

TUGS & TOWING NEWS

TANDEM TOW – KARADENIZ ONE TOWING NORMAND VESTER AND SEA POWER



The 1986 built Liberian registered with call sign D5KP4 tug/supply vessel **Karadeniz One** (Imo 8501103) was seen engaged in tandem tow – Towing the 1998 built PSV **Normand Vester** and the 1991 built converted turbine installation vessel **Sea Power** underway offshore Malta bound to Yalova, Turkey on Friday 30th June, 2017. The **Karadeniz One** is the former **Normand Skarven** and is owned by Karpowership

Americas Co. Ltd – Istanbul; Turkey and managed by Ata Tug & Salvage – Istanbul; Turkey. She has a grt of 3,149 tons and a dwt of 2,690 tons. *(Photo: Picture Credit as Capt. Lawrence Dalli - www.maltashipphotos.com)*

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METAL TRADES CELEBRATES LAUNCH OF ITS FIRST SELF-POWERED VESSEL

Metal Trades Inc. (MTI), Yonges Island, SC, has just marked a milestone. After 55 years of building

barges and overhauling government and commercial vessels, the shipyard has launched its first ever built self-powered vessel. Named **Capt Cooper**, the 50 ft x 24 ft x 8 ft pushboat is for Bald Head Island Limited, LLC, of North Carolina. Attendees at the vessel's champagne christening including MTI owners, shareholders, and executive leadership, Bald Head Island's executive leadership and the crew that will be operating the vessel. **Capt Cooper** is powered



by two main propulsion engine/gearsets configured for Port/Starboard twin screw application. Its John Deere 6135AFM85 keel-cooled marine diesel engines are rated at 425 hp at 1,900 rev/min M-2 Rating Tier 3 and drive twin props via ZF W350 electric shift 3.968:1 ratio marine gears. Rusty Corbin, MTI's CEO, waits as his granddaughter, Talyn Savage, prepares to break the traditional bottle of champagne. Steering is by four main rudders and four flanking rudders for maneuverability. The deck gear is two Patterson wire winches. The vessel is constructed to ABS specifications, but it is not classed. Construction of the vessel commenced in 2016. It is anticipated to enter into operations in July. It will be the push boat for a barge that services Bald Head Island, a residential and vacation island in North Carolina. (Source: MarineLog)

YAROSLAVSKY SHIPBUILDING PLANT LAUNCHES YET ANOTHER SEAGOING TUG OF PROJECT 23470

Yaroslavsky Shipbuilding Plant says it launched the seagoing tug of Project 23470, **Andrei Sepanov**, on 29 June 2017. The tugboat named **Andrei Sepanov** is the second vessel in the series ordered to the shipyard by RF Defence Ministry. The lead tug named **Sergei Balk** was launched in December 2016. The vessel design was developed by Baltsudoproekt (subdivision of Krylov State Research Center). The tugboat is intended for towing of vessels, floating facilities and structures in ice-covered and ice-free water; assistance to vessels within port water area and mooring operations; escort operations in sea; extinguishing of fires on floating and shore-based facilities, extinguishing of fuel burning on water surface; refloating of ships and vessels. Russian Maritime Register of Shipping class notation: KM*Arc4 [1] AUT1 FF3WS EPP Helideck Tug. Key characteristics: LOA – 69.75 m; BOA-15.0 m; depth – 6.7 m; draught max – 5.2. PJSC Yaroslavsky Shipbuilding Plant (Yaroslavsky Shipyard,

managed by JSC FINSUDPROM) is located in the central part of Russia on the Volga River. The shipyard was incorporated in 1993. The company specializes in the construction of civil and naval ships. Yaroslavlsky Shipyard has been for many years one of the major suppliers of sea / ocean-going tugs for Russian law enforcement agencies. The company has built so far 76 ocean-going tugs, mainly of Projects 745 and 1454, and



modifications. The shipyard's current backlog of orders includes 5 seagoing tugs of project 23470 for RF Defence Ministry, 1 patrol boat of Project 10410 for Patrol Service of Russia's FSB and 6 boom-laying launches of Project A40-2Б – ЯР for Federal Marine and River Transport Agency. (*Source: PortNews*)

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THE TUG OF THE MONTH: PATRÓN



PATRÓN is unusual, if not unique, in two aspects: She was purpose-built (for a specific project) and, after construction, she was cut into four sections so she could be shipped by railroad flat car to the project site, high in Washington State's Northern Cascade Mountains. Further, she was first of her type on Puget Sound, designed by the noted naval architect and engineer H. C. Hanson of

Seattle. Hanson declared, with justifiable pride, that her steel construction at the Commercial Boiler Works of Seattle in 1937 combined “great strength and lightness with low cost,” like the well-known Hanson-designed steel barges. She was constructed for the General-Shea-Columbia Construction Company for work on Seattle City Light’s upper Ruby Dam, at the head of the Skagit River. The two dams at this mountain location, later named Ross and Diablo, formed Ruby Lake, later Ross Lake, a reservoir. She was built in five weeks, cut up, and reassembled at the lake. After her years at the lake, her work there complete, she was disassembled, shipped back to the Seattle waterfront, reassembled, and made ready for more conventional towing duties. **PATRÓN**’S length-over-all is 52 feet, with a 15 foot beam, and she draws six feet. She was originally equipped with a 160 horsepower Washington diesel engine. Her construction type mirrored the low-cost Hanson scows because of simplified design, welded steel construction and rapid completion, all designed to keep costs comparable to those of wood construction. Her present engine now generates 350 horsepower. **PATRÓN** later worked in Alaska on the Valdez



oil spill, where she also refueled helicopters transporting logging camp workers in SE Alaska, by means of a helicopter landing pad mounted on her bow. Her skipper, Brian Parke, bought her from Western Tow Boat Company of Seattle in 2012. Western Tow Boat was founded in 1948 by Bob Shrewsbury, Sr. with a single tug, and now boasts 22 tugs and seven barges, many of them ocean-going tugs of more than 100 feet in length. Shrewsbury’s son Bob and his grandchildren are now active in running the company, and the bright blue and yellow trimmed boats can be seen from Panama to Hawaii to Alaska, where the company partners with Alaska Marine Lines, and tows rail car barges to Whittier for Alaska Railroad. Occasionally, you’ll find them on their way to or from Alaska in the Inland Passage. Western Tow Boat is unusual among tug companies in that it has its own shipyard in Seattle’s Ballard district, and has for many years built its own boats. As **PATRÓN**



enters her eightieth year, her present skipper, Brain Parke, home-ports **PATRÓN** in Everett on the Snohomish River. He is an enthusiastic participant in Olympia Harbor Days Festival and Races, having entered **PATRÓN** in the Harbor Tug event in 2015 and 2016, where she finished fourth in a time of 12 minutes, 2 seconds. She can frequently be found at maritime events and celebrations throughout Puget Sound. **PATRÓN** was selected as the 2016 OHD logo tug. The annual logo tug for OHD is selected based on participation and

age. A tug can only be selected as a logo boat once. For a list of our logo boats please HarborDays.com. We look forward to many more years of Olympia Harbor Days encounters with **PATRÓN**. (Sources: *Pacific Motor Boat Magazine*, *The Olympian Newspaper*, *westerntowboat.com*,

Tugboats Illustrated by Paul Farrell, W.W. Norton, 2016.) About Les Eldridge: Les is president of South Sound Maritime Heritage Association, and is author of a number of maritime histories and five novels of the American Civil War at sea. His maritime articles have appeared in several on-line and print outlets, magazines and journals. He lectures frequently ashore and afloat, and narrates the OHD Races each Year. For more, see EldridgeSeaSaga.com. Tug of the Month is sponsored by Olympia Harbor Days Tugboat Races and Festival, an Olympia Kiwanis Club event. The articles are edited by Carol Riley, Executive Director, OHD, with many illustrations by noted marine artist Karla Fowler. The free community event takes place every Labor Day weekend on the Olympia waterfront. It is in its 44th year. For attendance information, see www.HarborDays.com or go to [Facebook@OlympiaHarborDays](https://www.facebook.com/OlympiaHarborDays). Questions to the Executive Director at info@HarborDays.com.

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BALTIC SEA TUG AGENCY PERFORMED UNIQUE OPERATION ON TOWING JACK-UP FLOATING DRILLING RIG 'ARKTICHESKAYA' AT THE PORT OF UST-LUGA

On 2 June 2017, four tugboats of Baltic Sea Tug Agency (BSTA, port of Ust-Luga, Leningrad Region) performed a unique operation on towing Gazprom Flot's [Arkticheskaya](#) jack-up floating drilling rig, BSTA told IAA PortNews. The operation was successfully performed from the anchorage No 11 of Ust-Luga seaport to the Novaya Gavan (New Harbour) terminal. The operation lasted for 5 hours and involved the following



tugboats of the company: [Taimen](#), [Navaga](#), [Sevryuga](#) and [Beluga](#). The pilots for the operation were provided by FSUE Rosmorport. Jack-up drilling rig 6500/100 "[Arkticheskaya](#)" of Project 15402M was put into operation in April 2014. The [Arkticheskaya](#) is intended for drilling exploratory oil / gas wells on the shelf of the Arctic and elsewhere at sea depth of 7-100 m to the depth of up to 6,500 m. The rig is 88 m long, 66 m wide, 9.7 m deep and 139 m high. Baltic Sea Tug Agency offers round-the-year services on deep-sea and port-to-port towing, rescue operations, delivery of pilots to/from vessels, support of diving operations and underwater engineering works. In summer period, the company's fleet can be involved in hydrographic activities, comprehensive servicing of dredgers

including security services. BSTA operates at key ports in the Gulf of Finland with its base at the commercial sea port of Ust-Luga. In winter, BSTA ships can be deployed for ice cutting along the berths and for ice escorts. BSTA fleets consists of ice-class azimuth tugboats of 3,600 to 5,200 h.p. as well as small tugs and engineering ships to support underwater and hydraulic engineering, dredging and hydrographical operations. All vessels of the company are fitted with rescue equipment and can perform firefighting and oil spill response activities. *(Source: PortNews; Photo: Kalle Inkinen)*

RETURN OF THE COHO



A familiar sight in Saint John, NB, the articulated tug barge (ATB) combination **Coho** and **Penn No.92** made one of its infrequent visits to Halifax today, 2nd July 2017. The US flag tug and its 7100 grt asphalt barge usually run from Saint John to US east coast ports, but due to a shortage of Canadian tanker space, Irving Oil received a coasting license to use the pair to deliver asphalt to Halifax and the

Newfoundland ports of Stephenville, Holyrood and Botwood. They will be making a second trip later in the month or early in August, delivering asphalt to McAsphalt. **Coho** was built in 2008 by Thomasea Shipbuilders LLC in Lockport, LA one of five tugs with 51.5 ft high pilot house, specifically for ATB work. The connection is made with a JAK coupler system, which has proven to be so successful at sea that the tug can remain in the notch at all time. Original owner of the pair was Penn Maritime, originally of Philadelphia, but by then based in Stamford, CT, and the tug carried their distinctive grey colour scheme, with black hull and white trim. It was in those colours that they visited Halifax in 2012. The same year Penn Maritime was acquired by Kirby Corp of Channelview, TX and although they retained the names of both tug and barge, the tug has been repainted in Kirby Colours. Less than 24 hours after arriving, **Coho** and **Penn No.92** sailed from the McAsphalt dock in Eastern Passage. The barge is carrying 80,000 bbls of asphalt to distribute to the four ports it will visit, so it likely unloaded one quarter of its cargo here. *(Source: Mac Mackay-Tugfax)*

LOAD CELLS FOR OFFSHORE MOORING PROJECT

French maritime engineering specialist Iroise Mer used a 50 ton Straightpoint Radiolink plus (RLP) load cell during a refit of a tanker mooring system located 500m off the Corsica coast, recently. Iroise Mer's job was to update the site, comprising four different mooring lines, complete with anchors, chains and concrete deadweights, and all existing components had to be removed and new ones installed. The RLP was used to measure pre-tension up to 30 ton to check new anchors were properly installed into the seabed. The RLP was positioned between the anchor line (or chain) and the towing cable on a vessel, attached with two Green Pin shackles. Straightpoint does have a product for measuring tension on lines, the Running Line Dynamometer (or TIMH), specifically built with dockside, marine, offshore, towage and salvage applications in mind. However, as David Mullard, SP business development manager, explained, "the TIMH wouldn't have been suitable

because anchor chain was being used rather than wire rope. Wire rope can bend, allowing it to pass through the sheaves of the TIMH so that a tension measurement can be calculated. The large dimension chain wouldn't have allowed the same thing to happen," he said. Pierre Recoules, project manager at Iroise Mer, who was aboard the nearby boat, took Readings on a Handheld Plus. He



explained that safety was improved, as there was no need to put personnel in the towing line where the load cell was attached. "The buoy is the extremity of the mooring line, where the tanker will be connected. The tug was then connected to the buoy for pre-tensioning. We encounter this kind of work only once or twice a year and when the need arises, utilizing a load cell will add efficiency and safety to any scenario where we need to calculate force on lines, anchors, cables or other maritime equipment." The new anchors and chains were manufactured in France before being shipped to Corsica, a mountainous French island that is actually close to the west coast of Italy. The jobsite was off the coast of Solenzara on the island's east. Iroise Mer, founded in 2002, has been part of the Thomas Services Maritimes (TSM) group since 2013. Iroise has a fleet of six vessels, ranging from 10m to 41m in length, all of which boast cranes, winches and shallow drafts, suiting them to lifting and towing projects. TSM has a fleet of 20 additional vessels, predominantly tug boats for harbour towing operations. Two vessels, **TSM Molène** and **TSM Penzer**, were used for the Corsica project, which are 21m and 27m in length respectively. Tension was applied via the vessels' thrusters. Recoules led a 10-person team, who completed the work inside a calendar month. (*Source: MarineLink*)

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TUGS REFLOAT STRICKEN BULKER AND TANKER

Tugs have refloated a grounded bulk carrier on the eastern coast of the US and a tanker off the Norwegian coast. Both instances highlight the need for keeping tug capacity available for recovery and salvage operations. **Mallika Naree**, a 2008-built bulker, ran aground with a cargo of cement and



steel off Sewells Point in Norfolk, Virginia, USA on 29 June. The 30,195 dwt ship lost propulsion in the Elizabeth River, struck a buoy and ran aground. Vessels and a helicopter from the US Coast Guard were deployed to the accident location. Crews from the Virginia Marine Resources Commission and the

Norfolk Fire Department were also on the scene, according to Vesseltracker.com. Tugs refloated the stricken bulk carrier and towed it to a safe anchorage in the Elizabeth River. Moran Towing's 2000-built tug **Surrie Moran** remained on standby on 30 June. In Norway, tugs refloated stricken chemical tanker, 1974-built **Freyja**, which grounded near Florø. Bukser og Berging's 2015-built anchor handling tug, **BB Power**, which has a bollard pull of up to 130 tonnes, was deployed from Stavanger. It refloated 1,665gt Freyja and helped tow it to a safe berth. **Stadt Sløvaag**, a 1985-built tug, supported the refloating and tow of Freyja to the Westcon facility and then the Fugleskjars Quay in Florø for damage surveys. Back in North America, the Government of Canada has started tendering for the removal and disposal of **Kathryn Spirit** from the bed of Lac Saint-Louis in Beauharnois. It has been a shipwreck since 2011. The tender also includes the removal of the temporary embankment that supports, protects and confines the vessel. The wreck removal will include prevention of further emissions of the pollutants that remain inside the ship, including asbestos, PCBs, cleaning chemicals, oils and greases. The contractor will need to dispose of these hazardous materials and return the site back to the condition it was before the ship arrived. All this needs to be completed by November 2019. *(Source: Tug Technology & Business)*

MULLER – DORDRECHT TUGS STATIONED AT BLYTH

This picture is taken in Blyth U.K. were the Muller – Dordrecht tugs “**En Avant 1**” (Imo 9342102), “**En Avant 10**” (Imo 9264386) and “**En Avant 20**” are stationed at the moment. The **En Avant 1** is a Stantug 2608 built in 2005 by Zvezdochka State Machine-Building Enterprise at



Severodvinsk; Russia and relaunched by Scheepswerf Damen BV – Gorinchem; Netherlands. Delivered to Damen Marine Services BV – Hardinxveld-Giessendam and named **DMS World**. In 2011 sold to Tebra beheer BV and managed by Rederij T.Muller BV – Dordrecht and renamed **En Avant 1**. She has a length of 26.09 mtrs a beam of 7.94 mtrs and a depth of 4.05 mtrs. Her two Caterpillar engines develops a total output of 2,611 kW (3,550 bhp) with a free sailing speed of 12.5 knots and a bollard pull of 49 tons. The **En Avant 10** built in 2002 by Astilleros Armon – Navia; Spain en delivered to Remolques Unidos SA – Santander as **Dhoce**. In 2004 sold to Zaklad Uglug

Zeglugowych – Szczecin; Poland and renamed **Tryton**. In 2011 sold to Tebra beheer BV and managed by Rederij T.Muller BV – Dordrecht and renamed **En Avant 10**. She has a length of 26.80 mtrs a beam of 9.85 mtrs and a depth of 5.40 mtrs. The two Caterpillars engines develops a total output of 2,982 kW (4,052 bhp) with a free sailing speed of 13.5 knots and a bollard pull of 50 tons. The **En Avant 20** built in 2006 by Schiffswerft Lindenau & Co GmbH – Kiel; Germany and delivered to J.Johannsen & Sohn Seeschlepp und Transport GmbH – Lubeck; Germany as **Claus**. In 2013 sold to Rederij T.Muller – Dordrecht and renamed **En Avant 20**. She has a length of 32.05 mtrs a beam of 11.64 mtrs and a depth of 5.95 mtrs. The two ABC diesel engines develops a total output of 3,700 kW with a free sailing speed of 12.7 knots and a bollard pull of 64 tons. *(Photo: Marcel van Honk)*

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USAT LT-5 A NATIONAL HISTORIC LANDMARK



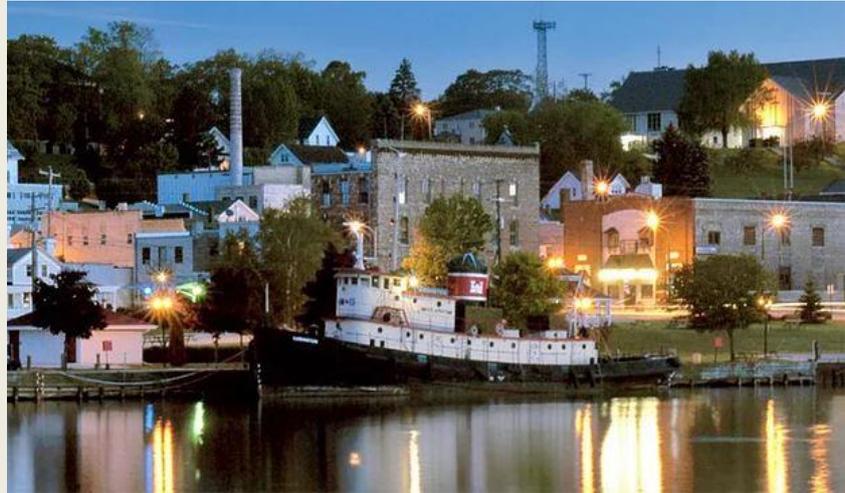
USAT **LT-5** is a World War II U.S. Army Large Tug (LT) class seagoing tugboat built as hull #298 at Jakobson Shipyard, Oyster Bay NY as a Design 271 steel hulled Large Tug delivered November, 1943. Originally named **Major Elisha K. Henson** (LT-5), in 1946 she was renamed **John F. Nash** by the U.S. Army Corps of Engineers. Since retirement from the Corps of Engineers, LT-5 has been renamed **Major Elisha K. Henson**. LT-5 is the

last functional U.S. Army vessel that participated in Normandy landings. **LT-5** sailed to Great Britain in February 1944 in anticipation of Operation Overlord, the planned allied invasion Europe. On June 6, 1944, **LT-5** sailed for Normandy with two barges as part of Operation Mulberry, in support of Overlord. Under fire, the tug ferried supplies to the landing beaches for the next month, in the process shooting down a German fighter aircraft on June 9. After the war, **LT-5** returned to the United States. Assigned to the Buffalo District of the U.S. Army Corps of Engineers in May 1946, LT-5 was renamed **John F. Nash**. Nash was the Buffalo District's Senior Engineer and Chief Civilian Assistant for the period 1932 to 1941. From 1946 to 1989, Nash served the lower Great Lakes region by assisting in the maintenance of harbors, and construction projects that included the St. Lawrence Seaway in the 1950s. Renamed **Major Elisha K. Henson**, she has been largely restored to her original

configuration by the H. Lee White Marine Museum in Oswego, New York where she is currently on display. Tours are available Mid-May through the end of September. **LT-5** was declared a National Historic Landmark in 1992. A sister ship, the **Major Wilbur Fr. Browder** (LT-4), now the Tug Ludington, is a museum ship with a similar history, located at Kewaunee, Wisconsin. (*Source: Wikiwand*)

USAT LT-4 ANOTHER HISTORIC TUG

Made for World War II, the Tug **Ludington** was built at Jacobson Shipyard in Oyster Bay, New York. In February 1943, the keel was laid and the tug was finally finished in October of that same year. The U.S. Army accepted and christened the tug “**Major Wilbur F. Browder**”, and designated the tug **LT-4**. The tug’s armament consisted of two 50 caliber machine guns



mounted above the chartroom and pilothouse. The tug participated in the D-Day invasion of Normandy, towing ammunition barges across the English Channel. After Normandy, it travelled to Cherbourg, France to assist in harbor operations until being sent to Plymouth, England until the end of the war. After the war, it joined the U.S. Army Transportation Corps and returned to Norfolk, Virginia, where it performed various towing missions on the Eastern seaboard. In 1947, The Corps of Engineers transferred the tug to Kewaunee, WI and then renamed it the “**Tug Ludington**”. While in Kewaunee, it was used in the construction and maintenance of many harbors on the Great Lakes. The Tug has towed a wide variety of floating equipment. It is estimated that the Tug has hauled over 1 million tons of cargo. The Tug now rests in Harbor Park, in Downtown Kewaunee, and is open to visitors from Memorial Day Weekend until Labor Day. The Tug is registered in the National and State Register of Historic Places. (*Source: Kewaunee chamber of commerce*)

ACCIDENTS – SALVAGE NEWS

TUG INVOLVED IN SEARCH FOR MISSING CREW MEMBERS OF MISS DESTINEE

The US Coast Guard, Alaska Air National Guard and good Samaritans. a.o. the “**St. Michael**”, were involved in the search for one male and one female reported missing from the fishing vessel “**Miss Destinee**” that capsized in Marmot Bay on June 29, 2017. A Coast Guard Air Station Kodiak MH-65 Dolphin and an MH-60 Jayhawk helicopter, a Coast Guard Aids to Navigation Team Kodiak boat crew, the crews of the Coast Guard Cutters “**Sherman**” and “**Chandeleur**”, nine pararescuemen from the AK ANG 212th Rescue Squadron and the crew of the “**St. Michael**” searched throughout the night near the location of the “**Miss Destinee**”, 23 miles north of Air Station Kodiak. The pararescuemen, staging from the “**Sherman**”, attempted to access the capsized “**Miss Destinee**” to search for the missing people while other responders continued to search surrounding waters. They conducted diving operations in and around the “**Miss Destinee**” but were unable to locate the



missing persons. A good Samaritan crew rescued two survivors from the water near the "Miss Destinee" short time after the accident. The rescued master confirmed two other people were missing after a large wave capsized the vessel. Watchstanders at Coast Guard Sector Anchorage received a mayday transmission over VHF-FM channel 16 from the good Samaritan at approximately 7:30 a.m., to coordinate a search for the missing boaters. Weather on scene was reported as light winds and 2-foot seas with 3 miles visibility and fog. After a 15-mile by 10-mile area in Marmot Bay was searched for more than 35 hours to locate the two missing persons, the operation was suspended. A federal on-scene coordinator representative from Sector Anchorage was en route to Kodiak to oversee salvage operations. The "Sea Strike" was scheduled to arrive in the night of July 1 with divers aboard to commence salvage operations to recover the "Miss Destinee". The Coast Guard Cutter

"Chandeleur" remained on scene. (Source: vesseltracker)

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PRODUCT TANKER AND BULK CARRIER COLLIDE IN DOVER STRAIT

An oil tanker and a cargo ship collided in the Channel east of the British port of Dover early on Saturday, but no injuries or pollution were reported, regional French maritime authorities said. The **Seafreighter** tanker had 27 crew members and 40,000 tonnes of gasoline on board at the time of the accident at 0100 GMT in British waters. The **Huayan Endeavour** was not loaded but was carrying a crew of 22, officials said. "There are no injuries to report on either vessel. The **Seafreighter** is currently drifting but monitored and the **Huayan Endeavour** has indicated it can still navigate," the French maritime authorities said in a statement. The Channel between Britain and France is one of the busiest shipping corridors in the world with about 500 vessels passing through per day. The **Seafreighter**, which was carrying gasoline, has a hole above the waterline and damage to the

“superstructure”, the Royal National Lifeboat Institution said in a statement. Britain’s Maritime and Coastguard Agency said the **Huayang Endeavour** was on route to Lagos in Nigeria and the **Seafreighter** was heading to Puerto Barrios in Guatemala. Both ships are registered in Hong Kong (*Source: gCaptain; Reporting by Pierre Savary; Writing by Leigh Thomas; Editing by Andrew Heavens and Helen Popper*)



TANKER CHEMROAD JOURNEY REFLOATED



Tanker **Chemroad Journey** was refloated on July 2, after some 8000 tons of tanker’s cargo, chemicals, were siphoned to tanker **Sun Mercury** (IMO 9291444), by joint efforts of salvage tugs (**Minh Hoang 06**, **Sea Boxer** and **Sea Tiger** and **Lam Hong**) and SAR ships. No spill reported. According to AIS track, **Chemroad Journey** is under tow, but destination yet unclear. June 11: Product

tanker **Chemroad Journey** reported running aground in the morning June 11 some 28 nm south of Phu Quy Island, off Phan Thiet city, north of Saigon, Vietnam, South China sea. 27-crew vessel en route from Singapore to China, understood in load, probably breached, 15 degrees portside list reported. MRCC Vietnam launched SAR. Product tanker **Chemroad Journey**, IMO 9414254, dwt 33526, built 2009, flag Cayman Islands, manager Iino Marine Service Co Ltd, Japan. (*Source: Maritime Bulletin; Photo: Vietnam National Search and Rescue Committee*)

VBMS BRINGS MOBY DIG TO DRY LAND

An excavator stranded while working on the Rampion offshore wind project in Sussex has been lifted and brought to dry land. The 80-tonne excavator nicknamed ‘**Moby Dig**’ got stuck in one of the trenches in early April. VBMS carried out the lifting operation and delivered the excavator to Williams Shipping’s marine base in Southampton. Rampion is a GBP 1.3 billion offshore wind project owned by E.ON, the UK Green Investment Bank plc and Canadian energy company

Enbridge. The 400MW wind farm comprises 116 MHI Vestas 3.45MW turbines currently being installed some 13 kilometres off the Sussex coast. The wind farm is expected to be commissioned in 2018. *(Source: Offshore Wind)*



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SEARCH FOR MISSING CREW MEMBER



The US Coast Guard was searching for a man that went missing in the afternoon of June 30, 2017, one mile southeast of Seadrift. At 5:40 p.m., the captain of the tug and barge "**Joey Devall**" contacted Coast Guard Sector Corpus Christi watchstanders to report he was missing a crew member after thoroughly searching the vessel. Missing was Tony Bergeron, a 37-year-old man who was last seen wearing dark blue pants and a black shirt. A Sector/Air Station Corpus

Christi MH-65 Dolphin helicopter air crew and Coast Guard Station Port O'Connor boat crew were

launched at 5:53 p.m. and began searching for the missing man. Calhoun County Sheriff's Office members were also assisting with search efforts. *(Source: Vesseltracker; Photo: Mark Haury)*

LAKER GREAT REPUBLIC ACCIDENT, CLEVELAND

Laker **Great Republic** in the evening July 2 contacted dock of Shooters on the Water (venue offering a long menu of familiar fare & a patio showing a sound & light show) Cleveland, Ohio, and leisure boat, which was moored in prohibited area. Laker and boat didn't suffer any damages, but Shooters on the Water is said to sustain some damages.



According to Cleveland Scene clevescene.com it's the fourth accident of this kind in the last two years. On a photo from Cleveland Scene moment of accident. *(Source: Fleetmon)*

OFFSHORE NEWS

UNION CALLS FOR ACTION ON UNDERPAID CREW



The Australian government has been urged to intervene to identify the owner of 36-year-old supply ship MV **Yarabah** that has spent almost two months at Port Welshpool in Victoria. The International Transport Workers' Federation (ITF) said the crew of the ship, who are Indian nationals, have allegedly been paid a flat rate of just \$120 per week while working in the

port since the beginning of April. The union is demanding action from the Federal Government to identify whether the vessel has been abandoned, who the owner and operator of the vessel is, what the legal status of the crew is and how they have been paid such a low wage while operating in Australian waters. ITF Australia coordinator Dean Summers says the Federal government needs to urgently intervene. "Disturbingly, despite the MV **Yarabah** previously being flagged in Australia, we haven't even been able to establish which country this vessel is currently registered in, who owns it or who is employing the crew." He says the issue highlights the importance of an ongoing Senate

examination into “flag of convenience” shipping in Australian waters. In a submission to the inquiry, Australia's Border Force highlighted the potential for organized crime and terrorism to exploit arrangements where a “lack of transparency of the identity of shipowners” and “insufficient flag state regulatory enforcement and adherence to standards” existed. Australian Border Force assistant commissioner Clive Murray subsequently told a Senate committee hearing last week that a risk assessment is undertaken for each vessel that comes into Australia irrespective of it being a flag of convenience vessel. However, Summers said the fact that the MV **Yarabah** had been able to remain in an Australian port for almost two months, without the owner or registration being known, while a crew made up of foreign nationals was being grossly underpaid, highlighted issues of deep concern. “Clearly, the system is failing, resulting in the Australian community and environment being put at risk by rogue shipping operators taking advantage of inadequate regulation and compliance,” he said.

(Source: Marex)

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DOF NEWBUILD STARTS TEN-YEAR PROJECT IN CANADA

Norwegian subsea company DOF Subsea has informed that its newbuild vessel **Skandi Vinland** has started its contract with Husky Energy in Canada. In September 2015, DOF Subsea was awarded a contract with Husky Energy for the construction of a new light intervention vessel committed to a ten-year IMR project off the East Coast of Canada. The subsea company stated on Monday



that the vessel, **Skandi Vinland**, which was designed and built in Norway, has started the contract in Canada as scheduled. Mons S. Aase, the CEO of DOF Subsea, commented: “This is a cornerstone contract for the group with high strategic importance through strengthened presence in the North America subsea region.” The newbuild is owned by DOF fully-owned subsidiary, Canadian Subsea Shipping Company. DOF took full control of the Canadian company in April. *(Source: Offshore Energy Today)*

McDERMOTT IN NEW \$810 MILLION CREDIT AGREEMENT



U.S. engineering, procurement, construction and installation company McDermott has entered into a five-year amended and restated credit agreement with \$810 million of capacity for letters of credit and a \$300 million revolving cash sublimit. Additionally, the agreement allows for current or new lenders to increase commitments up to a total of \$1 billion, the

company said on Monday. The amended and restated facility will replace McDermott's previous \$450 million credit agreement dated April 16, 2014 (as amended) and will extend the maturity until 2022, provided that McDermott's existing senior secured notes are repaid by December 2020. In conjunction with the amended and restated credit agreement, McDermott repaid in full the outstanding term loan under the previous credit agreement. "The increased limit of the facility, the \$300 million revolving cash sublimit, as well as the extended maturity are a culmination of the financial transformation McDermott has made over the past few years," said Stuart Spence, McDermott's Executive Vice President and Chief Financial Officer. Spence further added: "The increased facility capacity underscores the confidence and support shown by our current and new lenders entering the facility and provides us with a simplified capital structure, increased balance sheet flexibility and positions us well for future growth." *(Source: Offshore Energy Today)*

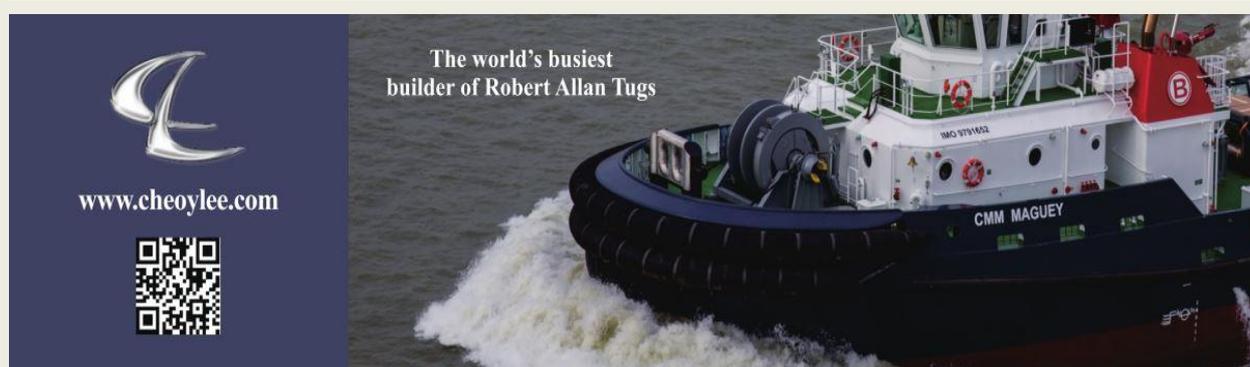
MAERSK BROKER IS ACQUIRING KENNEDY MARR GROUP LIMITED



Maersk Broker are pleased to announce that we have entered into an agreement for Maersk Broker to acquire 100% of the ownership of Kennedy Marr Group, a dedicated offshore shipbroking company, who has been engaged in the subsea and specialist vessel segments of the offshore market since 1974. Kennedy Marr is headquartered in London with offices in China and Singapore. Our investment in Kennedy Marr follows our ambition to further expand our offshore activities in line with our strategy. Henrik Franck, Senior Vice President, Maersk Broker: Kennedy Marr is a top quality brokerage firm, and a perfect match to our existing offshore platform. We are enthusiastic about this acquisition and look forward to integrating the two companies to the benefit of all our clients as well as creating new opportunities for our employees. As a highly recognised brand, Kennedy Marr has been specifically targeted due to their experience, great talent and strong position in the subsea and specialist vessel market, which is complimentary to the existing Maersk Broker Offshore platform, which has predominantly focused on the traditional AHTS / PSV market. The Kennedy Marr brand will continue to exist whilst becoming a part of the Maersk Broker family. Mark Pasha will remain as the Managing Director of Kennedy Marr, reporting to Finn Essendrop,

global head of Maersk Broker offshore activities. Finn Essendrop, Global Head of Maersk Broker Offshore is excited: Since initiating our dedicated offshore focus in 2011 we have steadily grown our operations, and 2016 was our most successful year in terms of the number of deals concluded with 30 S&P transactions and 6 orders for newbuildings. This acquisition enables us to take a further leap in our growth aspirations, and we look forward to bringing our expanded service and value add to our combined client base. Mark Pasha, Managing Director, Kennedy Marr Limited: Combining two stalwarts of the offshore industry with traditional values provides for a unique opportunity for our clients to experience a truly one stop shop covering all aspects of offshore marine asset procurement. Becoming part of the Maersk Broker family secures Kennedy Marr a solid foundation going forward. We welcome the opportunity to bring the extended strength from Maersk Broker's existing offshore team to our strong and growing customer base. *(Press Release)*

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MAERSK SUPPLY SERVICE ENTERS MEXICAN MARKET WITH NEW LONG-TERM GIG

Maersk Supply Service has secured a long-term contract with Subtec S.A de C.V. of Mexico, a subsidiary of Blue Marine Group, for one of its **Stingray** newbuild vessels. Maersk Supply Service will enter the Mexican market for the very first time with a long-term contract award with Blue Marine Group, the company informed on Tuesday. According to the



vessel provider, this contract secures utilization of one of its four **Stingray** subsea support vessel newbuilds, none of which have been delivered to date. To remind, Maersk Supply last month postponed the delivery of five anchor handling vessels under construction at Kleven Yard in Norway and four **Stingray** vessels under construction at Cosco, Dalian in China. Under this new agreement, delivery dates for the Stingray vessels range from summer 2017 to spring 2018. "This contract is the result of two companies working together to provide a superior integrated service offering and we look forward to building a strong partnership with Blue Marine Group going forward. We are

excited to commence our activities in the Mexico region and offer the exclusive capabilities and operational efficiencies of our **Stingray** new-building to Blue Marine Group and their clients,” says Chief Executive Officer Steen S. Karstensen. The **Stingray** vessel will be operating in the Bay of Campeche performing general support duties for Blue Marine and its clients, including IRM and maintenance of Pemex’s platforms as well as enhancement and well stimulation. The contract will start in autumn 2018 with a firm duration until June 2020. Juan Reynoso Durand, Executive Chairman of Blue Marine, said: “Despite the challenging market, we are confident that this vessel will be a valuable tool for our Group in order to provide integrated services to oil companies in the region in the years to come. It is also an opportunity to create synergies between Maersk Supply Service and Blue Marine for the oil & gas market.” *(Source: Offshore Energy Today)*

SIMON MØKSTER VESSELS INVOLVED IN RESCUE OPERATION



On Sunday, 25th of June, a Mayday alert was sent from M/V Ankerfisk. Amongst other vessels, **Stril Merkur** and **Stril Luna**, both on contract for Statoil, participated in the rescue-operation. **Stril Merkur** launched their Daughter craft and transferred pumps onboard the Ankerfisk from other vessels/installations. In total, four pumps were transferred on

board by the DC, one of these from **Stril Luna**. The weather was very harsh with wave heights of more than 8 meters, but the entire operation was conducted in a safe and professional manner. After getting control over the situation the Ankerfisk was able to return to shore by its own propulsion. No injuries reported. *(Press Release)*

SIMON MØKSTER IN DOUBLE VESSEL SALE

Simon Møkster Shipping, a Norway-based offshore vessel owner, has reportedly sold two anchor handlers. According to VesselsValue.com, the Norwegian company has found a buyer or buyers, for the **Stril Commander** and **Still Challenger** vessels, both built by Havyard in 2009. VesselsValue has not disclosed the name of the buyer, nor the value of the transaction. The vessels’ spec sheets state that both AHTS units are equipped for anchor handling, towing, platform supply, stand-by, rescue, and oil recovery operations. Offshore Energy Today has contacted Simon Møkster Shipping, seeking more info on the reported sale. We will update the



article if we get a response. *(Source: Offshore Energy Today)*

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FUGRO SECURES PETROBRAS CONTRACT EXTENSION IN BRAZIL



Fugro has been awarded a further two-year contract by Petrobras to provide comprehensive inspection, repair and maintenance (IRM) and pipeline inspection services in Brazil. The new award follows Fugro's completion of an initial 12-month contract for the oil major, after taking delivery of the newbuild vessel **Fugro Aquarius**. Built

specifically for the Brazilian market by Wilson Sons shipyard in São Paulo, **Fugro Aquarius** is an 83-meter, DP-2 ROV support vessel. With a deck area of 520 square meters, the vessel is permanently equipped with two Fugro-built 150HP 3,000-meter work class ROVs. Andrew Seymour, Fugro's manager for marine business in Brazil said, "As industry leader in ROV IRM, Fugro provides worldwide subsea inspection services in water depths up to 4,000 meters. This new contract strengthens our position in the Brazilian market, despite the challenging market conditions, and reinforces our ability to provide these services to clients such as Petrobras." The operations started in May 2017, the company noted. *(Source: Subsea World News)*

WINDFARM NEWS - RENEWABLES

VOS PRIME COMMENCING WALK-TO-WORK OPERATIONS

Vroon Offshore Services is pleased to announce that **VOS Prime**, modern multi-role platform supply vessel holding SPS notation for 52 persons on board, has mobilised an Ampelmann 'A-type' gangway system and engaged in walk-to-work operations at the offshore sub-stations off the Gemini

Windfarm since end June 2017. The expertise of Vroon's and Ampelmann's engineering teams has resulted in the 'A-type' being positioned on **VOS Prime**'s deck allowing the 'weather-window' performance (i.e. the maximum limit of the combined environmental forces such as wind and sea state, whereby passenger transfers can be safely performed) to be combined with a significant clear-deck space of about 550 square meters available for cargo carrying capacity. In her enhanced



walk-to-work set up, **VOS Prime** will continue to operate in the Southern North Sea renewable sector. She has been performing cargo-supply runs, in cooperation with the Germany-based Rhenus Logistics, to the offshore sub-stations in the German sector - including Dolwin Beta, Dolwin Gamma, Veja Mate and Alpha Ventus - on a continuous basis since August 2016. *(Press Release)*

FUGRO STARTS COMPLETE GEOTECHNICAL SURVEY AT SAINT-BRIEUC OFFSHORE WIND FARM



Fugro has started a complete geotechnical survey campaign at the site of the 496MW Saint-Brieuc offshore wind farm in France, Ailes Marines, the consortium behind the project, reports. The complete geotechnical survey follows a recently completed unexploded ordnance (UXO) survey at the site which started in April 2017. Fugro started the campaign mid-June and expects to finish it by September 2017. The

company deployed three vessels – **Gargano**, **Fugro Synergy**, and **Glomar Vantage** – to survey all 62 positions of the wind turbines as well as the location of the electrical substation. The aim of the survey is to accurately define the composition of the soil and subsoil at the site. In April 2012, the Ailes Marines consortium was awarded the exclusive rights for the exploitation of the offshore wind farm in the Bay of Saint-Brieuc. The project was technically redefined in 2013 with the aim of using 62 Adwen wind turbines with a unit capacity of 8MW, instead of 100 turbines with a 5MW capacity. The construction is expected to start in 2018 and the wind farm is scheduled to be operational in 2020. Ailes Marines is a joint venture between Iberdrola, RES and Caisse des Dépôts.

(Source: Offshore Wind)

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FUGRO LAYS FINAL RAMPION INTER-ARRAY CABLE

Fugro is laying the final of 122 inter-array cables at the 400MW Rampion offshore wind farm off Sussex, UK. Following the installation of the first 60 inter-array cables in the first phase of the project, **Fugro Symphony** returned to the site some 13 kilometres offshore in early April to install the remaining 62 cables. **Fugro Saltire** is in charge of cable burial works during the second phase of the project. The GBP 1.3 billion Rampion is being built by E.ON, the UK Green Investment Bank plc and Canadian energy company Enbridge. The wind farm will comprise 116 3.45MW MHI Vestas turbines, the first of which was installed in early March. The project is due to be completed and fully operational in 2018. *(Source: Offshore Wind)*



NORTHERN OFFSHORE SERVICES TO MANAGE OOC NERZ

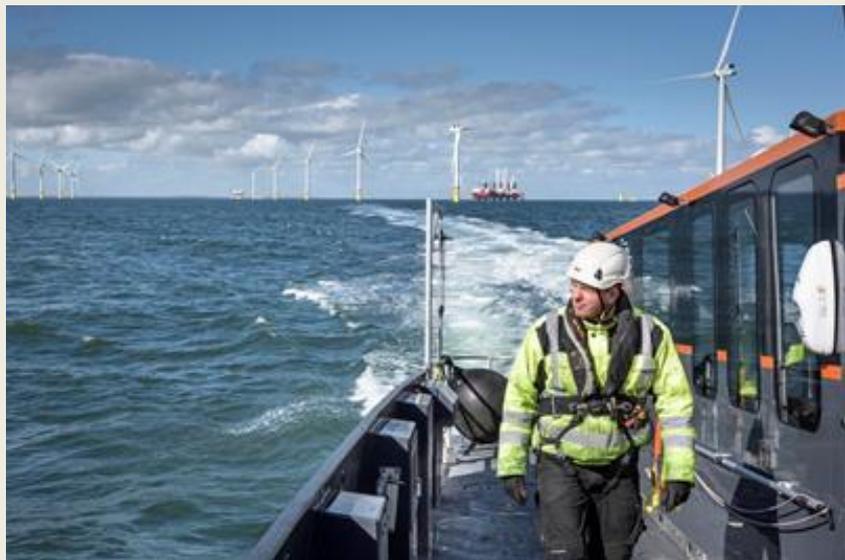


Denmark's Northern Offshore Services has entered into a commercial agreement with the Hamburg-based Opielok Offshore Carriers to take on management of the company's only crew transfer vessel (CTV) – **OOC Nerz**. The 26-metre **OOC Nerz** is Opielok's first of four BMT Nigel Gee-designed CTVs built in

compliance with German regulations and certified for the transport of personnel and dangerous goods to offshore installations. The vessel is certified to carry up to 24 technicians to offshore facilities. **OOO Nerz** has crew rest and sleeping accommodations for 24/7 operations, and further to its main preoccupation, it can additionally load 10/20 ft containers, has reefer plugs, is designed to ship dangerous goods, conduct fuel transfers, dive and ROV operations, high pressure cleaning tasks, as well as afterdark assignments. “We are very happy with this agreement and look forward to presenting **OOO NERZ** to our customers,” Fredrik Hallqvist, CCO, Northern Offshore Services, said. *(Source: Offshore Wind)*

CWIND ANNOUNCES TWO-YEAR CREW TRANSFER VESSEL EXTENSION ON KEY OFFSHORE WIND FARM PROJECT FOR DONG ENERGY

CWind, a leading provider of services to the offshore wind industry, announced today that DONG Energy, one of the key energy groups in Northern Europe, has granted CWind a two-year extension to its existing three-year Crew Transfer Vessel contract at the West of Duddon Sands Offshore Wind Farm in the Irish Sea. CWind, the offshore power focused business of Global Marine Group (GMG), will provide vessels for



Operations & Maintenance (O&M) to the 108-turbine West of Duddon Sands site, including a summer campaign to ensure the site remains operating at peak performance throughout the busier summer months. The contract extension builds on CWind’s solid track record over the first three years of the project. “This extension to our contract with DONG Energy is a fantastic achievement that reflects the great service we consistently deliver to customers,” said Lee Andrews, Managing Director at CWind. “Winning a contract from a paper-based submission, as we did three years ago, is one thing, but securing an extension demonstrates our actual on-site performance levels and customer satisfaction. We have delivered on service and exceeded expectations in many areas, and we are determined to do the same over the next two years, relying on our can-do attitude and resourceful approach.” Steven Clarke, Head of West of Duddon Sands Operations, said: “The turbines at West of Duddon Sands, which produce enough clean electricity to power up to 340,000 homes each year, are maintained by hard-working technicians journeying out to sea each day. The crew vessels CWind have provided over the last three years have had a high utilisation factor and we very much look forward to continuing our work together.” Three of the CWind’s 18-strong fleet of Crew Transfer Vessels (CTVs) have been dedicated to the project, comprising a pair of 19-metre resin-infused Multi-Purpose Catamarans (MPCs) and one Small Water-plane. Area Twin Hull (SWATH) vessel. The robust and lightweight composite construction of the CTVs have proved to deliver fuel efficiencies and significant CO2 emission savings. The MPC19 catamarans use a modular three-section-pod comprising a wheelhouse, accommodation pod and porch module to provide enhanced deck space options and excellent operational flexibility. The catamarans can handle tasks ranging from passenger transfer, generator management, refuelling and food deliveries, through to

straightforward accommodation duties. For technicians who face a tough commute and need to arrive on site ready to begin work, the SWATH hull form is designed to cut through waves rather than ride over them, dramatically improving transit comfort, even in rough seas. Motions are approximately a quarter of those of conventional catamarans. Importantly, CWind's services on site are fully integrated within the whole West of Duddon Sands wind farm team. Strong relationships built with marine co-ordinators, site teams, technicians and other contractors, established over the first three years of this contract, plus the two prior to that with the company's involvement in the site's construction phase, will make for efficient service provision moving forward. *(Press Release)*

DREDGING NEWS

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BOSKALIS TAKES NEW MEGA CUTTER HELIOS INTO SERVICE



Royal Boskalis Westminster N.V. (Boskalis) announces that the mega cutter **Helios** was named and christened during a festive ceremony in the port of Rotterdam, the Netherlands. The **Helios** is the largest and most powerful cutter suction dredger Boskalis has ever developed. The self-propelled Helios is 152 meters long and has a breadth of 28 meters and is able to dredge at depths of 6 to 35 meters. With a total installed power of almost 24,000 kW, a total pumping

capacity of 15,600 kW and a maximum cutter power of 7,000 kW, the **Helios** is one of the most powerful cutter suction dredgers in the dredging industry. The vessel was developed to dredge in extremely hard ground. The cutter ladder weighs 2,060 tons, making it the heaviest in the world. The vessel can accommodate a crew of 45 and so the Helios can operate around the world in the most remote locations. The **Helios** will be deployed for dredging activities related to the development of the port of Duqm in Oman. A sister vessel of the **Helios** is expected to be taken into service in the course of 2020. Visit <https://vimeo.com/boskalis/helios> for a video about the construction of the **Helios**. *(Press Release)*

YARD NEWS

AQUALINER SIGNS CONTRACT FOR FOUR DAMEN WATERBUS 2407 VESSELS

New vessels will support innovative transportation scheme in the city of Antwerp. Recently, Aqualiner signed a contract with Damen Shipyards for four **Damen Waterbus 2407** vessels. The waterbuses will provide public transport services in the Belgian city of Antwerp, as part of a wider transportation programme also including land-based public transport services and road improvement schemes. This is the first order for the



new Waterbus 2407. Damen Sales Manager Jelle Meindertsma, said, “We are very pleased to have secured this contract for the new Waterbus 2407, so soon after its introduction. We are very confident in the capabilities of this new vessel type and expect that the Antwerp-based waterbuses will serve as a strong reference for the model.” Although new, the Waterbus 2407 is based on proven solutions developed by Damen’s in-house R&D team. The first vessel was delivered from stock, and the additional three will be built at Damen Shipyards Antalya in Turkey, the group’s composite specialist. As composite vessels, the waterbuses are not only lightweight and efficient; they are also free from corrosive properties and offer very low maintenance. Aqualiner and Waterbus from the Netherlands have already proven that fast, modern passenger vessels can significantly contribute to urban mobility. Mr. Gerbrand Schutten, has led this operation over the past 8 years and is responsible for the success of the waterbus system in the Rotterdam area. When this operation began, Damen delivered eight vessels to the company, all of which are still in service. One of the key factors in Damen being awarded the contract, following a tender process by the Port of Antwerp, was the company’s philosophy of building standard vessels for stock. Mr Schutten, Director of Aqualiner, explained: “As part of the contractual agreement we wanted to present Port of Antwerp and the city with a working waterbus in a very short timeframe. As Damen had one of these vessels on stock at the time, this was easily accomplished.” “We are also impressed by Damen’s track record in waterbuses,” stated his business partner, Mr Maurice Swets. Underlining the thinking behind Damen’s international footprint and global service coverage, he continued, “It also helped that Damen is so close by in the Netherlands. Having Damen personnel in such close proximity and on hand at all times gave us a great deal of confidence that we can easily access support even after the vessels have entered service.” The first Waterbus will operate a service connecting the centre of Antwerp with the southern reaches of the city. It will later expand with a similar service to the north. When the four waterbuses are in operation, both services will be able to offer half-hourly transportation. This full scope will be achieved very quickly thanks to the processes in place at Damen’s Antalya yard, Mr Meindertsma explained. “We have invested in moulds so that we can construct these waterbuses in record time. The entire service is planned to be operational end of

August 2018.” In the design process, Damen has paid particular attention to on board comfort, for both operators and passengers. Ease of operation is assured thanks to the ergonomic joystick controls, whilst passengers enjoy spacious boarding and panoramic views of the city. The naming ceremony of the first vessel, Aqua Diamond, took place Friday 29th of June at Steenplein in the city of Antwerp. The vessel is named in honour of Antwerp’s leading role in the diamond industry.
(Press Release)

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GLADDING-HEARN TO BUILD PILOT BOAT FOR LOUISIANA PILOTS



Delta Launch Services, the operating company for the Associated Branch pilots on the Southwest Pass of the Mississippi River, has ordered a new 52.6’x16.11’ all-aluminum pilot boat from Gladding-Hearn Shipbuilding, Duclos Corp. Delivery of the new vessel, scheduled for 2018, is the fifth St. John’s Class launch built for the Delta pilots by

the Somerset, Mass. shipyard. The new pilot boat will feature the C. Raymond Hunt-designed deep V hull and will be powered by twin Caterpillar C-18 EPA Tier 3 diesel engines, each delivering 671 hp at 2,100 rpm. “Quickshift” gears will turn five-bladed Bruton bronze propellers. The propulsion package will give the new boat a top speed of 24 knots. The launch will be equipped with a 12kW Northern Lights genset. The wheelhouse, with a small trunk, will be flush-mounted to the deck amidships. Aft of its helm station will be six Llebroc pilot seats. The forecastle will be equipped with enclosed marine head, settee and three berths. The wheelhouse and forecastle will be heated and cooled by three reverse-cycle air-conditioning units, totaling 40,000 Btu’s. Outside of the wheelhouse will be wide side decks, a rear door and side doors, and a boarding platform on the roof. At the transom will be a winch-operated, rotating davit over a recessed platform for rescue operations. The new launch will be USCG subchapter T-certified to carry 12 passengers for hire.

(Source: Workboat)

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1. Several updates on the News page posted last week:
 - Diversified delivers full Cat-powered tug
 - Two new Damen tugs for Rimorchiatori Riuniti
 - Vane Brothers 4,200-HP tugBoat New York christened at St. Johns ship Building in Florida
 - Combi Lift calls on Damen with 19 vessel order
 - KOTUG Group expands fleet with 5th infield support vessel

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