the vessels can work in ice conditions, they are not ice breakers, explains Lea. “What we do is work around the ice,” he says. “We have ice management plans. We do ice flights, where you have ice pilots that fly over the ice, and then they can determine the coverage and see if they see any routes developing. It’s a really active procedure.” In addition to various

Alaskan and Arctic projects, Foss has a year-round tug presence with its company Cook Inlet Tug and Barge (CITB). Shallow draft barges transport fuel around Western Alaska, and various towing jobs see the crews work in the Aleutian Chain as well as perform in-river work in the Yukon and the Kuskokwim regions. In Cook Inlet, CITB provides harbor assist tugs that work as ice escort in the winter months from about November through April. “Typically we do ice escorts for tankers and

fuel barges and any containerships that come into the upper Cook Inlet,” says Ben Stevens, General Manager, CITB. “Then we assist them into the dock. It’s a pretty challenging environment because of the tidal difference.” CITB’s main ASD ice-class tugs servicing this market are the 85-foot Stellar Wind and the 65-foot Glacier Wind. They also operate two conventional tugs, the shallow draft tug Captain Frank Moody, and a smaller vessel, the Junior, a 60-foot twin-screw tug that services Seward, Alaska. CITB also operates five petroleum barges of various sizes and three tugs in support of their sister company’s fuel distribution business. Fuel delivery is a necessity in rural Alaska, which keeps regular work coming in. That’s especially important to any local business model because Alaska’s tug and barge operators have encountered a fairly significant downturn consistent with the falling price of crude oil. CITB vessels deliver to remote regions of Western Alaska up through the Bering Strait. It’s a



challenging environment because most destinations have no port facility, so the barges are beached and hoses are deployed or hoses will be floated from where the barge is anchored. In-river fuel deliveries are mainly for schools and power plants. “Once the ice pulls out in the spring, they’re waiting for the fuel to come in after the winter, so the rush is on in the early spring to try to get the fuel into the communities as soon as we can,” says Stevens. “And then you try to time it to get the fuel in there as late as you can in the season to top the tanks off before winter sets in.” *Unique Conditions demand Special Equipment and Personnel* Alaskan weather can be harsh and ever-changing, so being able to rely on people and assets is vitally important. Stevens says approximately 48 crew are rotated between vessels. “You have to have personnel that have a lot of qualifications and a lot of experience in the region and understand the dynamics that they could face because there are no support services up there,” he says. “If you don’t have the support service around, the small tug and barge unit has to be self-contained. It’s a unique operating environment and it also takes a unique, qualified mariner to be able to successfully work those regions safely.” As the oil patch awaits better times, here and in the Gulf of Mexico, Foss and its business assets are already hard at work in the region. Investing in Arctic class equipment, it also looks like they are here to stay – in good time and bad. *(As published in the October 2016 edition of Marine News)*

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TWO NEW TUGS FOR MUSEUM PORT MAASSLUIS; NETHERLANDS



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Nieuwe Impuls voor uitbouw actieve Sleepboothaven Maassluis. Naast de reeds aanwezige vloot van zeven museale schepen zal de Maassluisse sleepboothaven binnenkort worden uitgebreid met twee nieuwe schepen. Middels bemiddeling van de Stichting Maritiem Erfgoed Maassluis is de voormalige Europoortsleper **Steenbank** (1960) van de slopershamer gered en zal deze binnenkort vanuit Haarlem naar Maassluis worden gevaren. De **Steenbank** was samen met zusterschip **Schouwenbank** de eerste Europoort sleepboot die L. Smit & Co. liet bouwen teneinde de grote schepen die daar verwacht werden te kunnen assisteren. Met een lengte van 30 meter en een

geïnstalleerd vermogen van 1250 PK waren deze fraai gelijnde schepen een welkome aanvulling op de vloot kleinere havenslepers die voornamelijk voor de stadshavens opereerden. Later gingen de sleepboten van Smit die in het Europoortgebied opereerden een samenwerking aan in een nieuwe werkmaatschappij: de Nieuwe Rotterdamse Sleepdienst (NRS). Tot voor kort was de **Steenbank**, die de Rotterdamse haven in 1980 verliet, in dienst van de Belgische marine maar is eind 2015 afgestoten. Het schip zal worden terug gebracht in de NRS huisstijl en onderdeel gaan uitmaken van de Stichting Sleepboothaven Maassluis. Naast de **Steenbank** komt naar verwachting nog een oude bekende terug naar haar geboorteplaats en wel de sleepboot **Tonijn**, een kustsleper die in 1958 als

bouwnummer 105 door scheepswerf De Haas aan W.A. van den Tak's bergingsbedrijf werd opgeleverd. Deze sleepboot heeft een lengte van 21 meter en heeft de laatste jaren als **Eerland 28** in het Rotterdamse havengebied gewerkt. Kenmerkend voor het scheepje is bovendien de enorme bergingspomp die in het vaartuig is geïnstalleerd. Bij talloze bergingsklussen heeft de **Tonijn** in haar bijna 60-jarige carrière



geassisteerd, niet in de laatste plaats in 2004, bij het zinken van de zeesleper **Elbe**. In Maassluis zal de **Tonijn** als zij daadwerkelijk naar Maassluis komt weer worden teruggebracht in haar originele staat zoals zij scheepswerf De Haas in 1958 verliet. Door de aanvulling van deze twee bekende nog varende schepen heeft Maassluis een unieke collectie schepen in huis die allen een relatie hebben met het roemrijke verleden van Maassluis als Sleepboothaven. De **Steenbank** is als haven- en kustsleepboot van een formaat dat in Maassluis nog niet aanwezig is en laat zien hoe de

schaalvergroting in de jaren zestig in de Rotterdamse haven vorm kreeg. Meer dan tweehonderd vrijwilligers zijn in Maassluis actief teneinde het varende erfgoed van de stad niet alleen te bewaren maar ook te laten varen. Fleetlist: **Furie** – 1916; **Bruinvisch** – 1937; **Hudson** – 1939; **Maassluis** – 1946; **Delta** – 1946; **Krimpen** – 1954; **Elbe** – 1959; **Tonijn** – 1958; **Steenbank** – 1960. (*Photo: Steebank Archief NSM; Tonijn Archief Towingline*)

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MAERSK WILL PAVE THE WAY FOR MORE TERMINAL-TOWAGE INTEGRATION



The shipping industry can expect to see more integration between terminal operations and harbour towage in reaction to toughening market conditions. This was one of the drivers in AP Moller-Maersk's decision in September to separate its businesses into two different divisions with its tug and salvage operations sited within the Transport & Logistics division. Svitser will be

combined with Maersk Line, APM Terminals and Damco in that division, and Maersk plans to use synergies to drive growth. As part of the strategic review and management changes, Maersk Supply Service, operator of offshore anchor handlers and platform supply vessels, will be linked with Maersk Oil, Maersk Drilling, and Maersk Tankers in the Energy division. These movements reflect the different challenges and prospects now prevailing in the two sectors. One of these divisions will see investment, while the other will see a period of contraction. Thankfully for Svitser's employees, its business division will be strengthened. In the divisional changes announcement, Maersk said the Transport & Logistics division would "build on the group's position within container transport and port operations, and significant position in supply chain management and freight forwarding". This translates into likely growth in the tug business as it is aligned with the terminal and container businesses. Maersk went on to further say: "Svitser will pursue a growth strategy based on its market leading position, and synergies with APM Terminals and Maersk Line will increasingly be explored." However, the company said investments in its offshore service businesses and Maersk Tankers will be limited. Group chairman Michael Pram Rasmussen said separating the transport and

logistics businesses from the oil-related businesses into two separate divisions would enable both to focus on their respective markets. He added: “This will increase their strategic flexibility by enhancing synergies between businesses in Transport & Logistics, while ensuring the agility to pursue individual strategic solutions for the oil and oil-related businesses.” How Svitzer will react to synergies with APM Terminals and Maersk Line remains to be seen. Maersk expects this to result in growth. Others feel it may not be quite that straight forward. Some are sceptical that towage and terminal operations can be integrated successfully in one group for the benefit of both businesses and the whole division. Nonetheless, Maersk is willing to take a shot at this. If the group is successful in amalgamating Svitzer with APM Terminals and Maersk Line into a growing division then it could entice others to follow in these footsteps. Thus, there is likely to be further integrations between towage and terminal operations. *(Source: Tug Technology and Business; Photo: Motorship))*

PURAU

The Lyttelton Port Company owned and operated tug **Purau** (Imo 8600155) breaks away from assisting an outbound containership. The tug was built 1986 by Nagasaki Zosen K.K. – Nagasaki under number 1007 for the Lyttelton Port Authority – Lyttelton; New Zealand. In 2003 rebuilt with new stacks, repainted in blue color to match Lyttelton’s new tug **Blackadder**. She has a length of 31.25 mtrs a beam of 10.55 mtrs and a depth



of 4.12 mtrs. The two Niigata diesel engines develops a total output of 2,206 kW (3,000 bhp) *(Photo: Alana Calvert)*

GELIBOLU SHIPMODEL PRODUCTION



Gelibolu Shipmodel announces that they are an active company that produces ship models with the aim of exhibition and advertising for the maritime industry in Turkey. In addition to the major shipping companies in Turkey, they do model works of companies of Italy (Micoperi) Norway (Boa) Netherlands (N-Sea, SeaMar..) and Germany (Essberger) as well. Issues such as reasonable price, qualified and detailed workmanship and delivery at the right time are very important for them. Please feel free to visit their website

www.gelibolumodelmarket.com.tr so that you could have some ideas about their model works.

Please let them know if you would like to have your company's ships' models produced. They look forward to hearing from you soon. *(Source: Gelibolu)*

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RYAN LEET - PLEASE SAY IT AIN'T SO

After nearly a year laid up in Sydney, NS, **Ryan Leet**, one of Canada's only truly ocean going tugs, has apparently been sold. Although its Canadian registry remains open, international sources indicates "owners unknown" a sure sign that something is afoot. If that were not bad enough, those same sources list "Malta Towage Ltd" as managers. This is perhaps the most ominous sign of all. Malta Towage Ltd is not to be confused



with several other reputable companies with similar names. Instead it is linked to Britannia Shipping of the UK and a notorious Irish criminal convicted of various crimes and misdemeanors in the US and the UK and under suspicion of others in Portugal and Spain. The individual has acted as broker in the sale of several ships that were later arrested for drug smuggling, but has always been acquitted of actual involvement. A recent ship sale he arranged has been barred by a court in Malta when they discovered that he owned both the buying and selling companies, the sale price was well below market value and that the sale would have deprived entitled creditors to a share of the proceeds. **Ryan Leet's** (ex Salvor Commander-90, Abeille Provence-87) history has been recounted here before, so I will await further developments before re-hashing it. If I have reported the sale correctly, no good could be expected to come out of it for the tug, bringing a distinguished career to a potentially ruinous end. *(Source & Photo: Mac Mackay – Tugfax)*

FIRST DAMEN WORKBOAT FESTIVAL 2016

Last Thursday 6 October 2016 the editor of this Tugs Towing & Offshore Newsletter was invited to



visit the DAMEN organized Workboat Festival at their Headquarters in Gorinchem the Netherlands. More than 200 Visitors from various countries in the world attended the show to see the various Damen vessels in reality and even make a test run! Stan Tugs, Work boats, Ecoliners and Fast Crew boats were on display. Damen Shipyard at Gorinchem open her doors for the first time for clients, press, subcontractors etc. to show their workboats to their guests. Tugboats sailing on the

rivers with their guests onboard show the capacity of the boats. A large amount of different tugs were moored and could be visited. Also some stands were furnished where the visitor could ask questions about the products, like Alphontron, Caterpillar, MTU, Radio Holland; Rolls Royce and products of Damen itself. A photo impression can be seen on the link [Here](#) (Photo: Towingline)

ACCIDENTS – SALVAGE NEWS

HARBOUR DANGER

FIJI Ports Corporation Ltd records show there are 15 derelicts and six sunken ships in the Suva Harbour. The latest is the **Rising No.2** which sank on August 19, this year. It belongs to Sunshine Fishing Company, which has an office in Walu Bay, and has other ships which are berthed in Suva or use the port facilities.



According to FPCL, after talks and negotiations, the company had agreed to remove the ship and was given 30 days to do so. FPCL chief executive Vajira Piyasena said after the 30 days, the company may not be able to use the facilities at the port. Sunshine Fishing manager Winston Sun said they had paid money to a company, Pacific Marine Civil Services, to remove the ship. He added they had now entered into talks with other companies for the removal of the ship because it was over three weeks and nothing had been done. According to sailors from neighbouring ships when the **Rising No.2** sank, the ship was abandoned after it started taking in water through damage. Meanwhile, **MV Suilven**, the ferry which sank almost a year ago at the entrance of Suva Harbour, remains at the bottom as a court case between the company Venu Shipping and FPCL remained unresolved. In the

case a ship becomes derelict or sinks, a report must be made with FPCL. The owners have the onus to clear the ship from the harbour or face penalties. FPCL said removing derelict ships was an expensive exercise. In many cases, ship companies have been known to wilfully abandon ships because of their condition. In many countries, tougher laws had been introduced to deter ship companies from doing this. Derelicts and sunken vessels are not only a problem to other vessels but also pose a danger to the environment. *(Source: Fiji Times: Photo Fiji Sun)*

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PLA PILOT DIES WHILE BOARDING SHIP IN GRAVESEND REACH



A Port of London Authority (PLA) pilot passed away following an accident while boarding the general cargo vessel **Sunmi** in Gravesend Reach. The incident occurred on Wednesday, October 5 around 6 pm local time, PLA confirmed. The Port of London Authority said that its teams on duty, the emergency services and the Royal National Lifeboat Institution (RNLI) “did all they could subsequent to

the accident, but tragically the pilot passed away.” The authority and the Marine Accident Investigation Branch (MAIB) have launched an investigation into the accident. PLA did not reveal any further details of the nature of the incident. *(Source: World Maritime News)*

NTSB REPORTS ON BARGE ALLISION WITH RAILROAD BRIDGE

The National Transportation Safety Board (NTSB) has issued its report on the April 26, 2015 allision of a 220 ft flatbed barge, the **Gayle Force**, carrying 2,260 long tons of large pre-cast concrete sections, with the Norfolk Southern Railroad Bridge #7 over the Elizabeth River in Chesapeake, VA.

The allision caused \$1.8 million in damage to the bridge and stopped rail traffic for nearly 36 hours. Damage to the barge was negligible. No one was injured, and there was no pollution associated with the accident. The **Gayle Force** was under tow by the 3,000 hp tugboat **Simone**, owned by Tradewinds Towing LLC, St. Augustine, FL. In its report, NTSB says that the captain of the tug that had **Simone** captain did not plan for the bridge transit in accordance with his company's policies and procedures. He did not have a clear



view astern, so he relied on the mate to assist him in properly aligning the tow for the passage. But he gave no instruction to the mate. The tugboat **Maverick** was provided to assist the tow for the bridge transits of the Elizabeth River, yet the captain of **Simone** did not use the assist tugboat or ask for the **Maverick** captain's advice despite the latter's extensive experience in these waters. The **Maverick** captain was not given any directions, and the assist tugboat was placed in a location where his view was obstructed. Furthermore, **Simone's** captain did not review Coast Pilot 3 prior to getting under way. As a result of inadequate planning, he did not take into account the current set in the vicinity of the bridge. Although the company had procedures in place regarding bridge transits, it did not have a system for verifying its crews were following those procedures. If the captain had planned and briefed the bridge transit as required, it may have prevented the allision. Read the NTSB report [HERE](#) [HERE](#) (Source: *MarineLog*; Photo: *Will van Dorp*)

RIG FLOATED ONTO HAWK



An attempt was made to float the "**Transocean Winner**" on to the submerged deck of the "**Hawk**" on Oct 6. The semi-submersible ship is due to leave on Oct 10 for another job. Work began earlier to submerge the massive deck of the "**Hawk**" and begin moving the "**Transocean Winner**" towards the ship. Around noon, the submerged part of the "**Hawk**" could be seen to be under the rig – ready to

gradually raise its deck. The vessel has since been deballasted and the rig was clear of the water. The MCA verification aircraft was on scene on Oct 6, and no pollution was sighted or reported. However, late in the day some leakage was spotted in the water—this is believed to have been a

maximum of 50 litres of hydraulic or gear oil. It's thought to have come from a damaged part of the rig and appropriate counter-pollution measures were taken. A further check flight, over the **Hawk** and the wider area across Broad Bay, by the MCA aircraft on Oct 7 found no further oil. Preparations were being made to commence the sea fastening operations. Assessment of the damage has begun and other work started to prepare the "**Hawk**" for her passage to Malta. This could take four or five days to be completed. Once in Malta, parts of the rig such as its generators would be stripped off for recycling before the structure was moved to a yard in Turkey to be broken up. *(Source: Vesseltracker; Photo: Maritime & Coastguard Agency.)*

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BULK CARRIER STAR ZETA RAN AGROUND IN PARANA RIVER

The bulk carrier **Star Zeta** ran aground in Parana river at Isla del Medio near San Pedro in Buenos Aires Province, Argentina. The vessel was en route from San Lorenzo to Cape Town, but after technical failure hardly stuck in a sandy mud shallow outside the fairway. The ship reported the accident to the local authorities and requested assistance. At the scene of the grounded bulker was dispatched rescue boat with divers, which aimed to



inspect the underwater part of hull for damages. The salvage operation is under planning, but vessel is still stuck at the Parana river island. There is no report about injured people and water pollution. The accident is under investigation from the local authorities. The further information for the condition of the vessel was not reported, but it was understood that ship was under cargo. The bulk carrier **Star Zeta** (IMO: 9284477) has overall length of 189.00 m, moulded beam of 32.00 m and maximum draft of 11.00 m. The deadweight of the cargo ship is 52,994 DWT and the gross tonnage is 29,357 GRT. The vessel was built in 2003 by Oshima Shipbuilding at the shipyard in Saikai, Japan. The owner and operator of the bulk carrier Star Zeta is Greek company Star Bulk Management. *(Source: Maritime Herald)*

JUDGE: OWNER OF SUNKEN TUG MUST PAY NEARLY \$45,000 TO STATE



The Washington Attorney General's Office says the owner of a historic wooden tugboat that sank off Bainbridge Island in 2013 has been ordered to pay nearly \$45,000 to the state for cleanup costs. Kitsap County Superior Court Judge Jennifer Forbes on Monday ordered Anthony Smith to pay most of the money to

the state Department of Natural Resources for the cost of raising the tugboat [Chickamauga](#) from Eagle Harbor, and the rest to the Department of Ecology for cleaning up diesel fuel. Smith pleaded guilty in July to charges of pollution and allowing a vessel to become derelict. He was sentenced to 20 days home confinement, and the state dropped theft charges related to his failure to pay moorage fees. Attorney General Bob Ferguson says derelict vessels are a serious threat to the state's waterways, and owners must be held accountable. *(Source: The Bellingham Herald)*

TUGBOATS DELAYED IN SUPERYACHT RESCUE

Four crew stranded aboard a stricken superyacht off the NSW coast for more than 38 hours will have to wait until midnight to be rescued. Strong winds have delayed two tugboats sent to rescue the men, who spent the night stranded after the luxury vessel broke down just after 5am on Tuesday. Initially expected to reach



the yacht at 7pm on Wednesday, the tugboats weren't likely arrive until midnight, the Australian Maritime Safety Authority (AMSA) said. "The wind has picked up so the tugboats have had to slow down," spokesman Sam Cardwell told AAP. The 37-metre multimillion dollar yacht, [Masteka 2](#), sent out a distress call when it lost steering and started taking on water about 260km from Port Macquarie on the mid north coast. A cruise ship in the area, [Carnival Spirit](#), responded and diverted its path, rescuing two female crew members and monitoring the ship before resuming its trip to Isle of Pines in New Caledonia, where it will drop off the women. One had a turn of good luck, taking out the \$800 bingo jackpot on the [Carnival Spirit](#) the day she was rescued. The other four crew chose to stay aboard to try to save the sinking vessel and were able to successfully plug the leak. AMSA had to deliver two new pumps to the yacht on Wednesday after the two dropped off on Tuesday were found to be faulty. The crew, who were given supplies including satellite phones, have been passing their time at sea checking the pumps and monitoring the boat, AMSA said. The

Masteka 2, which costs \$3000 an hour to hire, boasts three levels, a bar with cocktail facilities and a hot tub on the top deck. It sleeps up to 12 guests. *(Source: News.com.au; Photo: Charterworld.com)*

OFFSHORE NEWS

REPSOL SINOPEC CHARTERS ESVAGT VESSEL FOR CLAYMORE FIELD



Repsol Sinopec, an oil and gas E&P company operating in the North Sea, has hired Esvagt's standby and rescue vessel, the **Esvagt Kappa**, for work in the UK North Sea. According to a report from Clarksons Plateau, Repsol Sinopec chartered the vessel on a three-year deal with extension options. Repsol Sinopec confirmed in an e-mail sent to Offshore Energy Today that the vessel was chartered by the company for work on the Claymore field. The spokesperson would not comment on details of the charter. The **Esvagt Kappa** is a standby and rescue vessel approved by the MCA, UK as a Class B vessel for 300 survivors. It is 47.15 meters long and 11 meters wide with a deadweight of 505.84 metric tonnes. Standby vessels, also referred to as Emergency Response and Rescue Vessels (ERRV), are mobilized to provide response and rescue support at one or more offshore facilities. The primary task of such vessels is the rescue of personnel from sea and subsequent care. Also, such vessels can be used as firefighting vessels. The Esvagt vessel will operate on the Claymore complex located on the UK Continental Shelf some 161 kilometers northeast of Aberdeen in the North Sea. The Claymore field was discovered in May 1974. The Claymore Production Platform was installed in 1976 with the first production from the Claymore field starting in November 1977. *(Source: Offshore Energy Today)*

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GOL OFFSHORE AT IT AGAIN. VESSEL DETAINED, AGAIN.



The **Malaviya Seven** offshore support vessel has caught the media attention again, and not for a good reason, again. To remind the Indian-flagged vessel had been detained in the UK in June after the owner had not paid its workers for months. At the time, the RMT union slammed what it described as a “blatant example of modern day slavery.” The vessel was released on August 5. However, the offshore vessel,

owned by India’s GOL Offshore, has now been detained again, for similar reasons. This has been confirmed to Offshore Energy Today by the UK’s Maritime and Coastguard Agency (MCA). In a statement sent to OET, the MCA spokesperson said: “We can confirm that the **Malaviya Seven** was detained again on Wednesday 5 October in Aberdeen. It has been detained due to non-payment of crew wages, expired Seafarers Employment Agreement and no account of seafarers wages.” The MCA spokesperson said on Thursday that the offshore support vessel would remain under detention until all the issues have been resolved. “Only then will it be reinspected,” the MCA spokesperson said. Worth noting, this is not the only vessel by Gol Offshore where the crew is not paid. The **Malaviya Twenty** offshore vessel was detained in Great Yarmouth in August after similar deficiencies were discovered. *ITF: We won’t stop!* The International Transport Workers’ Federation, which previously assisted the crews of the **Malaviya Seven** and **Malaviya Twenty** in Aberdeen and Great Yarmouth, to get the wages, said the latest detention comes despite warnings from the ITF that unless all crew members were paid it would assist the crews to arrest the vessel ITF UK and Ireland coordinator Ken Fleming stated: “We have repeatedly made it clear that we won’t stop until everyone gets what is owing to them. The company now has until 15 October to pay or we will move to have the **Malaviya Seven** arrested. The same applies to the **Malaviya Twenty** in Great Yarmouth.” In Great Yarmouth, ITF inspector Paul Keenan has presented the MCA with evidence that on the **Malaviya Twenty**, four crew members who remained on the vessel have not been paid since July, three crew who were signed off have not been paid despite assurances given by the company to the MCA, and nine new crew have not been paid in August. In the light of these infringements of the Maritime Labour Convention the ITF has asked the MCA to reinspect the ship and then reinstate the detention which was lifted following the company’s now failed promises of action. *(Source: Offshore Energy Today)*

ATLANTIC OFFSHORE TO CONVERT ‘OCEAN RESPONSE’

Atlantic Offshore has, together with Statoil, decided to convert **Ocean Response** to act as full oil recovery and oil spill vessel within the NOFO 2009 regulations. Atlantic said on Thursday said that the vessel will then have more flexibility to serve as an emergency and response vessel. The modification will be done at Hellenes Verft. **Ocean Response** is the next generation emergency response & rescue vessel, constructed to handle emergency and rescue operations, and maintenance

of loading hoses in oil fields. The multi-role vessel, of a VS 465 MKII design, is developed and designed by Wärtsilä Ship Design in cooperation with Atlantic Offshore. It was delivered in 2013 and immediately started working for Statoil in the North Sea. The vessel is 75 meters long with evacuation space for 370 people, equipped with fire emergency (Fi-Fi I and II), 1st line oil spill response, and the bollard pull is 120ton. *(Source: Offshore Energy Today)*



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EMGS VESSEL UTILIZATION SLIPS



Norwegian geophysical services company, EMGS, has recorded lower vessel utilization in the third quarter of 2016, compared to the corresponding period in 2015. The utilization dropped from 63% in the Q3 2015 to 52% in Q3 2016. In the Q3 2016, EMGS' vessels were allocated 31% to multi-client projects and 21% to a funded research and development projects. No vessel capacity was spent on contract work.

In the comparable quarter of 2015, the vessels were allocated 16% to contract work and 48% to multi-client projects. The [Atlantic Guardian](#) mobilized for the joint industry project (JIP) on June 27, and completed the Fjord test of the JIP equipment on July 09. Following the Fjord test, EMGS

performed funded test surveys for the JIP partners till the month end. The [Atlantic Guardian](#) acquired multi-client data in the Hammerfest Basin from August 02 to August 18, and the vessel started a multi-client project in the Barents Sea on September 17, which will be completed early October. As reported earlier, the vessel [BOA Thalassa](#) has been laid up at a reduced rate since May 01, 2016. *(Source: Subsea World News)*

SEABED GEOSOLUTIONS BAGS MIDDLE EAST EXTENSION

Seabed Geosolutions, in cooperation with CGG, secured a new extension to its ongoing shallow water operations in the U.A.E. The variation order from Abu Dhabi National Oil Company (ADNOC) covers Phase-II of the Ghasha field project. This new survey is due to start in October and is expected to take approximately 9 months. It has a value of around USD 60 million. With this new award, Seabed Geosolutions will enter its 4th year of continuous operations for ADNOC in the U.A.E., having recently completed the Hail, Shuweihat and Ghasha Phase-I surveys. Stephan Midenet, CEO of Seabed Geosolutions:



“We are very pleased by the continued confidence shown by ADNOC with this new award, which is clearly the result of the exceptional performance of our shallow water crew. Over the past years and thanks to a close cooperation with ADNOC, this crew has been setting new safety, data quality and efficiency standards for shallow water and transition zone surveys, allowing for cost effective acquisition of large surveys.” Seabed Geosolutions is a joint venture between Fugro and CGG. It collects geophysical data on the seabed through an array of imaging technologies for oil and gas companies. *(Source: Subsea World News)*

SAQR PORT HAS TAKEN DELIVERY OF A NEW PILOT VESSEL.



Saqr Port has taken delivery of a new pilot vessel. [Eagle](#) is constructed from Glass Reinforced Plastic (GRP) and is 15m long, with a beam of 5.1m and working draught of 1.2m. The Eagle,

which is powered by two 600HP Yanmar engines and has a top speed of 22 knots, was built in Sharjah by Riviera. Harbour Master Captain Mike Magee said: “The port has invested in a pilot vessel to enhance marine safety and help reduce environmental emissions. We worked closely with the builders to develop a design to suit best suit the port’s needs. Riviera have produced a quality

build finished to a very high standard.” *(Source: Sea News Turkey)*

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SEA TRUCKS SECURES CONTRACT IN NIGERIA

Sea Trucks Group said its principle Nigerian business, West African Ventures, has been awarded a contract for the provision of an accommodation vessel to a deepwater field, offshore Nigeria. The scope of work covers accommodation support services for 250 pax, as well as to provide marine logistics support for the execution of the turnaround maintenance work scopes during the turnaround project. [Jascon 30](#), one of the group's DP3 accommodation construction vessels, has been nominated for



the scope. [Jascon 30](#) is equipped with a 270 mT heave compensated main crane. The vessel features accommodation for 296 persons, a heave compensated gangway and 700 m2 of unobstructed deck space. The accommodation capacity of [Jascon 30](#) will be increased with a Portable Accommodation Block (PAB), which will be installed on the deck. Offshore activities are scheduled to commence in October 2016 for a duration of three months firm, with options to extend. *(Source: MarineLink)*

SWISSCO APPOINTS ERNEST & YOUNG TO ADVISE ON REFINANCING

The board of directors of Singapore offshore support vessel owner Swissco Holdings Limited has appointed Ernst & Young Solutions LLP as independent financial advisor to the group to assist in the refinancing and restructuring of the company's notes. Under the terms and conditions of the notes, the next interest payment date falls on 16 October 2016. Swissco said that, in view of the upcoming payment, the company is considering a refinancing plan in connection with the notes and is actively engaging in ongoing discussions with all of its bank lenders and holders of the redeemable exchangeable preference shares in S&E Offshore Investments Pte Ltd and S&E Offshore Investments 2 Pte Ltd. The company also intends to engage with holders of the notes with respect to any



proposed refinancing plan. The refinancing plan is to allow the company to have an optimised debt structure, with sufficient time to manage its liabilities and growth in the present industry conditions. The company will be

convening an informal meeting with noteholders on 10 October 2016 with the aim of updating them on the company's current position. *(Source: Offshore Support Journal)*

WINDFARM NEWS - RENEWABLES

FUGRO SYNERGY TO CARRY OUT BAY STATE WIND GEOTECH SURVEY

For the next three years DONG Energy will collect data and perform an assessment of the physical, biological and economic characteristics of BOEM lease area OCS-A 0500 south of Martha's Vineyard to evaluate the suitability for the construction of an offshore wind farm. RV **Fugro Synergy** will be conducting a geotechnical survey in the area for 15 days (weather permitting) starting about October 7, 2016.



The survey will involve seabed testings in 18 specific locations identified in the previous survey. This information will assist engineering of future wind turbines. Each testing station may require the vessel to remain stationary at each location for approximately 2 to 24 hours depending on conditions and testing activity. Operations will proceed 24 hours a day. This Ground Investigation will consist of a series of shallow Vibrocore Holes, Cone Penetration Tests (CPTs) and core samples. Mariners are requested to provide RV **Fugro Synergy** a wide berth of one half mile at all times while on site. Passing vessels are requested to reduce speed if possible. *(Source: Subsea World News)*

IBERDROLA AWARDS WMO TWO NEWBUILD CONTRACTS

World Marine Offshore has been contracted by Iberdrola Renovables Offshore Deutschland to provide two newbuild crew transfer vessels (CTVs) during the operations and maintenance (O&M) period for the Wikinger wind farm in Germany. "Building on the experience and popularity of our current fleet of 12 and 24 passengers SWATH Trimarans, we are pushing the limits and are building another set of highly specialized CTVs for this contract," said Lars Zöhner, World Marine Offshore's CEO. "We look forward to delivering these two CTVs during 2017." The new 32m vessels will



combine diesel electric and battery propulsion, reducing environmental impact during the O&M period, and will be able to carry 20-ton of cargo on the foredeck to provide optimized logistics during the O&M period. “The advanced design and capabilities of the vessels will help the team to make the best use of available weather windows offshore, which will contribute towards improved windfarm production,” said Alvaro Martinez, Wikinger operations director, Iberdrola. “Additionally, the vessels are very much designed with the comfort of the passenger in mind, a key

feature when we consider the transit distances involved for our offshore technicians.” Iberdrola Renovables Offshore Deutschland is developing the offshore wind farm Wikinger in the German Baltic Sea. The wind farm is located in 30-40m water depth and will consist of 70 wind turbine generators and one offshore substation. *(Source: Offshore Engineer; Photo: World Bora/World Marine Offshore)*

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WINDEA LA COUR IN ACTION

The new service operation vessel (SOV) **Windea La Cour**, chartered out to Siemens Wind Power, started its service campaign at the 600MW Gemini wind farm in the Netherlands last month. The vessel, featuring the X-STERN hull, is the first of two SOVs built at Ulstein Verft in Norway which Bernhard Schulte Offshore will deliver to Siemens. The vessel functions as a platform for wind farm operations and maintenance support, technician accommodation and transport, and the provision of access to installations offshore. In August, Ulstein said it plans to launch the second SOV this month. *(Source: Offshore Wind)*



DREDGING NEWS

MARINE GROUP BUYS WATER INJECTION DREDGER



The Marine Group has recently increased their marine service offering with the purchase of a Water Injection Dredger. New vessel is particularly versatile and is capable of dredging in areas out of reach for many larger dredgers. The purchase of the dredger is part of the company's ongoing investment program, which has recently seen the company expand the size of their boatyard. Director of Operations, Rob Freemantle, commented: "The Water Injection Dredger is a

fantastic addition to our marine services portfolio and greatly benefits our own marina in Aberystwyth. In addition, we can extend our dredging services to other basins and harbors across the UK that require maintenance dredging at a cost-effective rate." This new equipment will allow the company to provide a cost-effective, environmentally sound dredging method. *(Source: Dredging Today)*

FIQRAN TO PURCHASE THREE DREDGERS FROM ROYAL IHC

Fiqran International Trading Ltd, a private sector joint venture between the UAE and Bangladesh, plans to purchase three dredgers from the Dutch dredger builder Royal IHC, according to The Financial Express (FE). Two companies signed a Memorandum of Understanding (MoU) earlier this week in Chittagong, Bangladesh. These high capacity dredging vessels will be used for dredging operations on several waterways in Bangladesh, the officials revealed at the signing ceremony.



Rashed Saeed Nasib Al Mur Al Mansoori, Chairman of Fiqrان International Dredging Ltd, and Kees Derks, Royal IHC Sales Director for India, Sri Lanka and Bangladesh, put their signatures on the agreement. Siraj Uddin Md Alamgir, Managing Director of Fiqrان International Dredging Ltd, Ali Abbas, former President of Chittagong Press Club, Mohsin Chowdhury, Secretary of Chittagong Press Club, and Sadequzzaman Chowdhury, Vice-Chairman of Fiqrان International, also attended the ceremony. *(Source: Dredging Today)*

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KRASNOYE SORMOVO LAUNCHES THIRD VESSEL OF PROJECT TSHD BUILT FOR ROSMORPORT (



Krasnoye Sormovo shipyard (part of United Shipbuilding Corporation) and FSUE Rosmorport has launched the Kadosh, third ship of TSHD 1000 design, today, 5 October 2016, IAA PortNews correspondent reports from the site. The ship was named **Kadosh** after the cape in the Black Sea, near Tuapse. The **Kadosh** is the last ship in

the series of three dredgers built to the order of FSUE Rosmorport. First two ships of TSHD 1000 design, named **Sommers** and **Kronshlot**, were delivered to the customer earlier. The contract between Rosmorport and Krasnoye Sormovo shipyard was signed in April 2014 with the assistance of MNP Group. The TSHD 1000 was designed by Damen Shipyards Gorinchem (Netherlands) and working design documentation was provided by Volga-Caspian Design Bureau (MNP Group, Russia). Vessel particulars: LOA – 62,6 m; Beam – 14 m; Draft – 4,25 m; Hopper capacity – 1000 m³; Deadweight – 1685 tonnes; Trailing pipe diameter 500 mm; Total installed power 3225 kW. Class notation: KM(*) Ice1 R1 AUT2 Hopper Dredger. The TSHD 1000 series vessels feature outstanding dredging capabilities. They are able to dredge to a depth of 20 meters and operate at water temperatures -2 ° C to + 20 ° C. Krasnoye Sormovo Plant is one of the oldest Russian shipbuilding companies, founded back in 1849. All vessels built at Krasnoye Sormovo shipyard meet the requirements of MARPOL conventions, having the state-of-the-art equipment. The shipyard specializes in civil shipbuilding, construction of sea-going and mixed river-sea vessels. Some of the ships built by Krasnoye Sormovo are in the list of Significant Ships of RINA. United Shipbuilding Corporation (USC OJSC) is the largest shipbuilding company in Russia. It was set up in 2007 with 100% federal ownership. The holding comprises 60 companies and organizations (major shipbuilding and shiprepairing companies as well as leading design bureaus). Currently, USC consolidates about 80% of the domestic shipbuilding complex. The Russian market is the main focus of the state corporation though it also exports its products to 20 countries worldwide. *(Source: PortNews)*

YARD NEWS

PALFINGER'S DECK EQUIPMENT PACKAGE SET FOR ESVGAGT VESSEL

Austrian marine crane specialist Palfinger Marine has signed a contract with Cemre Shipyard for the supply of an extensive deck equipment package to a **Havyard 832 MPV** vessel being built for Esvagt in Turkey. Palfinger said on Friday that the equipment package to be delivered consists of cranes,



winches, and offshore equipment. The vessel design and construction of ship equipment system packages began in June with the vessel due to be delivered during spring 2018. Upon delivery, the vessel will be in operation for Hess Corporation. The **Havyard 832 MPV** will have a length of 81.9 meters and a beam measuring 17.16 meters with a deck area of 620 square meters, a speed of 15 knots, and a bollard pull of 100 tonnes. The complete winches and offshore equipment package consists of two windlass winches with chain stoppers, two mooring winches, two 10 tonne tugger winches, three 30 tonne tugger winches, three 10 tonne capstans, one double-drum 60 tonne towing winch with spooling devices, and one combined A-frame and stern roller (SWL 60 tonne and 100 tonnes). The cranes ordered by Cemre Shipyard include two offshore-rated cargo rail cranes, each 10 tonnes at 10 meters and 5 tonnes at 15 meters, the cranes come with personnel handling of 1 tonne and MOB handling of 4 tonnes, one foldable knuckle boom crane for general cargo and provision handling with 1 tonne at 12 meters. Durmus Gencer, Project Manager at Cemre Shipyard, said: "Palfinger Marine's experience and commitment to finding solutions for unexpected problems gave us the confidence to carry out our work accordingly." The delivery of the equipment is scheduled for 2017. *(Source: Offshore Energy Today)*

EASTERN SHIPBUILDING GETS GO AHEAD ON OPC CONTRACT



The U.S. Coast Guard moved forward with the offshore patrol cutter acquisition yesterday by issuing a notice to proceed to the detail design and construction phase (Phase II). The notice authorizes the contractor, Eastern Shipbuilding Group Inc. of Panama City, Florida, to begin detail design work. Interestingly, issuance of the

notice to proceed means that neither of the two other finalists for the OPC contract — GD Bath Iron Works and Bollinger Shipyards — filed a protest with the Government Accountability Office within the required 10 days from announcement of the award. In an earlier bidding round, the three finalists could not move ahead with preliminary and contract design (P&CD) until after GAO had rejected protests that had been filed by Huntington Ingalls Industries and VT Halter Marine. Had BIW or Bollinger filed a protest, the amounts of their bids would have been made public. The full Phase II award (valued at \$110.29 million and with a potential value of \$2.38 billion) includes options for production of the lead OPC and up to eight follow-on cutters. The Coast Guard plans to acquire 25 OPCs. The OPC project resident office (PRO), established earlier this year at the service's headquarters in Washington, D.C., will move to facilities located at the contractor's shipyard following their completion this winter. The OPC PRO is staffed with Coast Guard personnel who will oversee construction and provide management of contract execution for the OPC acquisition. The OPCs will replace the 270-foot and 210-foot medium endurance fleet, which have been in service for 30 to 50 years. The ships will bridge the capabilities between the national security cutter, which patrols the open ocean, and the fast response cutter, which serves closer to shore. *(Source: MarineLog)*

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ABG SHIPYARD TO OFFLOAD GOA REPAIR YARD

India's ABG Shipyard decided at a board meeting yesterday to sell off subsidiary Western India Shipyard. Western India Shipyard is a ship and rig repair yard based in Goa and has capacity to repair ships up to 60,000 dwt. ABG Shipyard says that company officials have been given the go ahead to invite suitable bids for the yard and negotiate the best price, terms and conditions



for the sale. The news sent ABG Shipyard shares up 3.3% in early morning trade, and comes on the back of ICICI Bank announcing earlier this week it had taken an 11% stake in the yard following a debt-for-equity deal. *(Source: Splash24/7)*

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1. Several updates on the News page posted last week:

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- Vane Brothers puts tugboat Baltimore into service
- Zamakona delivers tug for Boluda
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