

TUGS & TOWING NEWS

JONRIE CONTAINER MASTER SERIE 220 WINCH FOR INDEPENDENT



JonRie Marine Winches Commissions its new Container Master Series “220” Double Drum Escort Winch currently installed on the Tug **Independent** (new ASDs for Marine Towing of Tampa) The Container Master Series “220” Double Drum Bow Winch was designed for a larger capacity rope as can be seen from the photo. This concept used on the Panama

Canal for many years as a redundant line tethered to the ship also acts as an Escort Bridle making the tug more stable in prop wash during long escorts. The Twin drums also afford less loading on each rope under braking. Both drums feature JonRie’s Constant Tension systems. All winches on the tug feature independent drives for each drum and JonRie’s standard foot pedal for hands free operation. Also featured on each drum is JonRie’s side light with dimmer Tension read out system. The Tension Meters also include an adjustable alarm pilot light so when a preset tension is selected, when exceeded will alarm the master of an overload. The Winch has the capacity to spool 600’ of 9” Hawser, 18 Ton line pull and a line speed of 100 FPM. All winches have an auto abort system and a backup 24 VDC system if power is lost on the tug. All controls, soft starter and 75 HP HPU are the design and supply of JonRie. For more information contact JonRie™ at www.marinewinch.com *(Press Release)*

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SAQR PORT UAE SIGNS CONTRACT FOR DAMEN ASD 2913 TUG

Saqr Port, part of Rash Al Khaimah (RAK) Ports, has signed a contract with the Damen Shipyards Group for the delivery of an **ASD 2913** tug. The vessel will be built a short distance away at Albwardy Damen in Sharjah and will be delivered in time for the opening of the new bulk terminal at Saqr Port in mid-2018. Saqr Port is the major bulk-handling port in the Middle East and a vital part of the regional economy. Located at the foot of the



Hajar Mountains, it serves the fast-growing quarry industry in the emirate of Ras Al Khaimah. Each year 55 million tonnes of bulk materials are exported through the port to countries around the Arabian Gulf, and RAK Ports are currently adding new deepwater berths capable of handling capesize vessels. Damen's regional sales team worked closely with Saqr Port to determine the class of tug that would be most suitable for its requirements. The need was for a vessel that is both compact and powerful, so as to be able to handle the large carriers at the new terminal and work within the confines of the harbour. At the same time, the proximity of the Hajar Mountains means that the port can experience sudden and very strong winds. The **ASD 2913** was ultimately selected due to its having all the necessary attributes, including 80 tonnes of bollard pull within a 29-metre hull, plus high freeboard and a raised quarterdeck for safe operations in rough seas. The contract was signed at the beginning of April by Capt. Cliff Brand, Group General Manager, and Mr. Kommer Damen, in recognition of RAK Ports' valued status as a long-standing customer of the Damen Shipyards Group. The RAK Ports fleet already includes an ASD 2411 and a 2310, as well as five Damen Stan Tugs. "We are delighted to be building for the UAE, in the UAE," says Pascal Slingerland, Sales Manager Middle East for Damen. "Albwardy Damen continues to go from strength-to-strength, providing a comprehensive newbuild and repair service to the UAE and the wider Arabian Gulf, and it is our pleasure to be working with our near-neighbours at Saqr Port."



Alongside this latest order Albwardy Damen, until recently known as Damen Shipyards Sharjah, is also currently building three large rotor tugs and a self-propelled jack-up barge, as well as some smaller ASD tugs and cutter suction dredgers. Captain Michael Magee, Harbour Master at RAK Ports commented that "the port is delighted to have agreed a deal with Damen to build the 2913 locally. Damen's proven quality product and their flexibility, with respect to build location, secured them the contract. The 2913

with 80 tonnes bollard pull will complement the seven tugs currently at Saqr Port, and give additional power to receive Capesize vessels." *(Press Release)*

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ETA 2017 CONFERENCE, HIGHLIGHTING THE TOWAGE SECTOR CONTRIBUTION TO MARITIME SAFETY

ETA 2017 Conference will focus on the different aspects linked to maritime safety and how the towage sector plays an essential role to reach the highest standards. "Safety is our Business" is the central theme of the conference taking place on the 8th of June within the framework of the 54th ETA Annual Meeting, which this year is hosted by Tripmare in the Italian city of Trieste. Different high level keynote speeches will set the scene and give the conference participants a view on the latest EU initiatives to improve maritime safety including environmental protection and humanitarian operations. Among the speakers, we will count on the participation of Mr. Marrku Mylly - EMSA Director General and Mr. Mathew Baldwin – DG Move Deputy Director General who will

give a picture of the current regulatory framework and EU actions to minimize risks. The humanitarian side of maritime safety will be analysed by Admiral Nicola Carlone – Italian Coast Guard chief of operations who is in charge of the Italian efforts to rescue migrants in the Central Mediterranean. The afternoon sessions will be dedicated to the technical side of tugboat operations safety. Several ETA Associated members will describe the new trends and technical innovations which are making tugs better equipped, safer more efficient and sustainable. However, ETA Annual Meeting is more than its Conference. It is a great opportunity to debate on the present and future of the towage sector, participating in nice networking events, meeting partners, stakeholders and friends and enjoying 3 days of social activities in a family atmosphere, all set in the beautiful backdrop of the city of Trieste. (*Press Release*)



ETA 54th Annual Meeting

7-9 of June 2017

Trieste - Italy

Hosted by Tripmare

SLUGGISH INDUSTRY AFFECTS SAAM'S EARNINGS

Chilean port, towage and logistics services provider SAAM has seen its net income for the first quarter of 2017 plunge by 44.8 percent to USD 8.1 million, from USD 14.6 million seen in the corresponding period of 2016. SAAM informed that its operating results for the period were also down by 20.5 percent to USD 23.4 million from USD 29.4 million reported in the first quarter ended March 31, 2016. Additionally, the company's EBITDA for the quarter stood at USD 49.3 million, down from USD 51.7 million, representing a decrease of 4.5 percent year-on-year. The company said that the results are a reflection of the context facing the industry, marked by a sluggish regional



economy, greater uncertainty in the international market and a consolidation trend among shipping companies, which continues to put pressure on rates for services used for foreign trade. Despite a less active market, SAAM's towage division reported stable results for the quarter. The company's port terminals division reported poor performances from the ports in Chile, especially San Antonio and San Vicente, offset by strong

performances in Guayaquil and Florida. The company said that it plans to make a total of USD 85 million in consolidated investments, including equity-method associates, in 2017. Most of these investments will be in the port terminals division to finish expansion projects. "We dealt with complex circumstances but, in our business, the outlook is long-term. We are completing important investments to expand the capacity of our terminals in Guayaquil, San Antonio and San Vicente. We also added a new port (Caldera in Costa Rica) to our portfolio early in the year and continue to explore and evaluate new business opportunities in the region," Macario Valdés, SAAM's chief executive officer, said. SAAM added that its logistics division experienced a sharp drop in activity. This reduced activity, coupled with costs incurred to restructure and refocus its operations, negatively impacted earnings, the company informed. *(Source: World Maritime News)*

INVESTMENT IN NEW TUGS FLOWS IN NORTH AMERICA

American operators continued to add new tugs to their fleets during the first four months of this year as demand grows for towage in the US and Mexico. Tugs have been delivered for harbour and terminal operations and for providing inland towage services in the US and Mexico. Investment is expected to continue in fleet renewals this year as tug operators react to rising client requirements. Kirby



Corporation intends to spend around US\$165 million to US\$185 million this year on new tugs and barges as it improves its coastal and inland towage fleets. Around US\$115 million to US\$135 million is allocated for five new inland tank barges, as well as capital upgrades and improvements to existing inland and coastal marine equipment and facilities. In addition, approximately US\$50 million is expected to be spent as progress payments on new coastal equipment. This includes construction of a 155,000 barrel storage articulated tank barge and tug, and construction of two 4,900hp tugboats and six 5,000hp ATB tugs

for coastal towage. The Vane Brothers Company has taken delivery of another high-performance tugboat from St Johns Ship Building in Florida, USA. **Philadelphia**, a 4,200hp tug entered service around the port of the city of Philadelphia following successful sea trials in April. The tug was designed for inland waterway and near-coast operations in the USA. It is the fifth in a series of eight Elizabeth Anne-class tugboats. The fourth in the series, **Delaware**, was delivered at the end of last year and is working out of the port of Philadelphia. The Elizabeth Anne-class tugs were designed by Entech Designs and are powered by two Caterpillar 3516 Tier 3 engines, each generating 2,100hp at 1,600 rpm. Florida Marine Transporters took delivery of a 33m towboat with a retractable pilothouse from Alabama-based Horizon Shipbuilding Inc. **Victoria Pasantine** has an ABS load line certificated to operate in Lake Michigan and waters between Chicago and Burns Harbor, Indiana. The 387gt towboat has a fully retracted wheelhouse to sail under bridges on inland waterways, which have overhead clearance and draught restrictions. It has two Caterpillar 3512 engines, rated at 2,011hp at 1,600 rpm each. These are connected by Twin Disc gears. Power for the tug's internal operations comes from twin 460V John Deere 6090 generator sets, which produce 175kW of electrical power each. **Victoria Pasantine** has accommodation for a crew of eight and sound dampening systems. Gulf Coast Air & Hydraulics supplied the lift system and associated components for the pilothouse. EMI supplied the steering and machinery alarm systems and Kern Martin Services delivered the interior package. Lorris G Towing took delivery of a new inland towboat from Bollinger Shipyards. **Cole Guidry**, a 24m, 2,000hp towboat, will be operating along the Mississippi River. It is powered by three Caterpillar C18 Tier 3 engines, rated at 670hp each and has Twin Disc reduction gears and 65kW Kohler generators. *(Source: Tug Technology & Business by Martyn Wingrove)*

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BUCKEY CHRISTENS FOUR NEW TUGBOATS

Darville stated that the four vessels would contribute to Buckeye's efficiency and more. "These will not only improve Buckeye's functioning capabilities, but contribute to greater operational efficiency and at the same time enhance the living and working accommodations of the Bahamian workers who will board these tugboats," he said. He expressed gratitude to the Buckeye especially following Hurricane Matthew, which devastated Grand Bahama in October 2016 and pledged the government's continued support of the company and their investments on the island. Clark C. Smith Chairman, President and CEO of Buckeye Partners LP noted that Buckeye's future in The Bahamas is very bright and thanked Muslih for his leadership, specifically in the recovery efforts after Matthew. Ard-Jan Kooren, Director of KOTUG Seabulk Maritime, President and CEO of KOTUG stated that the company is committed to working within the unique and beautiful environment of The Bahamas. Ramon Pitter, Vice President Business Development of SEACOR Ocean Transport took the opportunity to thank various groups and individuals, including Nicole Colebrooke, Customer Relations Manager of the Grand Bahama Port Authority (GBPA). According to Pitter,



Colebrooke was instrumental in guiding them through their licensing process. He also thanked Bahamas Customs and Immigration and local partners. Buckeye recently entered into a long-term agreement with KOTUG Seabulk Maritime LLC (KSM) to provide four new state-of-the-art tugboats and a barge to support the company's Freeport terminal operations. KOTUG Seabulk Maritime LLC, a joint venture between KOTUG International and

Seabulk Towing, two highly respected companies that together ring over 170 years of valuable global experiences covering terminal operations, offshore and salvage support activities and harbour towing and assist capabilities. Executives of the GBPA, including Sarah St. George, Vice Chairman as well as government departments were also in attendance. *(Source: Clippingnews)*

TUGS FOR SALE AFTER FORTH ROAD BRIDGE COMPLETION

The new Forth Road Bridge, the Queensferry Crossing is nearing completion. You've heard the old adage "like painting the Forth Bridge", referring to the great task of maintaining the iconic red Forth Rail Bridge. Now the anticipation for the new Forth Road Bridge is nearly over. At present the finishing touches are being made for its opening in summer 2017. As the



country holds its breath for the opening, the marine construction world stands back in wonder at the beauty of the bridge design. The Queensferry Crossing, forms the centrepiece of a crucial upgrade to the transport across the Firth of Forth and a significant Scottish Government investment. On completion, the 2.7km crossing will be the longest three-tower, cable-stayed bridge in the world. In order to achieve the slender appearance of the towers and deck in an estuary prone to strong winds, engineers produced a design for extra strength and stability. As a consequence, it is now also the largest bridge to feature cables which cross mid-span. Three bridges now adorn the Firth of Forth: the iconic red Forth Rail Bridge, the original Forth Road Bridge, soon to be reserved for public transport, cycling and pedestrians, and this tall silver newcomer, built by Forth Crossing Bridge Constructors (FCBC) consortium. For the project FCBC acquired a number of items of floating plant. Since 2011 tugboats could be seen towing barges with massive bridge sections; barges spotted, bearing large cranes and crew boats to-ing and fro-ing, ferrying construction workers safely

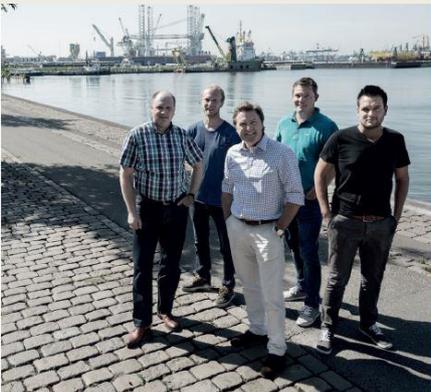


across the Forth – all providing general support for the bridge construction. Without this fleet, the project would not have been possible. Their job now complete, all vessels are now for sale and ready for their next project. Vessels for sale are: 2 Voith Schneider Tugs ('**Tummel**' {ex *Brake*, *Adrett*, *VS Hamburg*, *VS Rotterdam*}) and '**Carron**', 5 flattop barges ranging from 50-91m LOA ('E1704', 'Isabel S', 'Robyn S', 'Sara S', 'Ana S') and 4 fast crew/safety boats 12-50 pax ('Fiona S',

'Tracey S', 'Nicola S', 'Linzi S'). FCBC have nominated DSB Offshore Ltd as exclusive brokers for the disposal of these units. www.dsboffshore.com (*Press Release; Photo's: James Dodds*)

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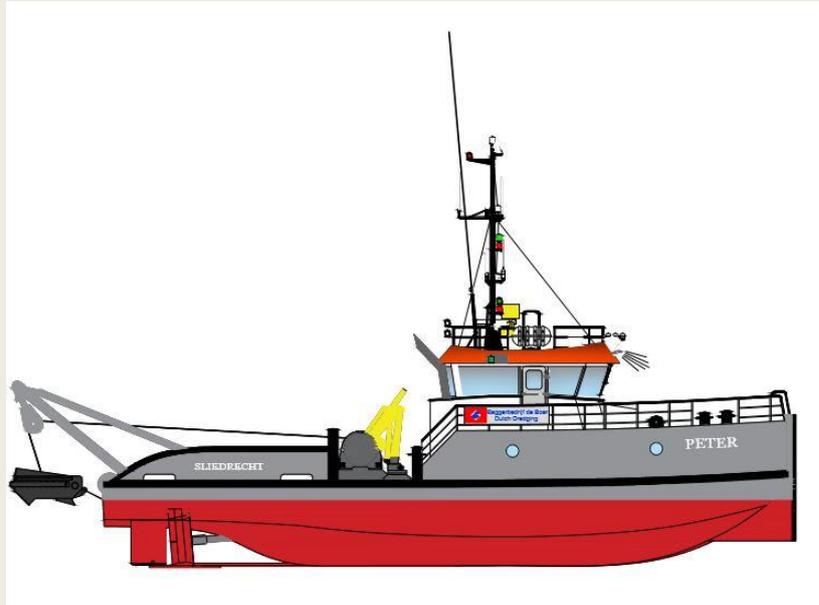


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DUTCH DREDGING ORDERS SPECIAL-PURPOSE VESSEL PETER

Baggerbedrijf de Boer – Dutch Dredging has placed an order at Shipyard Hoekman for a special-purpose plough and tugboat '**Peter**'. Last week, the company also ordered a trailing suction hopper dredger '**Lesse**' that will be built at Royal IHC. According to Dutch Dredging, both the '**Lesse**' and the '**Peter**' are evolutions of vessels ordered previously. The designs were optimized further in collaboration with the entire fleet personnel, giving rise to new concepts. The



multifunctional plough boat measures 22.3 meters by 7.0, with a draught of 2.8 meters. Among other things the boat is equipped with a multibeam, so that the seabed can be charted entirely in three

dimensions. “Thanks to the good and long-term relationship with our clients, combined with our own enthusiastic specialists and a modern, efficient fleet, we are looking to the future with confidence,” commented Dutch Dredging Director, Kees van de Graaf. “This is what has enabled us to take this step. We are happy to do it alongside our partners, IHC and Hoekman, whom we know well, and who have also worked well with us in previous building teams.” Dutch Dredging also reported that the ‘Peter’, expected to be taken into commission in May 2018, replaces two older plough boats which will be decommissioned this year. The company’s plough boat fleet will then consist of five boats. *(Source: Dredging Today)*

NEW DAMEN ASD 2411 TUG FOR SAAM SMIT TOWAGE IN PANAMA



Saam Smit Towage has ordered a new ASD (Azimuth Stern Drive) 2411 tug from Damen Shipyards, for operations in the port of Colón, Panama. Built for stock at Damen Song Cam Shipyard in Vietnam, it was subsequently transported to the Netherlands for finishing. With the agreement in place the new vessel, named the **SST Portobelo**, is now underway to join the 11-strong Saam

Smit tug fleet in Panama. The **SST Portobelo** is the first ASD 2411 for Saam Smit in Panama. In October 2015, the company placed an order for an ASD Tug 2913, named the **SST Rambala**, which was delivered in May 2016. With 80 tonnes of bollard pull, she is ideal for assisting vessels through the expanded Panama Canal. The new ASD 2411 is smaller, but still has 70 tonnes of bollard pull and is exceptionally manoeuvrable. Recently Saam Smit ordered two ASD 2411 tugs for their operations in Brazil. As part of the contract, Saam Smit Panama will be trading in an older tug from their fleet in part exchange for the new vessel. The Damen Group offers this service through its subsidiary Damen Trading, which provides both chartering and brokerage services. The second-hand vessel will be refurbished and offered for sale worldwide. Damen Sales Manager Magiel Venema states: “We are proud that Saam Smit came back to us for another new vessel and we are confident that the **SST Portobelo** will prove to be a reliable vessel, ideal for conditions in Panama. Damen’s excellent after-sales service will be available to keep her performing at her best, supported by the new Damen Shipyards Curaçao just a short distance away.” The former Curaçao Drydock Company was taken over by Damen Shiprepair & Conversion on the 2nd of February 2017 and provides a full range of services from facilities that include two large drydocks as well as 2,000 metres of repair quays outfitted with 13 cranes. Saam Smit’s general manager in Panama, Walter van der Dussen, commented: “The speed of delivery of the **SST Portobelo** was a significant factor in awarding the contact to Damen. Having a second, similar vessel alongside our existing Damen tug also adds a certain standardisation that helps us sustain the quality of our service delivery to our customers. Lastly, replacing a 55 with a 70 tonnes bollard pull tug fits in well with the Saam Smit Towage Panama strategy of serving its customers with the right tugs, especially in view of the trend of larger vessels sailing into the Panama terminals.” *(Press Release)*

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SILVERBURN LAYS 2 KEELS FOR NEW GENERATION MULTI-ROLE TUGS

In continuing to renew our fleet to service existing as well as a number of recently signed new contracts, Silverburn is building at TB Shipyards in The Netherlands the 1st two in a series of a brand new design of Unlimited navigation Ice class 1C Tow/ Pusher / AHT tugs for oil field support and RIWS towage. With the 1st tug



already well under way, TB shipyards held the 2nd Tugs Keel Laying Ceremony in February. The advantage for all is that they can be built together more efficiently. Deliver of the 1st vessel is expected in Autumn 2017 with the 2nd a few months later. The Keel laying is a maritime engineering tradition that formally marks the start of a ship's construction with a ceremony that is said to bring luck to the ship, her captains and crew. The new ship will have significant improvements in efficiency in various fields so making the crew more cost effective and saving saving fuel and importantly less emissions meaning lower impact on the environment and marine biodiversity and delivery enhanced and cost effective performance to our clients. Construction methods employed by TB Shipyards are the most modern available and inside in their building hall so ensuring quick construction unaffected by the weather and better quality of welding, construction and painting. *(Press Release)*



OLD TIMER ON THE CLYDE

We have seen a nice old timer on the Clyde recently. The **USNS Grasp** (T-ARS-51) a Safeguard class salvage tug originally built for the US Navy berthed at a local Royal navy base during her visit. The

vessels was laid down on 20th March 1983 at the Petersen Builders – Sturgeon Bay, WI; USA and launches on the 21st May 1984. She was commissioned on the 15th December 1985 as the **USS Grasp** (ARS-51). On the 19th January 2006 she was decommissioned at NAB Little Creek, VA and placed in service with the Military Sealift Command (MSC) as the **USNS Grasp** (T-RS-51). She has a displacement of 2,633 tons. A length of 255' a Beam of 51' a



Draft of 17' (max.). Her free sailing speed is 14 knots. The four Caterpillar 399 diesel engines develops a total output of 4,200 hp on two shafts. *(Photo: Tommy Bryceland SCOTLAND)*

BOLUDA FRANCE INVESTS IN THE POTENTIAL OF FRENCH PORTS

The VB Volcan : Réunion Island



The VB Tornado : Le Havre



Continuing its strategy of expansion and modernization of its fleet, Boluda France has just brought two new ASD multi-operational tugs into service, each with 70 tons of traction. These powerful and innovative tugs, named **VB Volcan** and **VB Tornado**, will operate respectively in the ports of La Réunion and Le Havre. Highly maneuverable and perfectly adapted to the operational requirements of their home ports, they will contribute to improve the safety and reliability of operations. To this end, the **VB Volcan** and **VB Tornado** are well suited to the current and future expectations of our customers. Once again Boluda France demonstrates its specific commitment to the Grand Maritime Port of Le Havre and the Grand Port Maritime of Réunion Island. Both ports are focusing on their increase in containerized traffic and their capacity to receive the largest container ships, as well as to develop new activities such as renewable marine energies. Denis Monserand, C.E.O. of Boluda France, stated: "We have invested in state-of-the-art units and equipment in anticipation of the technological development and growth of port activities. The Port of Le Havre currently receives the largest container ships and oil tankers in the world and will probably become a logistics hub for French offshore wind in a few years' time. Our new powerful and maneuverable Escort and FIFI 1 class tugboats are fully equipped for seagoing operations and will enable us to deal with all challenges." These two new units are the result of a close partnership between the Piriou shipyards

and Boluda France. Each are 30.30 m long and equipped with two ABC engines of 5,290 HP propelled by two Schottel azimuth thrusters. *(Press Release)*

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TWO NEW TUGS BEGIN WORKING FROM SHEERNESS AND THEY CAN BE SEEN FROM THE SEAFRONT



Two new tugs have arrived at Sheerness from Panama. **Svitzer Helen** and **Svitzer Celia** were built in Hong Kong for a project in South America but when it was delayed they were diverted to the UK. Once in Britain they were renamed **Svitzer Monarch** and **Svitzer Ganges**, and joined their sister vessels **Svitzer Victory**, **Svitzer Harty** and **Svitzer Intrepid** at Sheerness as part of the Medway fleet. They can now

often be seen from Sheerness seafont as they sail out to meet visiting cargo ships and tankers. Both tugs are 32 metres, with 5,000 horse-power engines, and can pull 85 tons. They are classified for escorting and fire-fighting duties. *(Source: Kentonline)*

ACCIDENTS – SALVAGE NEWS

GENERAL CARGO SHIP FORTUNER SANK OFF PHILIPPINES

The general cargo ship Fortuner sank on half a mile off Barangay Cansojong in Talisay City, southern Cebu, Philippines. The vessel suffered hull cracks and started getting water ingress, which was reported to local authorities. All the crew were evacuated without reported injuries. About two hours after reported water ingress, the ship sank on half a mile from Talisay City. At the wreck site were laid oil booms, but there was several liters of fuel, which leaked at sea. The local authorities took all the necessary preventive actions to restrict the oil sheen spread. Also water cleansing operations were initiated. The area of the sinking is under monitoring by coast guard. The investigation for the root cause of sinking is under way. “There were no casualties reported as all 22 crew members of M/V **Fortuner** were rescued immediately by its sister shipping company”, said the

commander for Cebu Station of Philippine Coast Guard, Dionlett Ampil. “We have to determine the cause of sinking. We will call the ship captain and the crew to identify the reasons”, added he. The ship owner, Benson Go, informed the Philippine Coast Guard about the accident. Immediately after receiving information for water ingress, at the scene of the troubled freighter, while was loaded with steel bars,



was sent rescue boats with prepared oil booms. The environmental pollution equipment was laid after an oil sheen of about 25 meters in length was spotted in the area where the vessel sank. The general cargo ship **Fortuner** (IMO: 7621114) has overall length of 68.00 m, moulded beam of 12.00 m and maximum draft of 5.00 m. The deadweight of the vessel is 2,323 DWT and the gross tonnage is 1,474 GRT. (*Source: Maritime Herald*)

SALVAGE OF LOST PLATFORM HAS COMMENCED



While the "**Monte Da Luz**" berthed in the port of Málaga on May 7, the same day the salvage of the production platform "**Agronauta**" ((IMO-No.: 0057048), which had parted from the tug and stranded on the coast of Benalmádena on April 28, have begun in the morning by the company that owns the barge, Ferrovia, and with the advice and surveillance with the

advice and surveillance of the Maritime Captaincy and Maritime Rescue. They brought in powerful tug of 240 tons pulling force. They planned to take advantage of the high tide at 2 p.m. to refloat the structure. The next phase would be to tow the platform one mile offshore for inspection by a group of divers who will determine its status. If it was in good condition it would be taken to Cadiz, otherwise it would have to look for a nearby port, predictably Málaga, for repairs. (*Source: Vesseltracker; Photo: diariosur*)

FREIGHTER ON FIRE, SURABAYA ANCHORAGE

Fire erupted on board of general cargo vessel **Asia Prima 1** around midday May 5 at Surabaya port, near Surabaya Container Terminal. Vessel's AIS is off during at least 4 months, from late Dec last

year, so it is not clear where exactly was vessel situated, when fire erupted. Judging from photos, vessel is anchored. There were 14 crew and 2 women, wives of 2 crew, on board, they were evacuated, no injuries reported. Fire said to be extinguished, though according to latest news, smoke is still visible. General cargo vessel **Asia Prima 1**, IMO 8905012, dwt 900, built 1989, flag Indonesia, manager Dharma Ichtiar Indo Lines, Surabaya. (Source: *Maritime Bulletin*)



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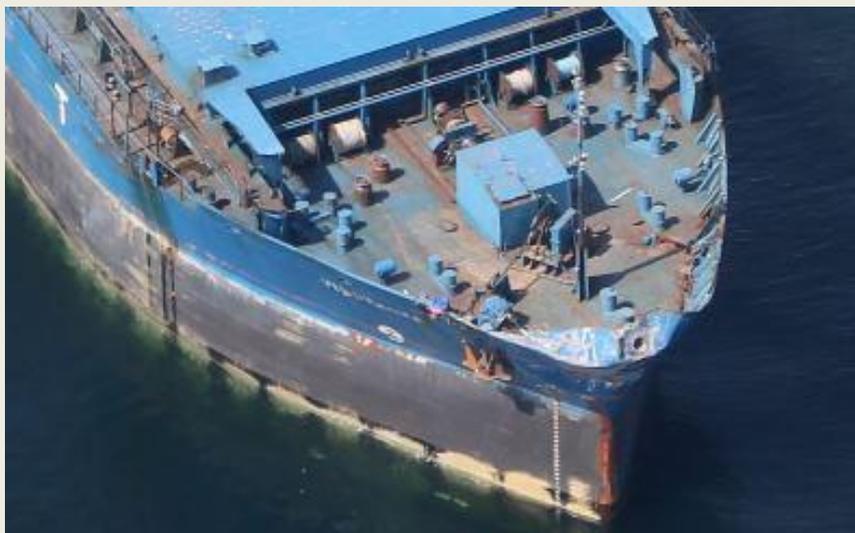
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COLLISION OFF BORNHOLM



On May 6, 2017, the "**VT Electron**" with the barge "**VT Stockholm**", 7939 gt (IMO: 9006461) was in collision with the chemical tanker "**Purple Gem**" north of Bornholm. The police received the notification of the collision at 11.20 a.m. and headed to the position 25 miles northeast of the island. The tanker apparently was anchored with engine damage when

she was hit by the tug which pushed a coal barge. No injuries were reported. The barge sustained bow damage, the tanker damage at the port side stern. The police went out to inspect the damage and question the parties involved aboard a boat from Nexø rescue service. The "**VT Electron**" entered the port of Rønne on May 7 at 11.30 a.m. Human error aboard the tug was said to have caused the collision 16 miles north-northeast of Christiansø. The crew of the tug reported to the Bornholm police that they acted incorrectly, and there was a formal judicial aftermath. (Source:

vesseltracker

MISSISSIPPI CLOSED AFTER BRIDGE COLLISION

The 44 meter towboat **Dottie Strait** allided with a bridge on the Mississippi River near Clinton, Iowa. Around midnight, the Dottie Strait had struck the Sabula Railroad Bridge. Authorities closed the bridge and nearby traffic on the river was halted until the bridge could be surveyed by divers. No reports of injuries, damage or pollution released. (Source: Shipwreck Log)



CARGO SHIP URUGUAY REEFER ABANDONED AND SINKING IN SOUTH ATLANTIC



The cargo vessel **Uruguay Reefer** was abandoned in South Atlantic after uncontrolled water ingress. The vessel, which was loaded with a cargo of frozen squid and krill, collided with unidentified floating ice and suffered underwater breaches. The Master of **Uruguay Reefer** decided to alter course to Falkland Islands and reported the accident the local authorities. The crew tried to pump out the water from the flooded compartments, but

unfortunately the attempts were not enough successful and the reefer carrier started losing seaworthiness. The bad weather and heavy seas additionally worsen the situation and put the crew in danger. The cargo ships **Taganrogskiy Zaliv** and **Frio Las Palmas** responded to the distress signal and tried to assist the damaged reefer freighter, but the bad weather did not allowed attaching of a towing line. All the 42 crew were safely evacuated to cargo ship **Taganrogskiy Zaliv** without reported injuries. Meanwhile, the ship **Frio Las Palmas** remained at the scene of the drifting reefer cargo vessel in Southwest Atlantic. According to latest information the ship **Uruguay Reefer** is sinking with bow partially submerged. The local authorities initiated investigation for the root cause of the accident. There is not information about injuries and water pollution. The cargo vessel **Uruguay Reefer** (IMO: 9017264) has overall length of 150.30 m, moulded beam of 22.60 m and

maximum draft of 10.10 m. The deadweight of the ship is 10,587 DWT and the gross tonnage is 10,629 GRT. *(Source: Maritime Herald)*

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SOUTHERN PHOENIX CAPSIZED AT SUVA HARBOR



General cargo vessel **Southern Phoenix** capsized and sank at around 0300 LT May 6 in Suva Harbor, Fiji, reported The Fiji Times. Understood vessel was berthed at Suva Container Terminal, loading containers, and lost stability, capsizing portside. Some 10 containers said to fall overboard and are now floating in harbor. According to photos, vessel wasn't docked or was moved from berth after developing list, and after capsizing is resting portside on bottom, partially above the water. All photos full-scale can be seen [HERE](#) *Update*: Confirmed vessel was towed from Container Terminal after developing list, reportedly she capsized and sank outside harbor. *(Source: Maritime Bulletin)*

OFFSHORE NEWS

EDISON CHOUET IN 5-YEAR DEAL WITH SHELL BRAZIL

Offshore vessel owner Edison Chouest has won a five-year contract with Shell Brazil for light subsea construction, and inspection, maintenance and repair (IMR) services from the M/V **Island Enforcer** subsea construction vessel. Edison said the agreement included a varied list of projects featuring vessel services from its affiliate Bram Offshore, and ROV and survey services from C-Innovation. The “all-inclusive contract” also includes installation, commissioning, inspection, subsea intervention, surveys, testing, bunkering support and material transport. Edison Chouest has been active in Shell Brazil exploration campaigns since 2012. “We’re offering a fully integrated solution,”

said Edison Chouest Offshore Brazil Director Ricardo Chagas. “It’s unparalleled proof of versatility in the subsea market, which translates into cost benefits for our customers, especially valuable in times such as those we now face.” The company did not disclose the financial details of the deal. *(Source: Offshore Energy Today)*



SEA TRUCKS IN PROVISIONAL LIQUIDATION



The Eastern Caribbean Supreme Court in the High Court of Justice British Virgin Islands has placed Sea Trucks Group Limited in provisional liquidation, appointing Chad Griffin of FTI Consulting LLP and Ian Morton of FTI Consulting (BVI) Limited as joint provisional liquidators. In a

statement, the provisional liquidators said: “it is important to note that the appointment is only to the company, being the group holding company. The underlying operating/asset owning companies are not subject to insolvency proceedings. Collectively the company and the subsidiaries are referred to as the ‘group.’ The provisional liquidation of the company has no impact on the operations of the group, the management team remains in control of operations and it is business as usual for the group.” Mr Griffin said: “The provisional liquidation will provide stability and court protection, to create a platform to maximise value. We will be working closely with the group’s directors and management team to understand the affairs of the company.” Tom Ehret, executive chairman of the group, said: “The appointment of provisional liquidators has no impact on the group’s operations; the management team remain at the helm and look forward to working with our loyal customers to continue to develop our successful trading relationships. Fundamentally, the Sea Trucks group is and remains a strong and viable business, well positioned in its markets.” *(Source: Offshore Support Journal)*

ESVAGT OPENS OFFICE IN COPENHAGEN

Recruitment and international ownership lie behind the decision to establish an ESVAGT office in Copenhagen. ESVAGT has chosen to establish an office in Copenhagen with a handful of workstations. The office is in the same building as the Danish Shipowner’s Association, Danmarks Rederiforening, on Amaliegade in Copenhagen. “Background for this decision is a combination of

recruitment considerations and the international circle of owners,” says Søren Nørgaard Thomsen: “We have grown considerably over recent years and have changed ownership. Where previously we could draw on services and competences from our owners in the A. P. Møller Maersk group, we now need to have more of these competences in house. It has become clear that while we can find the right



match for a job, it can sometimes be difficult to recruit the right person for our headquarters in Esbjerg,” says Søren Nørgaard Thomsen. “An office in Copenhagen will make it easier for our international owners to access the company and the office will be a natural base for meetings with our partners and customers in the Danish capital,” says Søren Nørgaard Thomsen. Address in Copenhagen: ESVAGT; Amaliegade 33, Entrance B, Ground Floor DK-1256 Copenhagen K (*Press Release*)

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SEABIRD WINS 2D SEISMIC DEAL IN SOUTH AMERICA



SeaBird Exploration, a provider of seismic survey vessels, has signed a letter of intent with an unnamed client for an upcoming 2D seismic survey in South America. According to Seabird, the project is estimated to begin in the first half of the third quarter. Without revealing any specifics about the client or

where exactly the project will be conducted, SeaBird said it would be using the Northern Explorer vessel for the job. The **Northern Explorer** 2D long offset and source vessel is 76 meters long, built in 1986 and rebuilt in 1998. According to current AIS data, the vessel is anchored several miles

offshore Montevideo, Uruguay. The project will have a duration of approximately two and a half months. *(Source: Offshore Energy Today)*

McDERMOTT TO COMPLETE NORTH OCEAN 105 VESSEL BUY IN JUNE

Offshore construction company McDermott has officially committed to buy a remaining Oceanteam's stake in the North Ocean 105 AS vessel. To remind, Oceanteam in January said it would sell its 25 pct ownership in the vessel to McDermott as part of its debt restructuring deal. **North Ocean 105** is a fast-transit, dynamically positioned vessel with an advanced reel-lay system



capable of rigid and flexible pipelay in up to 10,000 feet of water. It was built in Spain in 2012. Oceanteam on Tuesday said it received a written notice from its joint venture partner McDermott in which it commits to purchase Oceanteam's remaining 25 percent stake in the vessel-owning company North Ocean 105 AS on June 20 2017. This is in line with the structure of the amended bond agreement that was executed during the bondholders' meeting held on 2 May 2017 and is another important step in Oceanteam's financial restructuring plan, the company said. Oceanteam has already agreed that the proceeds of this sale will be used for repayment of vendors and certain lenders upon such funds becoming available. *(Source: Offshore Energy Today)*

OSV FLEET'S DCF VALUE IS 2.5 TIMES ITS MARKET VALUE



The global OSV fleet's Discounted Cash Flow (DCF) value is currently \$79.9 billion, or 2.5 times higher than its current market value of \$30.9 billion, according to VesselsValue (VV). The online valuation service is launching daily Discounted Cash Flow (DCF) valuations for offshore support vessels (OSVs) to its offshore industry coverage, which already includes a daily updated market and demolition values for offshore support vessels (AHTs, AHTS' and PSVs) and MODUs (including drillships, semisubmersibles and jack-ups). By

comparing DCF values to market values, customers of VesselsValue can look for buy/sell/hold signals. For instance, if you can purchase a vessel when the market value is lower than the DCF

value, you could potentially earn more money over the course of its lifetime than you spent. Therefore, this is a buy signal. On the other hand, if the DCF value is lower than its market value, this implies you can sell the vessel for more than it will earn you for the rest of the vessel's life. For example, the **Standard Viking** (ex *Volstad Viking*) was bought by Standard Drilling on January 2017 for \$13 million. The day before the sale VesselsValue was providing the large PSV with a market value of \$10.1 million and a DCF value of \$29.4 million. This meant that, based on VV's assumptions, the **Standard Viking** has the potential to earn double the amount Standard Drilling spent on the vessel. Methodology for Discount Cash Flow Valuations. The VV DCF valuation module calculates the long term value of each asset by calculating the discounted cash flow for every individual vessel for each year of its remaining life. Focusing on the revenue, cost, commission and other factors provided by VV, these assumptions are vessel specific to reflect the differences in earning potential and running costs for vessels of the same type but of different specification and quality. VesselsValue currently also offers DCF values for cargo vessels types (tanker, bulker, container, gas vessels) and customers will be able to modify the assumptions and add fixed charters to calculate custom DCF values. (*Source: MarineLog*)

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AUSTRALIA: MUA SLAMS FARSTAD 'RETALIATION'

Maritime Union of Australia is taking Farstad, an offshore support vessel owner, to Fair Work Commission, Australia's national workplace relations tribunal, over the latter's announcement it will lay off 80 workers. The union alleges that Farstad is retaliating for the MUA's decision not to accept Farstad's non-union agreement for its members working for Farstad. „...after



MUA members voted down Farstad's non-union agreement, in retaliation Farstad shortly after notified of the need for about 80 redundancies for MUA members. We have been opposing those redundancies since they were announced for a whole heap of valid reasons and as a result we threw

the matter into Fair Work," MUA said. According to MUA, the matter has been listed for hearing on Monday, May 15. The union has condemned the alleged retaliation and blamed the new management to which it refers to as „the new Maersk Management." To remind, Farstad Australia in December 2016 appointed Brett Silich as the new managing director. He has previously worked in senior positions at Maersk Supply Service, Subsea 7. MUA said: "The new Maersk management team who have taken over Farstad are a far different outfit to the company we have had years of dealings with. They now follow blindly AMMA's non-union ideology despite the fact that most of the offshore industry have now consigned that approach to the industrial toilet where it belongs." Farstad last year said it would consolidate the Australian offices and locate the head office closer to "the cluster of key clients." The company in September 2016, decided to concentrate its oil service activity in Australia to Perth and close down the management office in Melbourne. Offshore Energy Today has reached out to Farstad seeking comment on MUA's accusations. We will update the article if we get a response. *(Source: Offshore Energy Today)*

GOL OFFSHORE IN WIND-UP THREAT



Debt-laden Indian offshore vessel provider GOL Offshore might be wound up following a court order to appoint a liquidator for the company. In a filing on Bombay Stock Exchange on Tuesday, the vessel operator said that the Court of Bombay had on May 5, 2017 issued the instructions for the admission of petitions for winding-up of the GOL Offshore. The wind-up petitions have been filed by Export Import Bank of India

and Punjab National Bank (International) Limited. The court has also ordered an appointment of a provisional liquidator of the company, which describes itself as "India's prominent integrated offshore oilfield services provider offering a broad spectrum of services to upstream oil and gas producers producers." Here is the definition of a provisional liquidator as found on Woodgate & Co website: The Provisional Liquidator's principal duty is to preserve the status quo, until the Court can determine whether the company should be wound up. A Provisional Liquidator may trade-on a company's business. A provisional liquidation is an interim insolvency administration. Most provisional liquidations end because the company is wound up. However, in some circumstances the company's financial affairs are reorganised, the provisional liquidation ends and the company is restored to solvency. *Vessels sold* To remind, the court last year ordered the sale of six Gol Offshore's vessels for settlement of the company's outstanding dues to DVB Group Merchant bank. The vessels in question were [Malaviya Twenty Three](#), [Malaviya Twenty Four](#), [Malaviya Twenty Five](#), [Malaviya Twenty Seven](#) and [Malaviya Twenty Eight](#), and [Malaviya Nine](#). Offshore Energy Today's regular readers will be familiar with the Malaviya name. Namely we've previously reported on GOL Offshore [Malaviya Seven](#) and [Malaviya Twenty](#) vessels, and not for a good reason. Namely, the two vessels have been detained in the UK for not paying crew wages, and keeping them in what the UK maritime unions described as 'slave-like' conditions. *(Source: Offshore Energy Today)*

WINDFARM NEWS - RENEWABLES

SEA INSTALLER OFF TO RACE BANK

A2SEA's wind turbine installation vessel **Sea Installer** left the Port of Hull on Sunday, 7 May, with the first load of wind turbine components for DONG Energy's 580MW Race Bank offshore wind farm. Sea Installer has reached the installation site some 27km off the coast of North Norfolk and is currently installing the first Siemens 6MW turbine. In total, Sea Installer will install 91 turbines at the site. Race Bank is expected to be fully commissioned in 2018.



Sea Installer is for a short period of time sharing the Port of Hull with her sister vessel Sea Challenger which is currently installing turbines on Statoil's 402MW Dudgeon offshore wind farm.

(Source: Offshore Wind)

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BIBBY HYDROMAP COMPLETES EXPORT CABLE OPS AT BURBO BANK EXTENSION

Bibby HydroMap has completed the depth of burial operations over the newly installed export cable of DONG Energy's 258MW Burbo Bank Extension offshore wind farm in Liverpool Bay. The work involved two of the company's vessels, **Bibby Athena** and **Lia**, mobilised with a suite of survey equipment to acquire multibeam bathymetry, side scan sonar data, sub-bottom profiler data and cable depth of burial data. Cable depth of burial data was acquired by **Bibby Athena** using Bibby HydroMap's Dynamic Remotely Operated Survey Platform (d'ROP) equipped with PanGeo Subsea's Sub Bottom Imager, completing the 24-kilometre route in two operational days, the company said. "It was very pleasing to see the Bibby Athena carrying out her depth of burial operations so safely, efficiently and to good effect over the Burbo Bank Extension Export Cable. The development of the



use of the Dynamic Remotely Operated Survey Platform (d'ROP) with the PanGeo Sub Bottom Imager over the last 2 years has led to a very competent operation. I was pleased to see it utilised effectively for the first time on this project,” DONG Energy Project Manager Gareth Ellis said. Burbo Bank Extension was fully commissioned in April 2017, becoming the first wind farm to utilise 8MW wind turbines on a commercial scale. The wind farm is a joint venture between DONG Energy (50%)

and its partners PKA (25%) and KIRKBI A/S (25%). *(Source: Offshore Wind)*

SEAROC DEPLOYS 3 SEA HUB CONTAINERS ON WALNEY EXTENSION

SeaRoc Group has deployed three communication containers on Walney Extension: on board the guard vessel **Karima**, patrolling the offshore construction site, at the Walney Extension construction base in Barrow-in-Furness, and at the substation in Heysham. Neil Pittam, Project Manager at SeaRoc Group, said: “The three SeaHub containers deployed for the Walney Extension site follows the initial launch of the unique system on DONG Energy’s Race Bank site earlier this year. Additionally we



have also installed two Crew Transfer Terminals on board crew transfer vessels at Burbo Extension and Race Bank. Twenty-three more Crew Transfer Terminals are planned for deployment to support Dong Energy’s portfolio, 18 of which are for Walney Extension.” The communications system deployed onshore to support the Burbo Extension construction project remains operational and will be combined with DONG Energy’s operational communication system later in 2017. SeaHub provides round-the-clock monitoring and communications in logistically challenging environments, specifically during construction and operation of wind farms far from shore, SeaRoc said. The container houses all required equipment for reliable communications and logistical data sharing that is then integrated into SeaRoc Group’s marine management system, SeaPlanner. The container also contains several autonomous safety systems including fire suppression, gas detection and temperature control, all of which are monitored using the SeaPlanner software. In 2016, DONG Energy chose SeaPlanner as the system provider for their Marine and Helicopter Coordination

Centre (MHCC) which will be one centralised hub for their UK offshore wind farm construction and a number of regional MHCCs. *(Source: Offshore Wind)*

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DREDGING NEWS

NEW CONTRACTS IN AFRICA FOR DEME



DEME has just announced that they won several new contracts in Africa with a total value of approximately EUR125 million. The contracts were awarded over the last few weeks for projects in Angola, Benin, Ghana, Ivory Coast, Liberia and Nigeria. In Angola, a 5-year maintenance dredging contract has been awarded by Angola LNG for its gas terminal in Soyo. Works will start by mid of June 2017, DEME said. In Benin, DEME

was awarded a contract for coastal protection works at the Cotonou shoreline. Works will include beach nourishment with a total volume of 1,5 million m³ as well as revetment works and groyne construction. In Ghana, the company participates in a contract for the Tema Port expansion project. “Ghana’s main seaport, operated by Meridian Port Services (MPS), is gearing up to accommodate some of the world’s largest container ships and increase cargo handling services and capacity. The project includes dredging and land reclamation of 3 million m³. Works are set to start by the end of May 2017,” the press release said. In Ivory Coast, a contract has been awarded for the maintenance dredging of the port of Abidjan. Works will be executed this month. It is the third consecutive time that DEME is contracted by the Port Autonome d’Abidjan to maintain the port, the company said. DEME also returns to Liberia for maintenance dredging works in the Freeport of Liberia. The contract has been awarded by Liberia’s National Ports Authority. In Nigeria, DEME acquired a contract for the Maiyegun Waterfront development in Lagos. DEME reclaims approximately 600,000 m³ to raise the level of an existing beach. Maiyegun Waterfront will include new housing units, a commercial hub, as well as leisure facilities. The contract in Nigeria follows the recently won project for the Lagos Deep Offshore Logistics Base (LADOL), where DEME is involved in the yard and quay wall construction, as well as the dredging of the berth pocket and access channel to the quay, on behalf of Samsung Heavy Industries. *(Source: Dredging Today)*

YARD NEWS

DEVELOPMENTS IN GREENER TUG PROPULSION AND POWER

Dresser-Rand is developing a series of high-speed Guascor natural gas engines and generator sets for propulsion, generation and auxiliary power for the workboat sector which will be used for LNG-fuelled tugs, research vessels, workboats and other commercial



shipping. The engines will be offered to vessels operating in the European emission control area first, and then in North America as they will comply with Tier III emission controls. The gas-fuelled engines will be based on Guascor diesel engines, but will emit no soot particles or sulphur oxides. They produce 80 per cent less nitrogen oxides and 10 per cent fewer greenhouse gases. The new Guascor gas engine marine series will feature 6-cylinder and 8-cylinder inline configurations and 12 and 16 cylinders in a V formation. The series is available at 1,500 and 1,800 rpm with a 275 to 935 kWb (320 to 1,110 kVA) power range. To comply with safety regulations, the engines will incorporate a knocking detection system and blow-by gas recirculation. These features are regulated by the Guascor engine control system, or GCS-e and will be marine classified by Bureau Veritas. Eaton has introduced a range of hybrid contactors that support loads of 300A to 600A at up to 1,000 VDC in maritime applications. Its new DIL DC contactors require no maintenance and provide an operating lifespan of more than 150,000 electrical operations, which along with the compact structure, means they are applicable for hybrid propulsion and electric drives on vessels. The contactors can handle 1,000 VDC per pole and current flow in both directions – bi-directional and polarity-insensitive. They can be controlled conventionally or with a programmable logic controller. The contactors feature a wide-range coil that covers AC operating voltages from 110V to 250V as well as DC operating voltages from 110V to 350V. Becker Marine Systems is testing a new compact battery rack this year for maritime applications. Cobra uses lithium-ion cell technology to deliver electrical power to vessels. Becker said any scale of power storage would be available in modular units of batteries in standardised cabinets of up to 1,000 VDC. They can be used as a single product or in combination with hybrid drives and can be integrated with controlled cooling equipment. Twin Disc has introduced contactless sensors to its range of commercial-grade propulsion controls for workboats. The EC300 Power Commander now comes with magnetic, contactless hall-effect sensors for monitoring lever position. Twin Disc said this outlasts other electro-mechanical and potentiometer-type sensors for longer shifting service life. Tests with the EC300 demonstrated that there was no single loss of lever position signal in four million cycles. Twin Disc said EC300 single and twin lever control heads have superior transmission and throttle handling because of the contactless sensors. An EC300 can be linked to a Twin Disc Quickshift transmission for more sensitive responses from lever adjustments. The first 25 degrees of lever travel provide slow-speed trolling, while the following 30 degrees control engine revolutions, which is critical for tugs pushing barges or ships. The EC300 unit provides active system monitoring, diagnostics and fault indication with event logging. The system will accept up to eight stations, each with independent port and

starboard communication cables. Lars Thrane has introduced the LT-3100 communications terminal, which provides workboats and tugs with voice and data services over Iridium's satellite network. The terminal consists of a control unit, handset and antenna, and enables messaging and 2.4 Kbps to 10 Kbps compressed data. It has a noise-cancelling microphone and equaliser for improved audio quality and up to 500m of single coaxial cable to link the antenna and terminal. There is a GPS receiver, vessel tracking function, Bluetooth interface, display that supports day and night modes, and connectivity to smartphones for web-based applications. *(Source: Tug Technology & Business)*

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MACDUFF SHIP DESIGN/TOR MARINE DELIVERS 27M PILOT BOAT



Macduff Ship Design is pleased to announce the successful trials and delivery of two 27m Pilot Vessels, **Marcap Tam 2**, built by Tor Marine in Turkey for Saudi Arabian owners. The vessel deliveries emphasise the continuing strong relationship between Macduff Ship Design and Tor Marine. At 26.70 metres length overall - a generous length for a pilot boat - 7 meters beam and 3.34 meters depth, the vessels are each designed to carry eight crew and four pilots and operate

in the Arabian Gulf. Classed to Bureau Veritas +Mach, Special Service/Pilot Boat with Unrestricted Navigation, propulsion machinery includes two Yanmar 12 AYM - WGT engines rated 1340kW at 1940RPM. The vessels each carry 25,000 litres of oil fuel and 11,524 litres of fresh water. In order to optimise the hullform, a 1:15 scale model was built out of wood and GRP and put through its paces at the Wolfson Unit for Marine Technology & Industrial Aerodynamics at the University of Southampton. Both resistance and sea-keeping tests were carried out in order to ensure the smoothest performance and optimum handling in a variety of sea conditions in the Arabian Gulf. Following the final design stages and enhancing of the spray rail to improve seakeeping, Macduff Ship Design provided full construction and outfitting drawings to Tor Marine, who swiftly began the build process. The vessels were built and delivered in 10 months to the Arabian Gulf ready to

perform their duties. During sea trials, the vessels performed admirably, exceeding all expectations. The owner specification was for the vessels to reach 14.5knots at 80% of the engines' Maximum Continuous Rating, however on trials **Marcap Tam 1** reached an impressive 16.2 knots at 80% MCR while **Marcap Tam 2** reached 16 knots. Both vessels reached 18.1 knots at 100% MCR. (*Press Release*)

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - New Damen ASD 2411 tug for Saam Smit Towage in Panama
 - Dutch Dredging Orders Special-Purpose Vessel Peter
 - Saqr Port UAE signs contract for Damen ASD 2913 Tug
 - The first Dual Fuel Tug built in Europe to begin sea trials
 - Svitzer Adira started her Maiden Journey to Southampton

Be informed that the mobile telephone number of Towingline is: +31 6 3861 3662

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