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Buying, Sales, New building, Renaming and other Tugs Towing & Offshore Industry News

Distribution twice a week 11,900+

MIDWEEK – EDITION

TUGS & TOWING NEWS

COMARCO BUZZARD



The Tanzanian-registered (Zanzibar) tug **Comarco Buzzard** (Imo 9221499) is seen here at Richards Bay in South Africa, alongside at the Small Craft wharf. The 225-gt tug is owned by Kenya Marine Contractors of Mombasa and managed by Comarco also of that port city. The tug is shown as laid up at present. **Comarco Buzzard** tug is 29 metres in length and has a beam of 9m and a 30 ton bollard pull. She was built in 2000 in the Jiangsu Wuxi Shipyard Co yard in Jiangsu, China as Topniche 2 unde yard number 9929-

02 and delivered to Topniche Marine Pte Ltd, and managed by Topniche Associates Pte Ltd. – Singapore. In 2005 sold to Tru Resources Pte Ltd. – Singapore. Comarco operates with a fleet of about 13 tugs and anchor handling vessels, 12 landing and utility craft, three jack-up work platforms and 15 barges ranging from 200 tons to 12,000-dwt. *(Source: Ports & Ships; Photo: Ken Malcolm)*

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SMIT TAHITI AND SL LUCAYA SOLD

The Bahama registered with call sign C6QH5 tug **Smit Tahiti** (Imo 8844531) has been sold to Interresco Ltd. – Odessa; Ukraine and has been renamed **Tahiti**. She will be flying the flag of Liberia

when in transit to Odessa. The tug will be Ice strength #2 (50 cm) when in Odessa and later next week the Bahama registered with call sign C6TA6 tug **SL Lucaya** (Imo 9047025) will be transferred to the same above mentioned company. The **Smit Tahiti** was built in 1990 by Keihin Dock Co Ltd. Yokohama; Japan under number 218 and delivered to Nippon Kaiyosha Co. Ltd. – Yokohama; Japan as the **Kurobe Maru**. In 1998 sold to Smit Lloyd (Antillen) NV and managed by Smit International Antilles - Willemstad, Curacao and renamed



Smit Tahiti. She has a length o.a. of 30.80 mtrs a beam of 8.80 mtrs and a depth of 3,58 mtrs, Her two Niigata 6L25CXE engines develops a total output of 2,206 kW (3,000 bhp) @ 750 rpm with a free sailing speed of 13,7 knots and a bollard pull of 44 tons. The **SL Lucaya** was built in 1991 by Hanasaki Zosensho K.K. – Yokosuka; Japan under number 225 and delivered to Daito Kogyo K.K. –



Tokyo; Japan as the **Azami**. In 2003 sold to Smit-Lloyd Antilles BV - Willemstad, Curacao and renamed **Smit Lucaya**. In 2013 transferred to Smit Lamnalco Ltd (Cyprus) – Limassol; Cyprus and renamed **SL Lucaya**. She has a length o.a. of 36.30 mtrs a beam of 10.00 mtrs and a depth of 4.40 mtrs. The two Niigata 6L28HX diesel engines develops a total output of 2,648 kW (3,600 bhp) @ 750 rpm with a free sailing speed of 12 knots and a bollard pull of 43 tons. Picture made while alongside at the Nederex Jetty on Curacao. *(Photo: John*

Smit; Photo: SL Lucaya Kees Bustraan)

ANNUAL TOWING FORUM RETURNS TO SUNY MARITIME

For nearly 20 years, leaders of the tug and barge industry in the region have converged on SUNY Maritime College in the



spring to discuss current issues and initiatives facing the industry. This year will be no different. The 18th annual Towing Industry Forum will include presentations about safety management systems, wind farms and their impact on marine traffic, and a federal study regarding route planning and access to East Coast ports, among other topics. The forum, organized by the college's Department of Professional Education and Training, will be from 8 a.m. to 1:30 p.m. Wednesday, March 14, in the Maritime Academic Center on campus. After the conference ends, there will be an optional demonstration for attendees in the Bouchard Transportation Co. Inc. Tug and Barge Simulation Center. "The tug barge industry is a vital component of the marine traffic in the Port of New York

and New Jersey,” said Capt. Eric Johansson, founder of the conference and professor of professional education and training. “Yet as an industry we must be flexible as the volume of marine traffic increases and as we look to our waterways to supply energy through wind farms. This conference has been planned with these modern questions in mind.” The conference will include presentations by the American Bureau of Shipping, the U.S. Coast Guard Sector New York, the American P&I Club, the National Transportation Safety Board’s Office of Marine Safety, and the New York State Energy Research and Development Authority. For the full conference agenda, click [HERE](#) To register for the conference, complete this form [HERE](#) The conference breakfast is sponsored by Tug and Barge Committee Port of New York and New Jersey. The American Bureau of Shipping is the lunch sponsor. The conference break is sponsored by the American P&I Club. *(Press Release)*

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TUG HELIOS WITH VOITH SCHNEIDER FOR SALE

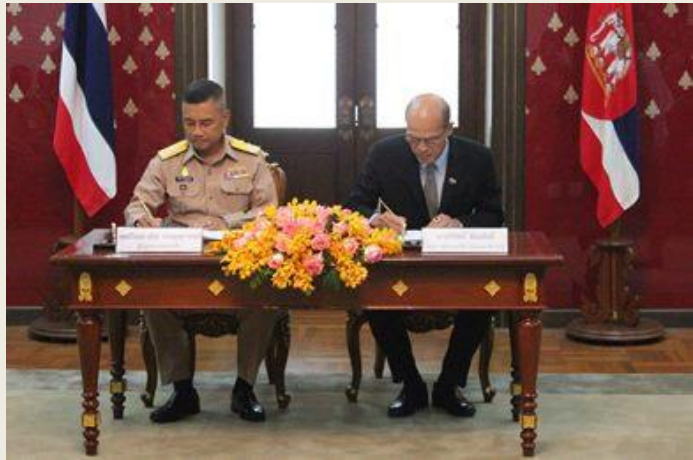


Shipsforsale Sweden, The Scandinavian Shipbroker, reported that they have for sale the Voith Schneider tug **Helios** (Imo 7422336). Tugboat is in very good condition. ABS Class valid until 2021. Overhauled machinery. 36 ton bollard pull. 7 cabins. Towing winch with 2 drums and warping head, towing hook. Built in 1976 at Bodewes, Scheepswerven H. H.,

Milligen Holland. Classification: ABS +A1, Towing Service, E, +AMS valid until 2021. She has a length: 34.15 meters a beam of 9.20 meters and a draft: about 5.20 meters. Main engine: 2 x Stork Werkspoor Kromhout 9FDHD240 main engines at 2 x 1500 bHp. 9,700 running hours since complete overhaul in 2006. 2 x Voith Schneider 28G units, complete overhauled in 2014. Speed: 11.5 knots top speed. Auxiliaries: 2 x DAF DK1160 with Heemaf generators ID25 OBD at 95 kVA each. Both overhauled in 2011. Bollard Pull: 36.4 t. Towing: Norwinch S-400-2T-2, 2 drums, rope winch and warping head, 35 t pull. Towing hook: Mampaey. Cabins: 7. Built in 1976 and delivered to Nieuwe Rotterdamse Sleepdienst – Rotterdam as the **Kwintebank**. In 1988 transferred to Smit Havensleepdiensten BV – Rotterdam. In 2002 trasbferred to Smit Harbour Towage Rotterdam BV – Rotterdam. In 2003 sold to Alfons Hakans & Co. Abo/Turku and renamed **Helios**. *(Press Release)*

ROYAL THAI NAVY BOOSTS ITS TUG FLEET WITH A SECOND RAMPARTS 3200 SIGNING

On January 12th, 2018, ItalThai Marine Limited of Thailand signed a contract with the Royal Thai Navy (RTN) for the construction of a sister ship to the very successful RAMPARTS 3200 tug **Panyi 857**. ItalThai have built three Robert Allan Ltd. tugs previously for Thailand, **Panyi 857** built in 2016 and a pair of RAMPARTS 2800's for The Port Authority of Thailand, **Tarua 120** and **Tarua 302** both built in 2012. RTN officials in attendance included Admiral Naris Pratoomsuwan,



Commander-in-Chief and Vice Admiral Sommai Wongchan, Deputy COS and Chairman of the Project Management Committee. Mr. Wirat Chanasit, Managing Director of ItalThai Marine Limited represented the shipyard. The tug will be built to the following notation of Lloyd's Register: ⌘ 100A1, Tug, ⌘ LMC, Fire-Fighting Ship 1 with Water Spray System. Particulars of this RAMPARTS



3200 design are as follows: Length overall: 32.00 m; Beam, moulded, extreme: 12.40 m; Depth, moulded (hull): 5.40 m Maximum draft: 4.35 m; Primary tank capacities are as follows: Fuel oil: 155 m³; Potable water: 50 m³; Foam: 7 m³. Hull form and all equipment are the same as **Panyi 857** with enhanced fendering system to handle the navy's new submarines. Purpose

of the tug includes handling large navy vessels and submarines during in or out port, supporting of oil recovery operation, fire-fighting operation and other duties. *(Press Release)*

ISKES TOWAGE & SALVAGE ADDS TWO MORE DAMEN ASD TUGS 2810 TO ITS FLEET

Iskes Towage & Salvage, the leading maritime service provider based in the port of IJmuiden/Amsterdam, has taken delivery of two Damen ASD Tugs 2810. The vessels were built at Damen Song Cam Shipyards, Vietnam, and delivered last year to Damen Shipyards Gorinchem, the Netherlands, as part of the group's strategy to position stock vessels for rapid availability in Europe. This on-demand availability was a significant factor in Damen winning the contract, with both tugs being delivered within two weeks of the contract being signed. Named Phoenix and Lynx, the tugs are essentially standard versions of this best-selling model. 28-metres in length, they have a bollard pull of 60 tonnes, a top speed of 13 knots, and excellent manoeuvrability and seakeeping. This makes them ideal for a wide range of duties including vessel handling, offshore supply duties and ship-to-ship transfers. Some minor modifications were made prior to delivery in line with Iskes' standard requirements. These acquisitions mean that Iskes now owns and operates a total of nine Damen ASD

tugs as part of a fleet of 18 vessels. **Phoenix** and **Lynx** are the third and fourth standard ASD Tugs 2810 to be purchased by Iskes, joining their sister ships **Argus** and **Arashi**. “Iskes has started to operate in the growing ports of Eemshaven and Delfzijl in Holland,” explains Peter Rondhuis, Commercial Director at Iskes Towage & Salvage. “The project in the most northern ports of Holland was under time pressure and the off-the-shelf concept of Damen was perfect for our needs. It is great to be



able to benefit from the high quality of Damen on one side and their ability to deliver the vessels within just two weeks on the other. We operate at high standards and Damen has yet again not disappointed us on the quality. The **Lynx** from its homeport of Delfzijl will operate jointly with the 2016 delivered Damen ASD Tug 3212 **Mars** in Eemshaven and Delfzijl, assisting bulk carriers and tankers calling on behalf of clients we also service in other ports. The **Phoenix** will replace **Mars** in IJmuiden/Amsterdam, assisting all types of vessels.” “We’re delighted that Iskes Towage & Salvage have returned to us once again for their tug requirements,” said Mijndert Wiesenekker, Sales Director Benelux, Damen. “We have a strong relationship with the company and a keen focus on working with them to ensure that their vessels deliver excellent performance and reliability together with the low operational costs that enable them to satisfy in turn their own clients.” (*Press Release*)

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CONDITIONS VARY

Winter in the North Atlantic is noted for high winds, frigid temperatures and notorious freezing spray. This winter has been a bit of an exception with prolonged periods of mild air temperatures, well above the Zero degree Celsius mark. Nevertheless tugs must be prepared for whatever happens. Today was one of those mild days. Yesterday's snow soon melted where it was exposed to the sun. **Atlantic Oak** made its way through the Narrows in the late afternoon. The tug was tasked with unberthing and escort duties for the container ships **YM Evolution**. On Saturday, temperatures were



1996-02-03
Tugfax © Mac Mackay

also relatively mild, with few tracers of snow anywhere, but **Atlantic Bear** was bundled up for winter work nonetheless. The tug's winch was tarped as were the two firefighting monitors mounted on the bridge deck. Earlier in the month there were frigid conditions as **Atlantic Fir** was stern escort on the *YM Moderation*. As the ship's name implied, that is just what the weather did a few days later. February 3, 1996 was no

better - in fact much worse, when **Chebucto Sea** arrived. It was assisting with the tow of the

disabled *Amphion*. Secunda Marine fleet mate **Tignish Sea** had towed the abandoned bulker from 450 miles SE of St. John's, Newfoundland. **Chebucto Sea** (former RCN tug St. Charles) assisted with the tow into Halifax in brutal conditions. It was also a frigid day February 18, 1979. **Point Vim** was standing by at pier 36 (the shed in the background has long since been demolished). Some visiting tugs get more than they bargain for with Halifax weather. The



1979-02-18
Shipfax © Mac Mackay

1968 built Eklöf tug **Thor** took some freezing when it arrived with the oil tanker barge E57. It left



1980-01-02
Shipfax © Mac Mackay

the barge at anchor and moved to the Museum dock to clear ice in January 1989. They came back for more however, and made a total of three trips to Halifax that month. The tug was used to hardship however. Built in 1958 as **Marjorie McAllister**, it sank with the loss of all six crew in November 1969 off North Carolina. Donjon Marine salvaged the tug in 1972, rebuilt it and it became their **Tracy Ann Witte** in 1980. Eklöf Marine

Corp owned the tug from about 1983 until 1999 when it was reacquired by its original owners and renamed **Mary L. McAllister**. In 2016 it was reported sold to Haitian owners. It is a single screw tug with a 4,000 bhp GM EMD engine. *(Source: Mac Mackay-Tugfax)*

OCEAN'S AWARDED THE PRIX RECONNAISSANCE FOR AN INNOVATIVE PROJECT

OCEAN's engineering teams were awarded the Prix Reconnaissance for an innovative project during the Soirée reconnaissance of the Ordre des ingénieurs du Québec. The event was held on Thursday, February 15th, in Saguenay-Lac-St-Jean. This award recognizes the ingenuity of our teams for their work on the Catatug project. This tug combines the characteristics of a



traditional tug and a catamaran, giving it power, lightness and performance. Built in aluminum and measuring 16.6 meters long and 9.46 meters wide, this tug has a load capacity of 15 tons and 1430 horsepower. It is a jewel of the Ocean fleet, built in 2016, it is now in service to maneuver and mobilize construction barges on the site of the new Champlain Bridge. A recognition that, once again, salutes the know-how of our teams.

(Press Release)

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ACCIDENTS – SALVAGE NEWS

TUGS TO BE SUNK AS ARTIFICIAL REEFS

The Coastal Conservation Association is funding a \$300,000 project that involves sinking three 100-foot tugs on deepwater reef sites off the South Carolina coast. The "**General Oglethorpe**" will be heading to the site of the Comanche Reef, 30 nautical miles off Charleston in 100 feet of water, as soon as a weather window allows. An 98-foot tug is at the dock in Georgetown and most likely will be heading out in early spring to the Vermilion Reef, 30 miles off Georgetown in 120 feet of water. The CCA SC and the S.C. Department of Natural Resources' artificial reef program were trying to locate a third tug to be deployed at the Betsy Ross Reef, 20 miles off Port Royal Sound in 90 feet of water. The tugs will work well for the pelagics, the amberjacks, king mackerel a.o. Because the

vessels are so large, when underwater currents hit them it causes an upwelling so suspended nutrients go up in the water column. You get a lot of schooling fish. Bait fish will school around these structures so that brings in the pelagics to feed. It really helps the entire structure of the fish community, everything from



bottom fish to pelagics. The structures also are popular with the dive community and is a boon to tourism in general. (Source: *Vesseltracker*; Photo: *@Zack80*)

CONTAINER SHIP RAMMED INTO LOCK'S GATE, BOTH SEVERELY DAMAGED, KIEL



Container ship **Akacia** collided with gate of Holtenau Lock, Kiel, while leaving Kiel Canal, at 2350 LT Feb 19, moving at a considerable speed. The ship rammed into the gate and remained stuck, both ship and gate sustained serious damages. Ship's hull is breached, with water ingress, which complicates salvage operation. Some engine control failure thought to be the cause of an accident, as of now. As of 0745 UTC

Feb 20, **Akacia** was still in the Lock, with salvage operation going on. **Akacia** was en route from Bremerhaven to St. Petersburg, Russia. Traffic is limited, because only one Lock is available at the moment. (Source: *Fleetmon*)

CARGO SHIP BOUND FOR GALAPAGOS CAPSIZED, 1 CREW TRAPPED INSIDE

Cargo ship **Orca** capsized in the morning Feb 18 at Guayaquil, Ecuador, while loading cargo of stones, bound for Itabaca airport, Galapagos Archipelago. There were 5 crew on board, 4 escaped, 1 was trapped inside, rescue under way. General cargo ship **Orca**, IMO 8693097, GT 310, built 2010, flag Ecuador, manager Operadora Turistica Cargo SA, Galapagos. (Source: *Fleetmon*)



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SHIP CREW USES BOILING WATER TO FEND OFF PIRATE ATTACK IN PHILIPPINES



Some quick thinking by the crew of a Philippine-flagged cargo ship helped fend off a pirate attack last Friday after they used boiling water as a weapon against the pirates. According to the Philippines Coast Guard, the MV **Kudos** was underway in the Celebes Sea about 5 miles south east of Sibago Island on February 16 when it came under attack by a group armed pirates. After issuing a distress call, the Master of the vessel reported that during the attack the suspects attempted to board the vessel but

they were driven off after the crew threw boiling water and oil at the attackers, causing the the pirates to open fire but retreat. The Philippines Coast Guard responded to the incident and a medical team rendered first aid to one crew member who sustained injuries to one of his hands as the result of broken glass. The MV **Kudos** has since been safely anchored in Davos City. *(Source: gCaptain)*

LONDON P&I CLUB RECORDS ENCOURAGING GROWTH

Following the recent completion of the 2018 renewal, the London P&I Club saw an encouraging 2.5m gt, or 5.8% year-on-year increase in its mutual business, to 45.4m gt. The club's underwriting director, Reto Toggwiler, says, "While the renewal period generally saw rates come under pressure, it is also the case that, in 2017/18, we saw a notable reduction in the impact on income of mid-year churn. "This renewal again underlined the high level of commitment to the club by its members. There were some extensive and at times challenging negotiations over rates and terms, especially in a relatively small number of cases where the loss records required particular attention. But, overall, in addition to organic growth, it was pleasing to see the addition of a number of new fleet entries to the club's mutual membership. At the same time there has also been good progress in the club's fixed-income



business, on which we will be reporting a little later in the year.” The London P&I Club is one of the world’s leading mutual marine liability insurers. It is a prominent member of the International Group of P&I Clubs, playing a key role in co-ordinating and promoting the collective strength of the P&I industry on behalf of the global shipowning community. www.londonpandi.com (*Press Release*)

IRISH CARGO SHIP DISABLED IN ENGLISH CHANNEL, AVOID FRENCH SALVAGE



General cargo ship **Arklow Rival** was disabled by mechanical damage at around 0930 UTC Feb 18 in English Channel some 70 nm west of Guernsey, while en route from Lisbon Portugal to Sunderland, UK, North sea, with cargo of cement. Owner refused towage offered by French SAR, with SAR ship **Abeille Bourbon** being nearby and ready. The other

ship of Arklow, **Arklow Rainbow** (Imo 9344497), interrupted her voyage to Warrenpoint, Ireland, and came to assist. Understood they manage to move the ship from heavily trafficked area up north, later British tug **Cannis** (Imo 8102141) was contracted, she took **Arklow Rival** on tow at around 0400 UTC Feb 19, to be towed to Fowey, nearest British port. As of 0530 UTC Feb convoy was proceeding towards Fowey at some 4 knots speed. (*Source: Fleetmon*)

OFFSHORE NEWS

LAST VOYAGE – SEVEN OSPREY BOUND TO BREAKERS

The 1984 built Liberian registered with call sign ELVE9 offshore support vessel **Seven Osprey** (Imo 8213392) was seen leaving Valletta, Malta on Saturday 17th February, 2018 bound to breakers to Aliaga, Turkey. Note that even the 7 on her funnel are painted and even the 7 on her hull is partly painted. She was owned by Subsea 7 Offshore Resources UK. –



Westhill; United Kingdom and managed by Subsea 7 Int’l contracting – Westhill; United Kingdom. She has a grt of 6,254 tons and a dwt of 3,104 tons. (*Photo: Capt. Lawrence Dalli - www.maltashipphotos.com*)

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SEABIRD TO DEPLOY 'OSPREY EXPLORER' FOR SURVEY OFF WEST AFRICA



SeaBird Exploration, a marine seismic acquisition provider, has signed an agreement to provide a source vessel for an upcoming survey in West Africa. SeaBird said on Monday in an Oslo Stock Exchange filing that the project was anticipated to begin during the first quarter of 2018 and would have a duration of approximately 60 days. According to the

company, the [Osprey Explorer](#) vessel will be used for the project but no further details were revealed about it. The last time Offshore Energy Today reported the [Osprey Explorer](#), it was related to a survey in South America in the third quarter of 2017. The 1985-built vessel joined SeaBird's fleet in August 2006 after being converted to 2D long offset/source vessel in Poland. In recent news, SeaBird terminated an agreement for the charter of the [Munin Explorer](#) seismic vessel. The company entered into a settlement agreement with Ordinat Shipping, the owners of [Munin Explorer](#), for the termination of the charter party agreement and re-delivery of the vessel. The company estimated that the transaction would save in excess of \$2 million over the term of the contract, including the forgiveness of the \$2.4 million charter hire payment due June 30, 2020. *(Source: Offshore Energy Today)*

PETROBRAS EXTENDS DOF DEAL

Norwegian shipping company DOF has been awarded an extension of a contract for one of its anchor handlers working in Brazil. "DOF and Petrobras have agreed an extension of approx. 265 days for the [Skandi Admiral](#) with start-up in 9 June 2018, hence the vessel is firm until 28 February 2019," said a press release from DOF. The initial contract for the vessel was awarded to DOF in late May 2017. [Skandi Admiral](#) is an AHTS (UT 741) built in 1999 and was reflagged with Brazilian flag

last year. Last month, Petrobras awarded DOF Subsea two new contracts for ROVs to be installed on the **Skandi Angra** and **Skandi Paraty**. The new contracts start in April 2018 and end in September and November 2020, respectively. Further, Petrobras has extended two ROV contracts for the ROVs on board **Skandi Iguacu** and **Skandi Urca**, until end of 2018.

(Source: MarineLink)



VIKING QUEEN TO SUPPORT CASTORONE'S JOHAN SVERDRUP CAMPAIGN



Norwegian vessel owner Eidesvik has been awarded a contract with Saipem for the PSV “**Viking Queen**” to support the pipe-laying vessel “**Castorone**”. **Castorone** will be engaged in laying pipes from the Johan Sverdrup field in the Norwegian sector of the North Sea to Mongstad and Kårstø oil and gas terminals in Norway. In December 2015, Statoil, on behalf of the Johan Sverdrup partners, awarded Saipem an installation contract for the Johan Sverdrup

export pipelines project. Saipem is responsible for the installation of a 156 km 18-inch gas export pipeline for the Kårstø gas terminal, as well as approximately 282 km 36-inch oil export pipeline for the Mongstad terminal. The duration of the contract for the **Viking Queen** is estimated to be between 100 and 160 days, with start-up in March/April 2018. *(Source: Subsea World News)*

HELIX RETURNS TO PROFIT

Offshore services player Helix Energy Solutions has bounced back to profit in the fourth quarter of 2017. On revenue increase of some \$35 million year-over-year, the Houston-based well intervention and robotics specialist generated net income of \$50.6 million, or 34 cents per diluted share, against \$54.4 million loss, or \$46 cents per diluted share in the Q4 2016. Helix wrapped up 2017 with \$30 million profit, compared to \$81 million loss in 2016. Q4 2017 revenues were approximately \$163 million, up from \$128 million in Q4 2016, and relatively flat with Q3 2017. Full-year revenues totaled \$581 million, against \$487 million in 2016. Robotics business revenues increased 24 percent in the fourth quarter, while Helix’s well intervention division earned some \$27 million more year-over-year, despite operational downtime in the North Sea, but decreased sequentially some \$4.4 million. “We finished the year with solid results in the fourth quarter. We were able to mitigate the seasonal

downturn in the North Sea well intervention market with a strong quarter in the Gulf of Mexico and continued operational improvements in Brazil, including the commencement of commercial operations of the **Siem Helix 2** in December. Our Robotics results showed slight improvements over the third quarter results, primarily from trenching work. We look forward to the full year contribution in 2018 of the **Siem Helix 1** and **Siem Helix 2**, both with long-term contracts,” said Owen Kratz, president and chief executive officer of Helix.

(Source: Subsea World News)



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TWO FIRSTS MAKE A RIGHT



Posh takes delivery of first newbuild MPSV and provides first motion-compensated gangway solution

for Offshore India. POSH continued to stand apart as a leading offshore accommodation provider after taking delivery of the Multi-purpose Support Vessel ("MPSV"), **POSH Mallard**, and deploying it on a first-of-its kind charter off India waters. The diesel electric, DP2, SPS code-compliant **POSH Mallard** is designed to meet various work requirements within the Inspection, Maintenance and Repair ("IMR") space, with its 120 tonne Active Heave Compensated ("AHC") subsea crane and large accommodation capacity of 108 persons. After POSH took delivery of the vessel from PaxOcean Zhoushan Shipyard, **POSH Mallard** was outfitted with a full motion-compensated Ampelmann A-Type Gangway on its deck. This further bolsters its already robust ability to provide safe personnel transfers between ship and workplace. The vessel then embarked on its maiden charter with an international oil company off the West Coast of India, and will be providing a "walk-to-work" solution for the maintenance team offshore until Q2 2018. The charter particularly stands out as the first motion-compensated gangway solution for offshore India. In November alone, the vessel facilitated more than 2,500 personnel transfers. The addition of POSH Mallard further diversifies and rejuvenates the POSH fleet while allowing us to enhance our suite of services for our clients. *(Source: Posh Times)*

EMAS OFFSHORE APPEALS AGAINST OSLO STOCK EXCHANGE DELISTING



Oslo Stock Exchange has decided to delist the shares of Singapore-based Emas Offshore from trading. The offshore services provider considers this decision detrimental to its ongoing restructuring efforts. The Oslo Stock Exchange released a statement on Monday, February 19 announcing its intention to delist the shares of Emas Offshore Limited with effect from April 27, 2018. Emas Offshore, part of Singapore's Ezra Holdings plans to make an appeal against the decision by March 5. "In the meantime, the

Company remains listed on the Oslo Stock Exchange. The Oslo Stock Exchange's decision can be appealed to the Stock Exchange Appeals Committee, such appeal to be made by 5 March 2018. If an appeal is successful, the Company remains listed on the Oslo Stock Exchange," said a press statement from the company. The dual-listed company in Singapore and Norway said that the Oslo Stock Exchange's move comes at a time when the group's restructuring exercise has made significant progress. The Company is concurrently working closely with its auditors to finalise the delayed financial information. "It is the Company's belief and hope that, when all the relevant facts are put before the Oslo Stock Exchange, its decision will be reversed," it added. *(Source: MarineLink)*

LACK OF AUDITOR MAY RESULT IN LIQUIDATION FOR OCEANTEAM

Following a plethora of internal issues experienced in the last couple of months by offshore support

vessel provider Oceanteam, the company may also be facing liquidation if it fails to appoint a new auditor soon. Oceanteam informed on Tuesday it has received a notice from the Register of Business Enterprises that the period granted to the company to appoint and register a new auditor has been extended to April 15, 2018. If the company fails to remedy this matter by the deadline the register will notify the District Court thereof which may result in a compulsory liquidation of the



company. The company added it continues working on resolving this issue. As a reminder, Oceanteam's troubles started when it suspended KPMG, its auditor in Norway, following the discovery of audit costs that were charged for work not performed. KPMG in that same month withdrew its services as the company's auditor in Norway. On February 9 an investigation was launched into the company following a request by its shareholders. Later in February, the lack of the company auditor triggered a warning and a fine from the Oslo Stock Exchange for breach of the duty to disclose inside information to the market and other continuing obligations for stock exchange listed companies. According to the stock exchange, Oceanteam did not publicly disclose inside information about the resignation by the company's auditor in November 2017 sufficiently promptly. While a decision was made not to delist Oceanteam's shares from trading for the time being, the exchange warned that if the company did not take sufficient measures to improve its routines, competence and disclosures to the market to avoid further breaches of the rules, a new suitability assessment by the exchange could lead to a delisting of the company's financial instruments. Oceanteam then announced its intention to perform a cross border merger with its Dutch subsidiary which would solve the auditor situation and the associated risk of a value destructive forced liquidation. The company's board will propose this plan at the extraordinary general meeting to be held on April 10. If the plan gets approved, the company will be deleted in the Norwegian Register of Enterprises when the merger enters into force and its shares delisted from the Oslo Stock Exchange.

(Source: Offshore Energy Today)

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ADVANCED OFFSHORE, WINTERMAR, GTI SCOOP INDONESIA IRM JOB



The consortium comprising PT. Advanced Offshore Services, PT. Wintermar and PT. Guna Tesuma Internasional has been awarded a three-year contract, to provide offshore inspection, repair and maintenance (IRM) services to an undisclosed Indonesia-based upstream oil and gas company. The consortium members will leverage on their capabilities to jointly execute the project. Wintermar's Indonesia-flagged vessel **SMS Supporter** will be used

to carry out the project. The DP2 vessel has been specially modified with 10 ton crane and 60 pax accommodation to accommodate two air diving systems, two inspection class ROVs and other IRM project equipment, supported by specialist personnel. In a joint statement, the president director of Advanced Offshore Services RP Singh, managing director of the Wintermar Sugiman Layanto and president director of Guna Tesuma Internasional (GTI) Gunawan Huntoro stated: "We are pleased to have been awarded for this challenging job, which is one of the biggest projects of its kind in Indonesian waters." Commercial terms and the duration of the contract have not been disclosed.

(Source: Subsea World News)

WINDFARM NEWS - RENEWABLES

SEAFOX 5 LOADING MERKUR TURBINE KIT IN EEMSHAVEN

The **Seafox 5** jack-up has arrived in Eemshaven to load the first set of wind turbine components for the 396MW Merkur offshore wind farm project in the German North Sea. The first nacelle of one of the 66 GE Haliade 6MW turbines was loaded onto the 151-metre vessel over the past weekend, Merkur Offshore GmbH, the owner and developer of the wind farm, said. The nacelles are being produced at GE's Saint-Nazaire factory in France, and then shipped to



Eemshaven, where they are prepared for installation at the offshore site. The blades are made in Castellon in Spain by LM Wind Power, and the towers are manufactured in Germany and China.

Located some 45km north of the island of Borkum in Germany, the Merkur offshore wind farm is expected to be completed by the end of 2018 and fully commissioned in 2019. Prior to arriving in Eemshaven, the **Seafox 5** underwent a refit in Damen Verolme Rotterdam (DVR) shipyard in preparation for the Merkur project. Merkur Offshore GmbH is a joint venture between Partners Group, InfraRed Capital Partners, DEME Concessions and Coriolis. *(Source: Offshore Wind)*

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BELFAST HARBOUR OFFSHORE WIND TERMINAL SETS RECORD IN 2017



The offshore wind terminal at the Belfast Harbour, Ireland, handled 305,000 tonnes of wind farm components in 2017, representing a record since it opened in 2013. The terminal helped the port reach 23.7 million tonnes in annual throughput, which is up by 600,000 tonnes (approximately 3%) in comparison to 2016. The development of a substantial number of offshore wind farms in the Irish Sea has enabled Belfast Harbour to develop the D1

Offshore Wind Terminal for Ørsted, the port said. Most recently, the Belfast Harbour was used as the pre-assembly port for Ørsted's 659MW Walney Extension offshore wind farm, as well as the pre-assembly site and the load-out port for the company's 258MW Burbo Bank Extension project. According to the port, the terminal is the single largest investment in its history and UK's first dedicated port facility for the offshore wind sector. *(Source: Offshore Wind)*

LEASK MARINE'S C-FENNA COMPLETES BORSSELE 1&2 WORKS

Leask Marine's vessel **C-Fenna** has completed the recovery of ten seabed frames and buoys at Ørsted's Borssele 1 and 2 offshore wind farm in the Netherlands on behalf of Fugro. The vessel completed the deployment of the frames and their surface marker buoys and the collection of three grab samples at ten locations across the project in November last year. Leask Marine also completed the deployment

of wavescan buoys for the wind farm on behalf of Multraship Towage & Salvage. Fugro won a joint contract with Boskalis in June 2017 for survey and identification of unexploded ordnance (UXO) at the Borssele Wind Farm Zone, as well as cable routes for the planned grid connection between TenneT's two offshore platforms and its high-voltage substation onshore. The agreement follows several contracts Fugro undertook at the site since early 2015, where the scope of works included



geophysical surveys, geotechnical site investigations, integrated geological modeling and measuring meteorological and oceanographic conditions. The 752MW Borssele 1 and 2 offshore wind farm will comprise 94 8MW Siemens Gamesa wind turbines located 22km from the coast of the Dutch province of Zeeland. The wind farm is scheduled for commissioning by the end of 2020. *(Source: Offshore Wind)*

JAN DE NUL INSTALLS FIRST KRIEGERS FLAK SUBSTATION FOUNDATION



Jan De Nul has installed the first of the two gravity based foundations (GBFs) that will support the offshore substations on the 605MW Kriegers Flak offshore wind farm in the Danish Baltic Sea. The 8,000-tonne GBF was floated off the semisubmersible barge and towed to the installation location where the heavy lift vessel **Rambiz** in combination

with an in-house designed ballast module set the structure down onto the seabed. The second GBF, weighing 10,000 tonnes, will be installed as soon as possible, depending on the weather conditions, Jan De Nul said. Once the foundations are installed, the multipurpose vessel **Adh mar de Saint-Venant** will start with ballasting and scour protection works. Both foundations were constructed on a barge in the Port of Ostend in Belgium. The barge was towed to Denmark in January 2018. Kriegers Flak consists of two sections, each with its own substation. Kriegers Flak A, the west section, will have a total capacity of 200MW. The east section, Kriegers Flak B, will have a total capacity of 400MW and will also serve as an interconnector between the Danish and the German grid. The

Kriegers Flak offshore wind farm is owned by Vattenfall and will comprise 72 Siemens Gamesa 8MW turbines, expected to be fully operational by 2021. (*Source: Offshore Wind*)

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SMST GANGWAY ASSISTS JACKET INSTALLATION BY OLYMPIC TAURUS

Olympic Subsea ASA has rewarded SMST a rental contract for their motion compensated gangway, including stacking modules for working on height. The Telescopic Access Bridge M-Series will be installed on board of Olympics' Multipurpose Offshore Vessel, **Olympic Taurus**, to assist the Jacket installations in the East Anglia ONE Offshore windfarm. Crossing from



vessel to windfarm structure will be safe and easy. Mobilization of the SMST gangway on the **Olympic Taurus** takes place at the beginning of March. For a period of about half a year the multipurpose offshore vessel, chartered by Van Oord, will be performing its installation work in the windfarm located in England's North Sea. The project's efficiency for walk to work operations is increased by the continuous access of personnel and cargo provided by SMST's telescopic access



bridge. For operation of the access bridge, a group of Olympic Subsea operators has already been prepared. At the SMST premises in Drachten they successfully passed the theoretical and practical training sessions. After outfitting of the **Olympic Taurus**, the vessels operators can directly be positioned as qualified bridge operators. The SMST modular gangway M-series, which are immediately available for

purchase or rent, is suitable for a variety of vessels and operational situations. It has a small footprint, is transportable by normal container truck, can be mobilized quickly in one lift and has a large operational window. The system is remotely controlled by vessel's crew, doesn't need large generators and is inexpensive to operate. *(Press Release)*

DREDGING NEWS

CCCC MAKING GOOD PROGRESS ON THE LAMU PORT PROJECT

China Communications Construction Company Limited (CCCC) is making good progress with the construction of the first three berths for the new Lamu Port. According to the Lamu Port-South Sudan-Ethiopia-Transport (Lapsset) Corridor Development Authority director general Sylvester Kasuku, the dredging work on the project is well underway.

“The construction of the entire port project is at 42% with the first berth out of three in Phase 1 expected to be



completed in June 2018,” said Sylvester Kasuku. Overall, the \$25.5 billion worth LAPSSET project includes a new port with 32 berths, new roads, a 1,500km railway line and a pipeline all to be built by 2030. The \$449 million contract for the first three berths was awarded to China Communications Construction Company Limited (CCCC) back in 2015, and the construction began in October 2016. These developments come against the backdrop of completed supportive infrastructure such as the modern LAPSSET building, police station, Lamu power sub – station & power supply, steel pipe manufacturing plant and water reticulation system. Once completed, the new Lamu Port will be able to handle the largest ships in the world with its 500m wide channel and depth of over 18 meters. The port of Durban has a 220m wide channel with a depth of 16 meters. *(Source: Dredging Today)*

ELLICOTT EQUIPMENT FOR MALAWI

The U.S. Embassy in Malawi said in its latest announcement that Ellicott Dredges LLC, of Baltimore, MD, recently won a \$7 million contract to supply dredging equipment to the Kapichira Hydropower Plant. The main goal of this project, conducted by the Millennium Challenge Account of Malawi (MCA-M), is to improve its power generation by reducing the sediment in the reservoir and therefore, increasing the amount of reservoir water volume and hydropower efficiencies. MCC is working with the Government of Malawi to strengthen a foundation on which the nation's power system can grow, including infrastructure and enabling policies that encourage accountability and



private sector involvement, the U.S. Embassy in Malawi said in its release. The five-year compact, which will conclude in September, consists of three projects designed to take a complementary approach to improving the sector. Infrastructure investments and energy sector reform are complemented by a \$31.5 million effort to support hydro-power generation through improved environmental practices in the Shire River watershed. *(Source: Dredging Today)*

YARD NEWS

GUSTO MSC COMMISSIONS APOLLO'S JACKING SYSTEM

GustoMSC has commissioned the jacking system for GeoSea's multi-purpose self-propelled jack-up vessel **Apollo** at the Uljanik Shipyard in Croatia. Based on the GustoMSC NG-5500X design, the vessel is especially suitable for offshore wind installation and maintenance work, along with operations in the oil and gas industry, given its ability to undertake fully loaded voyages to offshore sites and to stand safely on the larger water depth locations, GustoMSC said. **Apollo** is outfitted with 106.8m long lattice legs that allow the vessel to operate in water depths of up to 70m. GeoSea's new jack-up vessel is also equipped with an 800-ton leg crane installed over the jack-house and around the aft leg. The main deck of ± 2,000m² is locally reinforced for the transportation of large and heavy components or temporary living quarters. The jack-up will have standard accommodation for 90 persons on board upgradable to 150. *(Source: Offshore Wind)*



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A KEEL OF A MODERN NAVY TUG BOAT LAID AT REMONTOWA SHIPBUILDING SA



On January 23, at the Remontowa Shipbuilding SA, member of the Remontowa Holding capital group, the keel was officially laid for the construction of the first in a series of six tug boats for the Polish Navy (yard no. B 860/1). – The keel was laid on time, within technical assumptions

and in accordance with the schedule – emphasized Piotr Dowżenko, the CEO of Remontowa Shipbuilding SA during the ceremony. – Remontowa Shipbuilding, also in this project, was posed a difficult task. Tugs, besides rendering services typically related to securing harbor maneuvering of other vessels, are to ensure the implementation of tasks resulting from the activities of naval forces, including transport and logistics functions, neutralization of petroleum and oil spills in difficult weather conditions – said Commander Krzysztof Stępniewski, representative of the ordering party – the Armament Inspectorate of the Ministry of National Defense. He added that the recent years have strengthened the position and image of Remontowa Shipbuilding as the shipyard capable to build floating units at the highest level and able to meet all requirements. After welding the commemorative medal into the keel structure within the bottom section of the tugboat, the keel



laying protocol was signed by the CEO of Remontowa Shipbuilding SA Piotr Dowżenko, deputy of the Head of the Maritime Technology Lead Team of the Armament Inspectorate, Krzysztof Łomnicki and Grzegorz Pettke, ship department director of the Polish Register of Shipping (Polski Rejestr Statków). The contract for the supply of six tugs for the Polish Navy was signed by representatives of the Armament Inspectorate of the Ministry of Defense and Remontowa



Shipbuilding SA in June, while the formal first steel cutting for the construction of the B 860/1 unit took place on November 16 last year. The conceptual and technical design of the units (with technical design being consulted with RMDC) was conceived by NED Project ship design office, while Remontowa Marine Design & Consulting Ltd. (RMDC), belonging to the Remontowa Holding capital group, assumes responsibility for all workshop documentation and construction supervision. The contract is the result of

winning the tender titled “Technical support and execution of rescue operations at sea, codename: Tugboat”. Specialized technical supervision in the field of classification, construction and testing of

units was entrusted to the Polish Register of Shipping. The first of six tugs is to be delivered in 2019, and further units – until 2020, in several-month intervals, alternately to two flotillas, based in Eastern and Western parts of the Polish coastline. (*Source: Poland@Sea; AL, rel (Remontowa Shipbuilding SA), Photo: Piotr B. Stareńczak*)

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MEET US AT ASIA PACIFIC MARITIME 2018

Alphatron Marine and JRC are pleased to welcome you at Asia Pacific Maritime (APM) exhibition in Singapore, where will be showing some of the world's most technologically advanced marine electronics and total solution concepts available today. Remote assistance is an important concept to the maritime industry, therefore we have implemented "Supported sailing" within the roots of our organization and it will play a crucial role at the exhibition. At APM you will be able to see how this is



applied by displaying remote diagnostics, route and weather planning systems and an extensive CCTV system on our videowall. We will showcase many other products which should not be missed. We will show our future generation NeCST route planning station. This interactive chart system allows you to easily plan routes on a 46-inch touchscreen which is connected with the ECDIS to transfer your route onboard. Digital route planning on a paper chart scale: <https://youtu.be/uAV5aFx56oU> Also on show will be the next generation JMR-5400 radar available with a 19-inch or 26-inch screen. The new high performance radar significantly improves the short range detection and discrimination of targets. Featuring a new keyboard design and a vibrant and trusted user interface that takes full advantage of its processing technology. Our new adaptive autopilot which features a 5-inch touch display with the hardware and software based on our uniform product philosophy, creating a consistent bridge and operational approach. Lastly is the JFS-280 is a compact and fully stabilized omni-directional sonar featuring a robust transducer. The sonar provides an excellent and clear image, displaying schools of fish with astonishing discrimination, in shallow waters as well as in deep waters. Meet us at stand number E-N26; Asia Pacific Maritime: 14-16 March 2018. (*Press Release*)

HUISMAN PREPARING AEOLUS FOR NEW 1600-TONNE CRANE



Van Oord's vessel **Aeolus** is currently docked alongside Huisman's fabrication facility in Schiedam, where it is undergoing preparations for the installation of a new 1,600t crane, after being fitted with a stronger, broader deck at Damen's Schiedam yard. The new 1,600t crane will be placed on the new leg-encircling pedestal on the port side. The old 900t crane was removed in the fall of 2017, when the new larger support for the base of the crane around the port aft leg was fitted. There are no specifics on the completion of the **Aeolus** upgrade, however, according to the announcement of the contract between Damen and Van Oord from March 2017, the upgraded vessel is expected to be operational this spring. Damen has been responsible for the installation of a new accommodation unit providing accommodation for an extra 25 persons, a strengthened main deck raised some 1m above the existing main deck, and sponsons placed for most of the length of each side of the vessel, adding an extra

3m to the breadth of the main deck. The new main deck sections were constructed at other Damen sites and shipped to Schiedam on the inland water way. The new crane housing A frame and boom is being constructed by Huisman Engineering in the fabrication facility neighbouring Damen's site in Schiedam, where it will now be installed and commissioned. *(Source: Offshore Wind)*

835 SHIPS SOLD TO SCRAP YARDS IN 2017

More than 800 large oceangoing commercial vessels were sold to the scrap yards in 2017, according to the latest data from the NGO Shipbreaking Platform. Of the 835 ships sold to scrap yards, 543 vessels – or 80.3 percent of total tonnage dismantled globally – were broken down on the beaches of Bangladesh, India and Pakistan. However, the number of vessels and total GT scrapped in the three nations decreased compared to 2016. Still, of the



20.7 million GT dismantled worldwide in 2017, 16.6 million GT was on the beaches. India scrapped the most ships in numbers, but Bangladesh broke most in terms of GT, indicating that it was the preferred destination for the larger vessels. Turkey, EU and the rest of the world scrapped more vessels in 2017 than in 2016, while China had an increase in number of ships but a decrease in total GT recycled. The Platform documented an increase in offshore units that have gone for scrap in the wake of the oil and gas downturn. Of the 91 units identified as demolished in the last three years

combined, 41 ended up on the beaches of South Asia. *(Source: MarineLink)*

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DUDSON JOINS INCAT CROWTHER AS MD



Incat Crowther has appointed Ed Dudson as Managing Director of its UK business and as a board member contributing to overall business direction. With more than twenty five years of experience in the design and construction of high performance vessels including fast ferries, wind farm vessels, offshore vessels and patrol boats, Ed's capability, reputation and integrity are a natural addition to the Incat Crowther brand. Incat Crowther has design offices in Australia, USA and the UK, each capable of responding to client's needs within the

context of the regional market. With a large portfolio of vessels delivered and market-leading technology, Incat Crowther is able to offer proven designs in tight timescales. At this time Incat Crowther has more the 500 vessels in operation globally. "Incat Crowther's mission is to deliver the best technical and commercial solutions and service to our shipyard and operating partners. Ed's decision to join our firm is significant to this goal as only the best people working together can serve our partners in this way" says Brett Crowther, CEO of the group. "I have a great deal to contribute to this exciting and vibrant industry, Incat Crowther is the best in the business. I look forward to growing new and existing relationships in the market I am so passionate about" says Ed Dudson. Ed commenced his role at Incat Crowther in early 2018. *(Source: MarineLink)*

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

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- [Five Damen tugs delivered to Empresa de Navegación Caribe, Cuba](#)
- [World's biggest ART 100-46 class Rotor® tug is named 'RT RAVEN'](#)
- [Damen signs contract with Canada's Group Ocean for two Modular Multi Cats](#)
- [Mediterranean operators benefit from easy access](#)

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