



TUGS & TOWING NEWS


OCEAN COMPLETE A COMPLEX MARITIME OPERATION ON THE ST. LAWRENCE



Ocean contributes to the success of the towing operation of Cecon Excellence. Over the past few days, the teams of Ocean Naval and Industrial Repairs (NIR) worked hard to finalize the last preparations for the transfer of the Cecon Excellence hull on the

impressive semi-submersible vessel Transshelf. **Four tugs** from Océan Remorquage Québec were able to successfully complete the movement of the hull aboard the Transshelf submerged at anchorage D, near the Île d’Orléans, in the waters of the Port of Québec. The Cecon Excellence is now on board the ship and NIR employees are securing it aboard the Transshelf before its departure to a shipyard overseas. *(Press Release)*

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**We like to wish you
a Merry Christmas and a Prosperous New Year!**

NOMINATION ALP STRIKER AS OFFSHORE VESSEL OF THE YEAR 2016

Although a lot of people are aware of this nomination, I would highly appreciate if you can have a look at the following, hoping you will support, vote for the **ALP Striker** as the vessel of 2016. Our newbuild **ALP Striker** is shortlisted for the Offshore Support Journal “Support Vessel of the Year” award. This award is given to the owner, designer and builder of an offshore support vessel delivered

in 2016 which is considered to have set an industry benchmark through innovative design and efficient operation. In the past years we have received many compliments about the design and look of **ALP Striker**. Her futuristic Ulstein X-bow design; her color combination of blue and ALP Orange that



gives the optic illusion that the color changes from bright blue to nearly black depending on the rays of light touching the hull; the superb quality delivered by the Niigata Shipyard. All that enabled us to get the attention we hoped for. However, a nomination from the leading offshore magazine OSJ is worth much more than all that. We know that they look beyond appearance. They look at what the vessel actually has to contribute to the market. They have compared us with all the other vessels that have been designed, built and operated by the market's greatest professionals in the past year. To be listed among the selected vessels required us, Ulstein and the Niigata shipyard to deliver on the expectations that we have raised several years ago. The competition is fierce. Winning the award - in so far we would consider this friendly battle one we need to win - is not certain. Each of the vessels have features that could have earned my vote..... in any other year than this year of course. To briefly highly what we are up against. - PIONEERING SPIRIT of ALLSEAS, the largest construction vessel ever built. A giant when it comes to platform installation and removal operations. A man sticking to his dreams, a more than 20 year vision coming to life in 2016. A massive achievement indeed. - MAERSK CONNECTOR of MAERSK, the most advanced power cable installation vessel in the world. Even able to beach the unit while laying pipe to enable near shore pipelay operations. - AUDAX of RED BOX, an icebreaking deck cargo transport vessel allowing deck cargo transports year round in arctic waters, moving the boundaries of year round commercial heavy cargo transports many latitudes to the North. To be nominated among those great vessels requires a recognition of **ALP Striker's** capacities too. - **ALP Striker**, the most powerful and versatile Long Distance Towing, Station-keeping / positioning, Anchor-handling and Salvage Tug built to date.... and compared to the others a beauty (our highly subjective opinion). Our friends, family, business relations and we ourselves can support ALP STRIKER winning this award by making their / your vote on the website of the Offshore Support Journal: <http://www.osjconference.com/awards/support-vessel-award> We hope for your support and vote and share this with your friends in Industry (*Press Release*)

PURPOSE-BUILT YARD TUG

Shipyards, especially those that repair and construct larger vessels, invariably need to move the vessels, materials and other resources about the yard. To do this, yards often have a small yard-tug that can maneuver in and around yard structures such as for repositioning hulls into dry docks or to control newly launched vessels. As one of the United States' largest shipbuilders, General Dynamics NASSCO's San Diego shipyard has been well served by the venerable tug Mr. Ed. But when the time came to replace this valuable yard asset, the yard management decided to do it right. Approaching Seattle's Jensen Design, through the Marine Group Boat Works, they had a vessel designed



specifically for shipyard work, robust enough to endure long hours each day while minimizing the resources needed to operate and maintain it. The resulting tug is an attractive, compact, steel-hulled boat that can be operated by a single person. The 38' by 15' by 5.5' tug is currently under construction by San Diego-based boat-builders Marine Group Boat Works at its new solar-powered construction facility in National City,

California--- conveniently located less than five miles from NASSCO. In addition to moving other vessels,, the new tug will be responsible for deploying pollution containment booms. Work in the often-tight corners of a shipyard requires excellent visibility, so the designers have given the pilothouse a 300-degree unobstructed line of sight. In addition, a flying bridge, complete with communication and control consoles, is an integral part of the wheelhouse. For pulling power, the tug will have a pair of Cummins QSL9M Tier 3 engines each producing 410 horsepower. The engines turn 38 by 26-inch four-blade, bronze, workhorse-style props on 3-inch Aquamet 22 shafts. Each engine is linked to the shafts with a ZF325-1 gear with 2.97:1 ratios. The combined 820-MHP Cummins propulsion is expected to give the tug a speed between 9 and 11 knots. It will also deliver between 18,000 and 20,000-pounds of bollard pull. On-deck tow-bitts are mounted fore and aft to exercise the pulls. In addition to conventional rudders the tug will be fitted with flanking rudders for enhanced maneuverability and handling. Tankage will include 1000 gallons of fuel. A Fast Lube Oil Change System (FLOCKS) negates the need for lube and dirty oil tanks. There will be a 5-kW 110-volt generator for electrical requirements. Delivery of the currently designated Workboat 38 is scheduled for summer 2017. *(Source: Alan Haig-Brown; Renderings courtesy of Jensen Design)*



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View the youtube film of the Alphabridge for tugboats on <http://www.youtube.com/watch?v=hQj6hFDcHW4&feature=plcp>

NEW BOOK - SLEEP EN DUWBOTEN 2017



Ook dit jaar pakt Uitgeverij De Alk uit met een nieuwe editie van het standaardwerk "Sleep en duwbotten 2017". Het boek werd samengesteld door W. Van Heck en A.M. Van Zanten. In 336 pagina's brengt de publicatie een diepgaand overzicht van alles wat reilt en zeilt in de sleep- en duwvaart van de lage landen. Rederijen, scheepswerven, sleepbootrederijen, overheidsdiensten, noem maar op, alles wat er op het vlak van sleep- en duwvaart in het werkgebied te bespreken valt komt aan bod. De laatste technische evoluties, de meest recente verschuivingen binnen maritieme groepen, de nieuwbouw binnen de sector, het is moeilijk iets aan te duiden dat niet in het buitengewoon interessante en volledige boek aan bod komt. Een dikke aanrader dus voor iedereen die het vakgebied actief is of voor wie van schepen houdt. Bovendien is het werk geïllustreerd met tientallen prachtige (meestal nooit eerder geziene) kleurenfoto's. "Sleep en duwbotten 2017" (ISBN (978-90-5961-183-2) telt 336 pagina's werd als softback

uitgegeven en kost 25,00 euro. Aankopen kan via de boekhandel. In België wordt het boek verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. +32(0)53.78.87.00, Fax +32(0)53.78.26.91, www.boekenbank.be, E-mail: admin@agorabooks.com. (*Press Release*)

USCG CUTTERS BEGIN ICE-BREAKING SEASON

With the U.S. National Weather Service reporting frigid arctic air settling over New England Thursday night with lows in the single digits, U.S. Coast Guard cutters are poised to work hard to keep vital shipping lanes open during the ice-breaking season. The season officially started on



December 12th and runs through March. During the Coast Guard's 2016-2017 winter ice breaking season, known as Operation Reliable Energy for Northeast Winters (RENEW), *the Coast Guard will conduct ice breaking operations for several reasons:* * To facilitate security operations with ports, waterways and coastal security missions; * To help prevent loss of life on the water and ashore when impacted by ice; * To provide urgent response to vessels that are directly impacted by ice; * To support communities that have need for fuel, food and medical supplies; * To assist in preventing or easing flood conditions; * To meet the reasonable demands of commerce to facilitate navigation on frozen, navigable waterways. OP RENEW is the Coast Guard's region-wide effort to ensure

Northeast communities have the security, supplies, energy, and emergency resources they need throughout the winter. Coast Guard units throughout the Northeast have been busy preparing for Operation RENEW by conducting training operations and prioritizing efforts. Some aids-to-navigation might be off station due to the ice accumulation and floes. Coast Guard buoy tenders work vital ice-breaking operations and will get off-station discrepant aids to navigation operational as quickly as possible. More than 80% of the nation's homes heating oil needs are in the northeastern U.S., and 90% of that fuel will be delivered, at some point, by barge through Coast Guard Northeast Waters. *To conduct operation RENEW, Coast Guard crews will use:* * 140-foot Seagoing Icebreaking Tugs; * 65-foot Small Harbor Tugs; * 225-foot Juniper Class Buoy Tenders; * 175-foot Keeper Class Buoy Tenders; * 49-foot Buoy Utility Stern Loading (BUSL) boat; * U.S. Coast Guard Aircraft; * U.S. Coast Guard Auxiliary Aircraft. *(Source: Naval Today)*

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A PAIR OF PUSHER MODELS



This model follows a pair of two identical models of a 55' pusher tugs (a Shearer Group design) for JB Marine of St Louis...one model was for them and the other for their client also in Missouri. They are built at 1/2"=1' scale so measure 28" long and feature laser cut walls, doors and windows, raised aft deck and many other small components like the rudders, coupling winch parts, aft funnel vents and grid coolers. The railings are a combination of soldered brass and hanging

chain type. The fendering is cast black rubber and the cleats, spotlights, deck roller chocks and winch heads are cast resin. The model is painted with automotive paint, but with less gloss than our typical model yacht finishes. The models are bolted to their Maple display bases with threaded rod inside four aluminum tube struts. *(Source: Brian Klassen - bkmmodels@dccnet.com)*

COMMISSIONING OF DIESEL-ELECTRIC ICEBREAKER NOVOROSSIYSK SCHEDULED FOR 26 DECEMBER 2016

Diesel-electric icebreaker **Novorossiysk** (Project 21900M) built by Vyborg Shipyard (Leningrad Region) is to be commissioned on 26 December 2016, IAA PortNews correspondent cites Victor Olersky, Deputy Transport Minister of Russia – Head of Federal Marine and River Transport Agency (Rosmorrechflot), as saying at the joint meeting of the Board and the Public Council of Rosmorrechflot.

Following the commissioning ceremony the ship will leave for ice

trials. Vyborg Shipyard was contracted to build three 16MW icebreakers under the Federal Targeted Programme “Development of Russia’s Transport System in 2010-2020” and started executing the shipbuilding contract in 2012. The lead vessel of the series, the **Vladivostok**, was delivered to the Customer in October 2015. The **Murmansk**, first serial icebreaker, was handed over in December 2015. The serial icebreaker Novorossiysk was launched in the end of October 2015. This project icebreakers are able to sail in the 1.5-meter-thick ice. Fuel endurance of the Novorossiysk is 40 days. The ship has a heli-deck. The vessel can escort independently large-tonnage merchant ships, provide towing service, firefighting to floating vessels and other facilities, assistance to stricken ships, transportation of cargo. The Novorossiysk is to be deployed in the Baltic Sea and on the Arctic routes. *(Source: PortNews)*



HIGH ICE CLASS TUG FOR SALE IN THE BALTIC



Offshore Solutions Ulimited announces that they can develop for sale a rare opportunity of an High Ice breaking tug direct from close owners. Built in Yugoslavia; RS Class UL R2 AUT2 tug; Ice Class 1A Super for Fin/Swed Rules; Drydocking/Special Survey 2019/2020. Her grt is 275 tons and nrt 82 tons. She has a length o.a. of 35.80 mtrs a beam of 9.50 mtrs a depth of 4.50 mtrs and a draft of 3.30

mtrs. The two Sulzer 6ASL 25D main engine develops a total output of 2,500 bhp with a bollad pull of 25 tons. The tug is located in the Baltic and prompt available. Keen Sellers asking for best offers.

(Contact: OSU)

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PACIFIC HICKORY BEACHED.

It is reported that the Dominica registered with call sign J7AQ6 ocean going tug **Pacific Hickory** (Imo 7315777) was beached at Aliaga on 15 December 2016. The tug was built in 1973 by St John Shipbuilding & Drydock Co Ltd. - St.John, NB.; Canada under yard number 1108 and delivered to Atlantic Towing (St.John) Ltd - St.John, NB.; Canada as the **Irving Miami**. Later owned by J.D.Irving and managed by Atlantic Towing Ltd. - St. Johns. In 1995 renamed in **Atlantic Hickory**.



In 2007 sold to Pacific Offshore Services Inc. – Dominica and managed by Island Tug & Barge Ltd - Vancouver, BC; Canada and renamed **Pacific Hickory**. She has a length of 46.79 mtrs a beam of 11.89 mtrs and a depth of 6.48 mtrs. The two V20 GM La Grange 20-645E7B diesel engine develops a total output of 5,296 kW (7,200 bhp) with a free sailing speed of 15 knots and a bollard pull of 60 tons. She has a dwt of 679 tons and a grt of 912 tons and a nrt of 143 tons. Again a well-known old lady found their way to the scrap yards. (Source: *Vesseltracker*; Photo. *P.Verspuy*)

ACCIDENTS – SALVAGE NEWS

OFFSHORE VESSEL ATTACKED OFFSHORE NIGERIA

An offshore vessel has reportedly been attacked in the Gulf of Guinea, offshore Nigeria. According to Asket.co.uk, the MV **Chilosco** vessel was reportedly attacked some 31 nautical miles south of Brass, Nigeria on Tuesday, December 13. Offshore Energy Today is working to verify this info, and will provide further updates if and when available. While Asket describes the vessel as the offshore supply ship, this is probably the Fast Support Intervention Vessel built by Damen in 2014. The 53.3-meter vessel has been listed as under ownership of LATC Marine from Nigeria. It is used for crew changes at deep offshore fields and urgent cargo shipments. Dear readers, if you have more info on this story, please contact us at bt@navingo.com (Source: *Offshore Energy Today*) **Update:** *LATC Marine denies reports of pirate attack offshore Nigeria* Following reports on Wednesday that



an offshore vessel had been attacked offshore Nigeria, the vessel owner denies any such thing happened. To remind, Asket.co.uk on Wednesday reported that the MV **Chilosco** vessel had reportedly been attacked some 31 nautical miles south of Brass, Nigeria on Tuesday, December 13. Offshore Energy Today has reached out to the vessel owner L.A.T.C Marine in Nigeria,

seeking more info on the alleged attack. This is the company's response: "We have received several enquiries on this issue over the last 48 hours and can confirm that no such incident has occurred on board our vessel. As a matter of fact, the vessel is currently at Onne and off-hire at the moment and was never in transit as some of these reports have claimed." "We are working to get to the bottom of this in order to understand the reason for these false reports..." (Source: [Offshore Energy Today](#))

CHENNAI CYCLONE WRECKS 13 OSV NEWBUILDS

Cyclone Vardah, which ripped through Chennai on Monday, wrought massive damage to the east coast Indian city, killing 18 and wrecking 13 newbuild OSVs under construction at Larson & Toubro's yard. Splash has received exclusive images of the naval carnage brought by the cyclone, carried below, which also felled more than 12,000 trees and knocked out



most of the city's electricity. The newbuilds damaged, comprise a mix of AHTSs and PSVs, all ordered by Halul Offshore from the UAE. Undersea internet cables were also knocked out as winds measuring 192 kph battered the city. (Source: [Splash24/7](#))

FOUR VESSELS CAPSIZE IN CTG PORT, SANDWIP CHANNEL

Four unloading vessels capsized today near Chittagong's Patenga beach, Karnaphuli river and Sandwip channel that leads to the Bay of Bengal. Two staff of lighterage vessel "**Glorious Srinagar-4**" went missing when it sank at Sandwip channel around 7:00 am after being hit by another vessel "**Titu-15**", said Nabi Alam, general secretary of the Lighter Vessels' **Workers Union**. The vessel was on its way to Dhaka, he told our local correspondent. The missing people were identified as Arif, 22 and Sohag, 23, he added. Meanwhile, cargo ship MV **Majnu** which was carrying around 1800 tonnes of phosphate rock capsized partially around 6:45 am, said Jahir Ahmed, a staff of the ship. The stern of the vessel sank at Patenga beach when it was returning from the outer anchorage of the port after



unloading sand, he said. Besides, “**Darin Darshab**” carrying raw sugar capsized at the channel when it hit a shoal, Water Transport Cell (WTC) sources said. Another vessel **Labs-1** sank in the Karnaphuli river around 7:30 am when it hit a shoal, said WTC, an organisation that coordinates schedules of lighter vessels at the

outer anchorage. The ship was carrying 1050 tonnes of clinker cement. *(Source: The Daily Star)*

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FIRE ON OFFSHORE SHIP DEALT BY CREW

Firefighters were called to the Halls Quay in Aberdeen following a fire scare on board the "**Grampian Frontier**" on Dec 14, 2016. A fire and rescue appliance from Aberdeen Central was sent to the Halls Quay area. However, the emergency responders were not required on board after the incident was dealt with by an on-board fire team. Standby was requested after a fire alarms went off at 2.06 p.m. The firefighters have since been stood down. *(Source: Vesseltracker; Photo: Alan Smillie)*



GO CANOPUS MASTER PUBLISHED BOOK ON HIS EXPERIENCE AT ASTROLABE REEF



A book offering a unique perspective on New Zealand's worst environmental shipping disaster has been launched at Mount Maunganui on the fifth anniversary of the "Rena" grounding. '120 Days at Astrolabe' offers an up-close and personal account of the events

witnessed by Captain Kevin Judkins on board the anchor handling supply tug "GO Canopus". His self-published book began life as a personal log emailed to his daughter Rochelle to let family know about the happenings and his thoughts about the salvage efforts. The book is the culmination of a year's work by the Northland-based sea captain who realised he was in a unique position to record the daily dramas in and around the container ship. The book, taken from transcripts of his personal log, offered a unique view of the disaster, starting 17 days after the "Rena" grounded and continuing for another 120 days. He was motivated by feelings of frustration about the lack of details being communicated by officials in charge of the salvage. The "almost Stalinist" clampdown on information began when his daily emails found their way into the public domain, culminating in a headline in the New Zealand Herald 'Rena blogger shut down'. The official version of the salvage was like reading the statistical facts of a rugby game without understanding how the game was played, he said. "People were not getting the full picture, there was no flesh on the story. Bay of Plenty people have a desire to know what happened - they are owed a decent account." Mr Judkins briefly reflected on his "bollocking" and decided to carry on keeping a personal log, emailing it on a strictly confidential basis to his daughter. "It was history in the making." The resulting 237-page A4-size book features colour photos on nearly every page, selected from the 20,000 photos he took while stationed at the reef. The text retained the shape of his daily diary which Mr Judkins said was 98 per cent true to the original, minus a few word changes and swear words. The fact that the grounding was passing into history was reflected by the "Ren"a's owner and insurer both giving their blessing to the book, without exercising any power of veto. He originally intended the very recommendable book would have a very limited print run for family and friends to ensure the knowledge he gained at Astrolabe Reef was not lost. Mr Judkins then thought it would appeal to a wider audience, so decided print enough copies to sell and hope that he would recoup his costs. Captain Kevin Judkins and his book offering an eye witness view of the Rena salvage. Also pictured is Grumpy's Gallery owner Bob Ricketts. *(Picture/George Novak)*

UK STARTS WORKBOAT-FERRY COLLISION INVESTIGATION

An investigation has begun into the collision between passenger ship *Typhoon Clipper* and workboat *Alison* in the River Thames in London. The UK's Marine Accident Investigation Branch (MAIB) has confirmed it is investigating how Alison capsized and sank off Tower Pier on 5 December following the collision. *Typhoon Clipper* collided with the workboat during daylight

hours in the River Thames, causing the workboat to capsize. MAIB said two of the crew were subsequently rescued by the passenger vessel and were taken to hospital. The workboat was recovered on 6 December by the Port of London Authority during salvage operations. MAIB has begun investigating the accident by



talking to the key people involved and will publish its report next year. The investigation is independent of another investigation being carried out by the UK Maritime and Coastguard Agency and the police authorities. *(Source: Tug Technology & Business)*

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SALVAGE VESSELS ON SITE



Coming from Malmö, the Swedish barge "**Sound Prospector**" (MMSI: MMSI:265594380), rigged with a 300-ton-crane, on Dec 15 has arrived at the grounding site of the "**Zjawa IV**" on Falsterbro Reef jointly with the Malta flagged tug "**Sound Horizon**" (IMO: 9651151). The whole salvage operation will be carried out

by a Danish company. Once the wreck has been raised it will be carried on the deck of the barge to a yard in Dragor near Copenhagen. There was no decision yet where it will be repaired and how much time the salvage work will take. *(Source: Vesseltracker; Photo: Radio Gdansk)*

A TUG BOAT SANK AFTER IT CAUGHT FIRE

A tug boat sank into the bottom of the sea in front of Dok Mai island of Chon Buri on Wednesday

after its engine room caught fire and started burning. Pol Cpt Puvichapon Sooksai, duty officer attached to Koh Sichang police, said he received a report that a tug boat, named **Nampol**



Vanich 1, was burning heavily in the sea off Dok Mai island and immediately alerted the maritime traffic control centre of the Marine Department and the marine police. Rescue and fire-fighting boats were dispatched to the scene to douse the fire. The firemen spent about two hours to fight the fire, but it could not save the tug boat which finally sank into the bottom of the sea. Police said that three crew members of the ill-fated tug boat who jumped overboard into the sea when the vessel caught fire were later picked up by a rescue vessel. Police suspected that the fire started at the engine room and quickly spread out to eventually engulf the boat. However, the real cause of the fire is still under investigation. Koh Sichang mayor Mr Damrong Petra said that, in the past several months, there were numerous fire incidents involving tug boats. He added that, in the near future, the municipal will be equipped with fire-fighting vessels so they will be able to cope with vessels on fire instead of waiting for help from other agencies. *(Source: Thai PBS)*

OFFSHORE NEWS

SIEM OFFSHORE CALLS OFF PSV ORDER IN POLAND




Shipping company Siem Offshore has canceled the order for a platform supply vessel (PSV) made in Poland due to delay in delivery of the vessel. Siem ordered four PSV vessels from Remontowa Shipbuilding in Poland almost three years ago, at the end of December 2013. The order was for four dual fueled PSVs of a VS 4411 DF design. This type of platform supplier has an overall length of 89 meters, a beam of 19 meters, a deck area of 970 m² and 5,500 dwt. Siem Offshore said on Wednesday it has cancelled the shipbuilding contract for the PSV number three in the

series due to delay in the delivery. The shipping company added it is covered with Refund Guarantees from an international bank for all pre-delivery installments made under the contract. Remontowa already delivered one PSV, the **Siem Pride**, in November 2015. The other three vessels, **Siem Harmony**, **Siem Melody**, and **Siem Rhapsody**, were all set for delivery in 2016. Siem said at the end of October, in its 3Q 2016 report, it had secured long-term employment for one of the dual-

fueled PSVs. *(Source: Offshore Energy Today)*

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SEACOR PUSHES AHEAD WITH OSV SPIN-OFF

SEACOR Holdings is pushing ahead with plans to spin off its offshore marine services business that is conducted by its wholly-owned subsidiary, SEACOR Marine Holdings. It has announced it will distribute all of the outstanding shares of common stock of SEACOR Marine on a pro rata basis to all of the holders of common stock of SEACOR. SEACOR Marine has filed an initial registration statement with the US Securities and Exchange Commission in connection with the spin-off. *(Source: Splash24/7)*



MAERSK SUPPLY SERVICE SELLS TWO ANCHOR HANDLERS



Danish offshore shipowner Maersk Supply Service has sold two more offshore vessels as part of its fleet reduction program. The company has now sold the **Maersk Seeker** and **Maersk Supplier** anchor handlers which had joined Maersk's fleet in the 90's. Maersk Supply Service announced in August 2016 that would cut its fleet by up to 20 vessels over a period of 18 months. Providing the rationale

for the move, the company said it was cutting fleet as a response to vessels in layup, limited trading

opportunities and the global over-supply of offshore supply vessels in the industry. With this latest sale, in 2016, 10 of the 20 vessels have already left the fleet and the divestments will continue in 2017. In an email sent to Offshore Energy Today, Maersk said the “vast majority of the divested vessels are expected to be recycled or modified by their new owners to compete outside of the offshore supply vessel segment.” To date, [Maersk Beater](#), [Maersk Chancellor](#), [Maersk Finder](#), [Maersk Puncher](#), [Maersk Provider](#), [Maersk Forwarder](#), [Maersk Feeder](#), [Maersk Fighter](#), [Maersk Seeker](#) and [Maersk Supplier](#) have been sold, leaving the Maersk Supply Service fleet at 47 vessels. (*Source: Offshore Energy Today*)

HISTORIC SUPPLY SHIPS – THE SCHEPELSTURM

Back in 1965 a number of German shipowners, which included VTG AG, DDG Hansa, and eventually Hapag Lloyd entered the offshore business, building and operating what were then conventional Gulf of Mexico type supply vessels. But they were not without ambition and as well as steadily increasing the size of the company



they produced some unique designs, one of which was an anchor-handler designated the 13000 Class. They were provided with two MAK engines developing 9,600 bhp. Four were built in 1975 and 1976 at Elsfl ether Werft on the River Weser. They were the [Schepelsturm](#), the [Schnoorturm](#) (owned by Hansa) and the [Herdentor](#) and the [Werdentor](#) (owned by VTG), the names illustrating the divergent ownership of the organisation. They were built at considerable cost for the time and thereafter they steamed over to Scotland and lay for ages at anchor in the River Tay waiting to go to work, while the company held onto their day rate and the operators opted for cheaper stuff, even though everything available was less powerful and generally less effective. An exception might have been the tow out of [Ninian Central](#), at 600,000 tons then the largest man made object ever to move over the surface of the earth, from Loch Kishorn for which Chevron hired three of the four ships.

They were particularly distinguished by their matt grey paintwork, which was rumoured to have extraordinary anti-corrosion qualities, and could not be covered with a conventional paint coating for two years. The ships featured a high bow with a long forecastle so that the bridge windows would be protected from the worst of the North Sea waves and the two funnels were routed up either side of the wheelhouse so that from the aft driving position there would be a clear view of the afterdeck. They were provided with what at the time was a substantial winch with a wire capacity of 1200 metres of 62 mm wire on each of its two drums which was completely enclosed to protect it from the weather and, unusually, the tow wire was kept central by a securing point on top of a cylindrical tower which rose to a considerable height out of the deck. They had a bollard pull of 120 tonnes, making them items of value in the second hand market. After the purchase of OSA by OIL in 1988 the ships were operated worldwide mostly still with their distinctive grey hulls, although the [Schnoorturm](#) was burnt out in 1990 and emerged some time later as the [Sun Wrestler](#) with a new accommodation block. The [Schepelsturm](#) was sold by OIL in 1995 after 20 years in service to



become the **Englishman** operated by Specialist Marine Services of Hull. The **Werdertor** survived without modification until 2013 painted in OIL colours subsequent to the purchase of OSA, and then in Tidewater colours once OIL had been purchased by that company. It was broken up in 2013, just two years short of 40 years in service consistently as an anchor-handling and towing vessel. Up until 2012 the

Herdentor could also be seen sporting Tidewater colours, and it seems likely that it is now rafted up with a small fleet of other redundant Tidewater ships in a creek somewhere. *(Photographs: Schepelsturm probably on its delivery voyage by P.A.Kroehnert and Werdertor as a Tidewater ship in Brazilian waters by Eric Azevedo. VICTOR GIBSON is author of "The History of the Supply Ship", "Supply Ship Operations", and "A Catalogue of Disasters". They can be purchased from www.shipsandoil.co.uk or most good booksellers.)*

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ACQUISITION STARTS OFFSHORE SABAH ON MALAYSIA'S FIRST MULTICLIENT 3D SURVEY

Sabah MultiClient 3D Phase 1 has begun. This 5 106 sq. km GeoStreamer® survey will be completed by the end of 2016, with initial data available from Q2 2017. PGS has deployed the **Ramform Sovereign**, equipped with multi-sensor GeoStreamer technology, to acquire the first-ever MultiClient 3D survey offshore Malaysia. The survey, supported by industry funding, is part of the first-ever offshore 3D MultiClient survey initiated by PETRONAS in Malaysia and is the first phase of a planned larger MultiClient 3D program in the NW Sabah area. Sabah MultiClient 3D lies in the offshore of NW Sabah, located within a proven petroleum system that still ranks as one of the least explored basins in the world. Potential new plays are targeted in the Oligocene - Miocene carbonate and syn-rift sections. The GeoStreamer® seismic dataset will deliver the highest caliber imaging of the syn-rift section below the carbonates providing an opportunity to build an understanding of the regional petroleum system to unlock Sabah's hydrocarbon potential. Access to acreage is important, and the survey's location contains significant running room with >50% of the total area to be made

available as open and relinquished blocks in the future. Acquisition of Sabah MultiClient 3D Phase 1 commenced early November and will be completed by yearend 2016, with PSTM and PSDM datasets available in Q2 and Q3 2017 respectively.

(Source: PGS)



FUGRO EQUATOR GOES ON ITS LAST MH370 SEARCH MISSION



Following a re-supply in Fremantle on Monday, **Fugro Equator** vessel has embarked on a final swing in the search area for the missing MH370 flight. The vessel is continuing its search using the autonomous underwater vehicle (AUV). **Fugro Equator**'s mission in the remaining parts of the 120,000 square-kilometer search area is expected to be completed in January 2017, Australian Transport Safety Bureau (ATSB) noted. ATSB added that "Due to poor weather conditions over

the Southern hemisphere winter, searching the entire 120,000 square-kilometer underwater search area has taken longer than first planned." To remind, last week the Chinese vessel Dong Hai Jiu 101, who was deployed along the **Fugro Equator**, finalized its work in the search area and returned to Shanghai. The vessel made a pit stop in Fremantle to demobilize the **Phoenix Remora III** remotely operated vehicle (ROV). The Ministers from Malaysia, Australia and the People's Republic of China agreed that should the aircraft, which went missing in March 2014 with 239 people onboard, not be located in the current search area, and in the absence of credible new evidence leading to the identification of a specific location of the aircraft, the search would be suspended upon completion of the 120,000 square kilometer search area. *(Source: Subsea World News)*

MAERSK SUPPLY SERVICE NETS ONE-YEAR PSV CONTRACT WITH MAERSK OIL

Maersk Supply Service, a Danish shipowner, has been awarded a term contract for one of its platform supply vessels (PSV) with Maersk Oil. According to data from the Westshore Shipbrokers website, the contract awarded on Tuesday is for the **Maersk Frontier** PSV. The vessel will be on a

one-year contract with the possibility of extension options. Current AIS data suggests that the vessel left Aberdeen port on Monday and that it has reached its destination, the Gryphon FPSO, on Tuesday morning. The Gryphon FPSO is located some 280 kilometers northeast of Aberdeen. The vessel is 260 meters long and 41 meters wide. It is capable of storing 540,000 barrels of oil. The water depth around its position is 112 meters. As



for the PSV that has been hired to support the FPSO, the **Maersk Frontier** is a DP2 vessel which operates in the North Sea. It has a deadweight of 4,600 tonnes and a deck area of 907 square meters. *(Source: Offshore Energy Today)*

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FUGRO RETAINS OCEANTEAM CHARTER CONTRACT



Oceanteam has announced that Fugro will retain the charter contract for its construction support vessel **Southern Ocean** after the collapse of Fugro's deal to sell its Asian subsea services business. In August, Fugro announced that it had signed an agreement for the sale of its subsea business in Asia Pacific to Shelf Subsea. However, parties were unable to reach agreement on some closing conditions and Fugro decided to no longer pursue the transaction. Oceanteam's

Southern Ocean, which has been on long-term bareboat charter with Fugro TSM Australia since her

delivery in 2010, will therefore not be transferred to Shelf Subsea Australia. As a result, the vessel will remain under contract by Fugro TS Marine Australia until the end of 2018 plus options for extension. *(Source: Splash24/7)*

SUBSEA 7 AWARDED NORTH SEA CONTRACT BY CENTRICA

Subsea 7 has announced that it has been awarded a contract by Centrica for the Oda field in the Norwegian North Sea. The contract scope includes engineering, procurement, construction, installation and commissioning of subsea umbilicals, risers and flowlines. Project management and engineering will commence immediately



with offshore operations scheduled to commence in 2018. “The strategic partnership with Centrica allows the parties to work closely together to optimise the project delivery. This contract award shows that this way of working with our clients provides cost effective and optimised technical solutions, and earlier delivery of projects. We look forward to continuing to work closely with Centrica to successfully deliver the Oda project, with safety and quality at the forefront throughout the execution,” said Phil Simons, Subsea 7’s vice president of North Sea & Canada. *(Source: Splash24/7)*

POSH ISSUES UPDATE ON LEGAL ACTION BY SAUDI OFFSHORE COMPANY



PACC Offshore Services Holdings (POSH) in Singapore has issued an update on legal action against it by Makamin Offshore Saudi Ltd. POSH Semco Pte Ltd (PSPL) commenced action against Makamin in March 2016 to recover sums due and owing by Makamin to it

and to counter Makamin’s claim in Saudi Arabia against PSPL in relation to a time charter party. POSH said that on 10 December 2016 the group’s Saudi Arabian legal counsel clarified the scope of the legal action commenced by Makamin against a subsidiary of the company, POSH Saudi Company (PSC). The group had sought clarification following consultation with its counsel after court papers were served on PSC on 27 October 2016. Pursuant to the legal action commenced by Makamin against PSC, Makamin has applied for a court order in Saudi Arabia to: forbid PSC from substituting Makamin in Makamin’s charter contracts with Saudi Aramco, whether directly or

indirectly; restrain PSC from inciting its staff to stop working or co-operating with Makamin and to deliver to Makamin all documents necessary for Makamin's relationship with Aramco; forbid PSC from causing damage to Makamin in the context of Makamin's relationships with Aramco, its banks and its clients; compensate Makamin for all damages allegedly caused by PSC, comprising SAR100 million (approximately US\$26.7 million) as compensation for the loss of Makamin's charter contracts with Aramco, approximately US\$8.0 million for the expenses paid by Makamin to bring and operate three vessels and approximately US\$24.0 million to compensate for Makamin's loss of profit arising from Makamin's ban from working with Aramco for the next two years at a minimum; and prevent PSC from tendering for Aramco's charter contracts for the same period of time for which Makamin is prevented from doing so and to substitute any of the group's entities in any contract Makamin enters into with Aramco. POSH said it intends to vigorously contest and defend against any charge or allegation made against PSC by Makamin and will take all steps necessary to protect its reputation, its interests and the interests of its shareholders. The group is in the process of seeking advice from its Saudi Arabian counsel as to whether any other entity in the group is being joined under the same legal action and if so, what the extent of any claims by Makamin would be.

(Source: Offshore Support Journal)

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EMAS NETS \$93 MILLION IN NEW CHARTERS

Offshore services provider Emas Offshore has secured new contracts for charters amounting to approximately \$93 million, including options if exercised. While \$61 million was awarded during the period from September 1, 2016, to November 30, 2016, (Q1FY2017), the remaining \$32 million worth of contracts were awarded during Q4FY2016 which resulted in the total charters awarded during FY2016 to approximately \$97 million, the company said on Thursday. These new charters will see Emas Offshore's Anchor Handling Tug (AHT), Anchor Handling Tug and



Supply (AHTS) and Platform Supply (PSV) vessels supporting national oil companies, international oil companies and oil majors on various projects in Southeast Asia, India, and West Africa of various contract durations, from less than a month to three years firm. Commenting on the contract wins, Captain Adarash Kumar, Chief Executive Officer of EMAS Offshore said, “While the Group has been able to secure contracts, we expect the market environment to remain challenging. While we are expanding our presence in West Africa, Asia Pacific will still remain our main market. We remain committed to maintaining our rate of vessel utilization.” *(Source: Offshore Energy Today)*

WINDFARM NEWS - RENEWABLES

VBMS TO INSTALL CABLES FOR KRIEGERS FLAK COMBINED GRID SOLUTION



VBMS has been awarded a contract by nkt cables for the installation of approximately 50 km of 150 kV AC high-voltage submarine cables for the Kriegers Flak Combined Grid Solution (Kriegers Flak CGS). The project, owned by Energinet.dk and 50Hertz, will connect the future Danish offshore wind farm Kriegers Flak and the German offshore wind farm Baltic 2, both

located in the Baltic Sea. The project will be carried out in Q2, 2018. The Kriegers Flak and Baltic 2 windfarms are located less than 25 km apart and will be connected via the two submarine cables delivered by nkt cables. This will secure transfer of energy of around 400 MW between the Danish island Zealand and the German federal state Mecklenburg-Western Pomerania *(Press Release)*

VAN OORD TO CONSTRUCT NORTHER OWF

Van Oord has signed a contract with Norther for the Balance of Plant works for the Norther offshore wind farm, located 23 km off the Zeebrugge coast in Belgium. With a maximal capacity of



370 MW, Norther is set to become Belgium’s largest offshore wind project. After completion it will deliver renewable energy to 400,000 households. The Van Oord activities encompass the

engineering, procurement, supply and installation of the 44 WTG foundations, the Offshore High Voltage Station and the inter-array and export cables, and the installation of the turbines. For the transport and installation of the foundations and turbines Van Oord intend to deploy its offshore installation vessel Aeolus and cable-laying vessel **Nexus**. The construction will start in 2018. Pieter van Oord, CEO of Van Oord, said: “As one of the leading marine contractors we have completed several prominent offshore wind projects in the past fifteen years. We have also made large investments by adding the world’s most advanced offshore wind equipment, such as installation vessel Aeolus and cable laying vessel **Nexus**, to our fleet. Thanks to our dedicated people, innovative solutions and specialised equipment we can contribute in making offshore wind a common form of sustainable energy.” *(Source: Subsea World News)*

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FIRST US OFFSHORE WIND FARM POWERS UP



Power developer Deepwater Wind said its Block Island Wind Farm has begun delivering electricity into the New England region’s grid, becoming the United States’ first commercially active offshore wind farm. The energy produced from the Block Island Wind Farm is linked to the New England grid via Block Island and mainland Rhode Island by National Grid (NGG)’s new sea2shore submarine transmission cable system. The

milestone concludes the two-year offshore installation of the wind farm, which Deepwater Wind said was completed on-time and on-budget with the help of more than 300 local workers. “Our success here is a testament to the hard work of hundreds of local workers who helped build this historic project, and to the Block Islanders and the thousands more around the U.S. who’ve supported us every step of the way of this amazing journey,” said Deepwater Wind CEO Jeffrey Grybowski. Technicians from GE Renewable Energy, which supplied the project’s five offshore wind turbines, put the wind farm through its paces during the four-month testing period. The project’s crew transfer vessel, the Rhode Island-built Atlantic Pioneer, transported technicians to the wind farm around the clock. “Rhode Island is proud to be home to the nation’s first offshore wind farm – and I’m proud to be the only governor in America who can say we have steel in the

water and blades spinning over the ocean,” said Rhode Island Governor Gina M. Raimondo. “As the Ocean State, we’re motivated by our shared belief that we need to produce and consume cleaner, more sustainable energy and leave our kids a healthier planet – but also by this tremendous economic opportunity. With this project, we’ve put hundreds of our local workers to work at-sea and at our world-class ports and are growing this innovative industry. I applaud Deepwater Wind for leading the way.” “It’s official: America’s first offshore wind farm is powering homes and businesses with clean, reliable energy,” said U.S. Senator Sheldon Whitehouse. “This is a historic milestone for reducing our nation’s dependence on fossil fuels, and I couldn’t be more thrilled that it’s happening here in the Ocean State. Congratulations to all of the many partners whose years of diligent planning and outreach have put Rhode Island at the forefront of clean energy innovation and positioned our offshore wind industry for growth.” “The Block Island Wind Farm is a symbol of Rhode Island’s national leadership in one of the most innovative industries in the country,” said Congressman David N. Cicilline. “As a nation, we have an obligation to respond to the threats posed by climate change, and off-shore wind energy promises to help us reduce our carbon pollution and create good-paying, sustainable jobs right here in Rhode Island. The start of commercial operations at the Block Island Wind Farm is an important step that marks the beginning of a new era in America’s green energy industries.” “Each step of the way, each milestone achieved in the life of the Block Island Wind Farm, has been building to this moment. This is a historic and groundbreaking project for Rhode Island and for our country. I am so proud and excited to see the blades of progress turning and the wind farm in operation,” said U.S. Congressman Jim Langevin. “We’ve made history here in the Ocean State, but our work is far from over,” Grybowski said. “We’re more confident than ever that this is just the start of a new U.S. renewable energy industry that will put thousands of Americans to work and power communities up and down the East Coast for decades to come.

(Source: MarineLink)

DREDGING NEWS

ITALDRAGHE DELIVERS SGT400 CUTTER SUCTION DREDGER TO IRAQ

Italdraghe SpA has successfully completed delivery of a SGT 400 Cutter Suction Dredger to the Iraqi Ministry of Water Resources. The CSD comes as the first in a series of three dredgers that Italdraghe will supply to this client. According to the company, the dredger that is fully operational now in Iraq has working depth of 10m with a suction diameter of 450mm and a discharge diameter of 400mm. The main dredging pump engine is an Isotta Fraschini type with 1000 hp at 1800 rpm. The auxiliary engine is a FTP Iveco Motors type



C90 with 350 hp at 2000 rpm. The dredger, fitted with anchor booms and spud carriage, has a crown type cutter with 150 hp and the swing winches have a 6 ton pull. *Equipment:* Arbour gen-set with 30 kW; DGPS positioning system with an integrated project monitoring program; Production measuring system. *(Source: Dredging Today)*

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TSHD UILENSPIEGEL



Trailing Suction Hopper Dredger (TSHD) **'Uilenspiegel'** arrived on site at Cabo Virgeness Argentina Sub-Contractor for Sea Truck Group Rotterdam The Netherlands who is awarded for the PIAM ENAP SIPETROL Project Argentina. ENAP Sipetrol, plans to increase gas production of the AM field utilizing exiting offshore facilities located in

the Straits of Magellan, offshore Argentina. The Area Magallanes (AM) field is located offshore Argentina at the east entrance of the Magellan Strait, about 20 km away from the shoreline where an onshore plant, located at Punta Dungeness in the west of the shore crossing zone, is already producing gas. The development of the PIAM (Proyecto Incremental Area Magallanes) Project aiming to increase the gas production of the field AM mainly comprises an upgrading of the AM platforms and the shore plant and the installation of new pipelines between platforms and shore. The product gathered from the AM-2 platform will be transmitted to shore utilizing the new AM-2-to-shore export pipeline. The installation phase will entail the installation of the pipeline, risers and subsea expansion spools, followed by the pre-commissioning of the pipeline. *Scope of work* will be deployed for the dredging of the trench as from +0.5m LAT until -10.0m LAT. TSHD **'Uilenspiegel'** is a sea-going self-propelled vessel equipped with a suction pipe, designed to trail along the side of the vessel and load the dredged material into the ship's hopper. After loading, the TSHD can sail independently to the temporary deposit area. The main parts of the TSHD are The hopper where mixture of soil and water is pumped into The suction pipe through which the mixture is transported from the seabed into the hopper by the dredge pump. At the end of the suction pipe the drag head is mounted, which is trailed over the seabed during dredging; Discharge of the dredged soil can be done by means of dumping through bottom doors, pumping ashore with the dredge pump(s) via deck lines, bow coupling and floating line or rain bowing material being sprayed from the bow of the vessel through a nozzle (*Source and Photo: Gerard Majjntz*)

WARTSILA TO PROVIDE TECHNICAL SUPPORT FOR CSD CASSIOPEIA V

Wartsila has just announced that they will provide a five-year extensive technical support and advisory services for the cutter suction dredger **Cassiopeia V**. The Technical Management Agreement includes Dynamic Maintenance Planning (DMP) and is complemented by Advanced Technical Support to ensure the reliability and availability of the vessel, Wartsila said. The cooperation between Wartsila and Cassiopeia Five Pte Ltd, which owns



and operates the vessel Cassiopeia V, began in 2015 with Wartsila's Advanced Technical Support. The new agreement includes technical management support of the dredger's two Wartsila 46 main engines, one Wartsila 20 auxiliary engine, and two Wartsila thrusters. This deal is part of Wartsila's Lifecycle solutions portfolio, which also includes Wartsila's digital offering, and provides continuous condition monitoring as well as periodic inspections. These allow planning of engine and thruster maintenance according to the actual equipment condition, creating cost savings and increasing availability, Wartsila said. Cassiopeia Five Pte Ltd is a fully owned subsidiary of Penta-Ocean Construction Co. Ltd., headquartered in Tokyo, Japan. *(Source: Dredging Today)*

YARD NEWS

ZAMAKONA COMPLETES "JUAN THING" REFIT



Shipyard Zamakona Pasaia completed last week the repair and maintenance of health dry rescue ship and maritime assistance "**JUAN THING**" the Social Marine Institute. The ship 75 meters long by 14 meters wide, has required the implementation of various repairs and general maintenance related to the

compulsory performances Captaincy and Classification Society as well as reviews of critical equipment of the ship such as Propellers azimuthal Line Axis, or Stabilizing fins. Notably, there has been a complete dismantling of the propellers under the supervision of technical equipment maker Wartsila . They have also replaced the elastic blocks of the main and proceeded to realign the entire shaft line engines. Finally, there have been other scheduled maintenance and corrective in structure, piping and other equipment. The relationship of our shipyards with this ship over the years has been a constant. With this are already eight occasions in which a vessel Social Marine Institute beached contract our services and maintenance, in this case in our shipyard flights, and from here we want to thank the trust. We look forward to lend again this service to the rest of its fleet. The work was

carried out in close collaboration with technical advice from the owner Bilbao Plaza Maritime Shipping, SL and want to thank technical cooperation and professionalism during these weeks of intense activity. *(Source: MarineLog)*

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BIBBY WAVEMASTER 1 TAKING SHAPE, LAUNCH PLANNED FOR SPRING

Damen Shipyards Galati has completed the bow of **Bibby Wavemaster 1**, the first ever Damen Service Operations Vessel (SOV) ordered by Bibby Marine Services, and moved it from the covered shed to alongside the quay from where the SOV will be launched. The vessel is being built in two main sections. The aft section is being finished and will join the bow section in the following weeks. Slipway launch is planned for the end of March, with the delivery to Southern North Sea expected to take place in mid-August 2017. The first steel for Wavemaster 1 was cut in February, a few weeks after the two companies signed the contract. The **Bibby Wavemaster 1** is a custom-designed 90m LOA (Length Overall) SOV, built on a DP-2 (Dynamic Positioning) platform, with a motion compensated access system (Walk-to-Work) and a Comfort Class 2 standard accommodation comprising 60 individual ensuite berths. Equipment will be transferred with a heave compensated offshore-rated knuckle boom crane. The new SOV with walk-to-work capability will be deployed in the North Sea to support forthcoming offshore wind construction and O&M projects. *(Press Release)*



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Last week there have been new updates posted:

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

- [Order follows shortly after concept announcement](#)
- [Former tug Smit New York grounded](#)
- [German towage firms may be sold to Boluda](#)
- [Grupo TMM places order for Damen ASD Tug 3212](#)
- [Little sister developed to meet market demand](#)

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