



TUGS & TOWING NEWS

SMIT BARRACUDA CHANGE COLOUR



Last week was seen the **Smit Barracuda** re-painted in drydock at Padmos Shipyard - Stellendam into the new Boskalis colors. *(Photo: Walter van Harberden)*

50M TOWING/ANCHOR HANDLING TUG



In July, 2013 Cheoy Lee handed over the second in a series of five 50m Towing/Anchor Handling Tugs for Teras Offshore in Singapore. Departing Kowloon just ahead of ‘super typhoon’ Soulik under command of the company’s own crew, **Teras Bethel** sailed directly to Batam in Indonesia where it will enter service.

Prior to departure, the vessel and crew were blessed by the reverend Stephen Miller of the Mariners’ Club in Hong Kong. Designed by Wartsila Ship Design Singapore, the capabilities of these

vessels include; towing/moving barges and rigs, tanker handling and berthing, anchor handling duties, transporting equipment and materials, external firefighting, maintenance and pollution control. Construction is to ABS class, with the notation +A1, Towing Vessel E, +AMS, UWILD. All five vessels are powered by twin Yanmar 6EY26W diesels, each developing 2610hp at 750 RPM. Power is transmitted to two Berg 2650mm diameter controllable pitch propellers via Twin Disc gearboxes. Free running speed is 13.5knots, with a bollard pull of 69 tonnes. Maneuverability is enhanced by a 320kW Nakashima TCT-105 electric bow thruster, also with a controllable pitch propeller, and delivering 4.9 tonnes of thrust. Three Caterpillar 350kW 3-phase generators supply onboard power requirements via Teresaki switch and distribution boards. An 82kW, air cooled Caterpillar C4.4 generator serves as a stand-by. 544 cubic metres of fuel and tankage for 234 tonnes of potable water allows for extended range. The vessel accommodates a crew of up to 24, in four 4-man cabins, three 2-man cabins and two single cabins for the captain and chief engineer. The elevated bridge has excellent all round visibility, with both forward and aft facing control stations, each with Bostrom helm seats. Steering is by Jastram, and the full array of navigational equipment is primarily from Furuno. Towing gear is exclusively from MacGregor in Singapore, including the 75 tonne anchor handling/towing winch, 6 tonne anchor windlass, a rope storage reel, a combination shark jaw and towing pins, two tugger winches and two capstans. The deck crane with 9m reach for lifting the work boat is from Palfinger. There is also a Zodiac 6-man SOLAS rescue boat with 'A' frame launching davit on the starboard side and a work boat on the port side. Principal Dimensions: 50.00m LOA x 12.60m Beam x 4.50m Draft. *(Press Release Cheoy Lee)*

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TWO WORKHORSES SEEN IN CAPE TOWN

A nice shot of Quay 500 was made last week of the tugs **Smit Amandla** and **Fairmount Glacier** in the South African port of Cape Town. The tugs are one of the strongest seagoing vessels. The 1975 built **Smit Amandla** is owned by Smit Pentow – Cape Town and has a bollard pull of 210 tons. The 2005 built **Fairmount**



Glacier is owned by Fairmount Glacier BV and managed by Fairmount Marine BV has a bollard pull of 205 tons. *(Photo: Aad Noorland)*

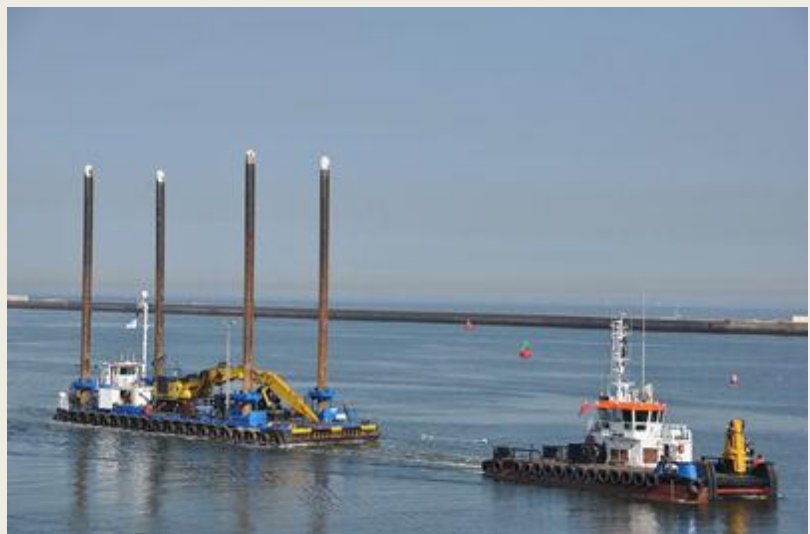
DAMEN SHIPYARD CAPE TOWN BUILT MULTI-CAT 1908



On the Damen Shipyard in the South African port of Cape Town was seen a new built **yard number 518528 Multi-Cat 1908** type distant for Luanda. She has a length o.a. of 19.70 mtrs a beam o.a. of 8.06 mtrs a draft of 2.60 mtrs. Her total engine output is 714 bkW her speed is 8.6 knots and the bollard pull 12.3 tonnes. The crane has a capacity of 7.15 ton @ 8.44 m tonnes. *(Photo: Aad Noorland)*

AARON & ABEKO SERVER 3

Abeko's new Neptune Marine Services – Aalst built Eurocarier 2395 with yard number 418 **Aaron** (Imo 9653214) was seen arriving with in tow the **Abeko Server 3** in the Netherlands port of IJmuiden last Monday. The British registered with call sign 2GRU6 is a special utility multipurpose vessel owned by Neptune Equipment B.V. – Rotterdam. The vessel has a length of 23.95 mtrs a beam of 9.54 mtrs and a draft of 2.10 mtrs



Her grt is 100 tonnes and dwt 133 tonnes. The two Caterpillar main engines develops a total output of 1,268 kW (1,722 hp). She has a speed of 9 knots and is classed Bureau Veritas *(Photo: Joop Marechal)*

THREE HARBOUR TUGS REMAIN UNSOLD

Three Transnet National Ports Authority harbour tugs, which went on auction recently, remain unsold at this stage. Bids received for the tugs, of which two are in Durban and one in Port Elizabeth, were considered too low for acceptance and the offer to sell was withdrawn. The online auction which closed on Thursday, 11 July included the three tugs and a large number of railway items, including locomotives and wagons. The auction followed a previous sale when the Durban—based dredger PIPER (former RE Jones) went under the hammer. It is understood this vessel also remains unsold at this time but this has not been confirmed. The three tugs that went on offer were:



Nonoti, a Schottel-drive Port of Durban Class 9 tug built in 1982. The condition report states: 'The **Nonoti** is currently operational and is working as a single shift on a quad shift cycle. The vessel is being maintained to our (Transnet) normal high standard.' The start price for this tug was R3 million. No bids were received. **Umzumbé**, also a Schottel-drive former Durban Class 9 tug built in 1982. The **Umzumbé** was taken out of service when the new tugs **Pholela** and **Lotheni** came into

service. The report says the tug has been laid up at Shop 24 (in Durban) under the care of a pensioned contract chief engineer, and that all equipment has been run once a week since being laid up. The start price for **Umzumbé** was R2.2 million. The highest bid received was R2.3 million and the sale was not accepted. **Imonti**, a Z-peller former Port Elizabeth class 9 tug built in 1977. **Imonti** was built in Japan at the Niigata Shipyard. There is no report stating whether the tug is running or not. The start price for **Imonti** was a low R400,000. The highest bid received was R420,000 and the sale was withdrawn. *(Source: Ports and Ships)*

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CORRECTION

In the last Tugs Towing & Offshore Newsletter issue 41 article regarding the **Baltic Ace** was showing a picture of the vessel. Unfortunately this is incorrect she is not the **Baltic Ace**. Sorry for the inconvenience.

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the Tugs Towing & Offshore interested people at sea and ashore.

Send your press releases, news, articles and/or pictures to

jvds@towingline.com

OFFSHORE NEWS

EASTERN SHIPBUILDING DELIVERS HARVEY DEEP-SEA



Eastern Shipbuilding Group, Inc. is pleased to announce the delivery of the M/V **Harvey Deep-Sea**, the fourth of its Tiger Shark Class Offshore Support Vessels constructed for Harvey Gulf International Marine, LLC of New Orleans, LA. The **Harvey Deep-Sea** was delivered July 19, 2013. The vessel was launched at Eastern's Allanton Facility in midDecember of last year. The **Harvey Deep-Sea** is

Eastern's second Multi-Purpose Light Construction Vessel (LCV) for Harvey Gulf. Eastern Shipbuilding Group has now constructed 11 vessels for Harvey Gulf since 2002. Last month Harvey Gulf announced the contract signing for its 12th, 13th and 14th vessels to be constructed by Eastern Shipbuilding, the M/V **Harvey Deep-Sea**, **Harvey Bluesea** and **Harvey Intervention**. This new STX Marine IMR-340H Inspection, Maintenance and Repair Vessel design measures 327'x 73'x 29'-3" and features a 250MT AHC Sub-Sea Crane. Additionally, the **Harvey Intervention** will feature a 250MT modular handling tower with top drive capabilities. The **Harvey Deep-Sea** is an ABS A1, AAMS, ACCU, Circle E, ENVIRO+, Green Passport (GP), NBLES, CRC, HELIDK, Offshore Support Vessel and certified under SOLAS/IMO. ABS class also includes the ABS DPS-2 and Firefighting FFV-2 notations. It is AC Diesel-Electric powered with twin Schottel Z-drives and three Schottel STT4 bow thrusters and its dimensions are 302' X 64' X 24'-6". This Multi-Purpose Construction Vessel (LCV), the **Harvey Deep-Sea**, is equipped with an active heave-compensated, National Oilwell Varco 165-ton knuckle boom Sub-Sea Crane capable of lifting/setting at depths up to 10,000 ft. The **Harvey Deep-Sea** is now scheduled to sail to New Orleans, Louisiana for final installation of its Sub-Sea Crane. This vessel will fill a niche in a very selective market, covered in the past by mostly foreign flag construction vessels. *(Source: MarineLink; Photo: Scott Pittman)*

VROON ANCHOR HANDLER SOLD

Chart Shipping reports that Vroon has sold the 1984-built AHTS **Field Express** (Imo 8219621) ex **Normand Sky** (6,1200 bhp, 89 tonnes BP) to Ships & Boats Oil Services in Egypt for an undisclosed sum. *(Source: OSO; Photo: Joop Marechal)*



DSV KINGFISHER SOLD TO NIGERIAN COMPANY

Chart Shipping reports that the 1989-built **DSV Kingfisher** has reportedly been sold to Adessa Drilling and Marine Services in Nigeria, who have renamed the vessel **Adessa Ocean King**. (Source: *OSO*)

TIDEWATER SELLS THREE VESSELS

Broker Chart Shipping reports that Tidewater has sold three older vessels to Roxford Enterprises, with management of the ships by Canadian Global Sea Carriers Inc. The vessels, which were all working in the West Africa market, include the 1977-built PSV **Mercia Service** (1,845 dwt), 1978-built PSV **Kaubtrum** (2,250 dwt) and 1982-built AHTS **OSA Venturer** (100 tonnes bollard pull). The broker said the vessels all went for undisclosed sums and had been "put out to pasture" in Ivory Coast or Angola. Even with their sale complete, Tidewater still has around 15 overage vessels sitting idle in West Africa awaiting sale or scrapping. (Source: *OSO*)



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NIGERIANS ACQUIRE BOURBON ANCHOR HANDLERS

Chart Shipping reports that undisclosed Nigerians have acquired two Bourbon anchor handlers, **Ajax** (11,152 bhp, 129 tonnes BP) and **Achille** (10,880 bhp, 177 tonnes BP). The price for the vessels was not disclosed. (Source: *OSO*)

SCOMI WINS COASTAL'S RM22M CONTRACT

Scomi Energy Services Bhd (SESB), formerly known as Scomi Marine Bhd has won a RM22 million contract from Coastal Energy Company in Thailand for the provision of a 60 MT bollard pull anchor handling tug supply (AHTS) vessels. In a statement to Bursa Malaysia, SESB said the contract is for a period of one year, which commenced at end June 2013, with an option for CEC to extend it for another year, and is valued at about RM22 million for the entire two-year duration. Under the contract, SESB's subsidiary, PT Rig Tenders Indonesia Tbk will be providing anchor handling, towing and supply run for the customer's offshore installation. "This win expands our offshore support vessel services footprint in Asia. The marine division now is present in the Thailand market and with our proven capability in this sector, we are optimistic of our growth potential in this region," said SESB marine services president Mukhnizam Mahmud. With this new contract, this brings SESB's total orderbook for all divisions currently to RM5.08 billion. (Source: *The New Straits Times*)

NEVSKY SHIPYARD INKS DELIVERY DOCUMENT FOR NEW SALVAGE VESSEL

On July 19th, 2013, Delivery-Acceptance act for the second multipurpose salvage vessel of MPSV07 project “**Spasatel Kavdejkin**” was signed. The vessel was built at Nevsky Shipyard. The owner of the vessel is The Direction of State Contractor of Marine Transport Development Program of Federal Marine and River Transport of Ministry of Transport of the Russian Federation. The project MPSV07 is developed by Marine Engineering Bureau-Design-SPb, JS. *(Source: Nevsky Shipyard)*



ATTACKED BY PIRATES, SECOND TIME IN THE SAME AREA



PSV **C-Viking** (Imo 9640231) was attacked by pirates at around 01:00 LT on July 19 13 near position 04 18N 007 46E, Usari field, offshore Akwa Ibom state, Nigeria. Crew managed to lock themselves in some kind of a citadel, no injuries reported. Pirates looted the vessel, including bridge, and destroyed some equipment on the bridge before leaving. It's the second time **C-Viking** was attacked by pirates in the same area, first time vessel was

attacked on June 5 13, shortly after pirates attacked PSV **Bourbon Arethuse**. *(Source: Vesseltracker; Photo: Oskar Osmundsen-Shipspotting)*

SCOMI ENERGY SUBSIDIARY SECURES RM22M THAI CONTRACT

Scomi Energy Services Bhd's Indonesian subsidiary has bagged a RM22mil contract in Thailand to provide an anchor handling tug supply (AHTS) vessel. It said on Friday its subsidiary, PT Rig Tenders Indonesia Tbk had secured the contract from Coastal Energy Company in Thailand to provide a **60 tonne bollard pull AHTS**. "The contract is for a period of one year which commenced at end June 2013, with an option for Coastal Energy Company to extend it for another year, and is valued at approximately RM22mil for the entire two-year duration. Under the contract, PT Rig Tenders will be providing anchor handling, towing and supply run for the customer's offshore installation. The latest contract raises its total orderbook for all divisions to RM5.08bil. Scomi Energy Services has 82 vessels comprising 42 tugs, 29 barges, six utility vessels, three AHTS and two accommodation barges. *(Source: Business Week)*

WINDFARM NEWS

MULTIPURPOSE VESSEL SET TO “REDEFINE WFSVs”



Incat Crowther has announced its role in delivering the design of an “exciting new wind farm support vessel (WFSV)”, the ‘SMV 24’, recently unveiled by Supacat at the Seawork exhibition in Southampton. The new multipurpose vessel offers operational flexibility, comfort and safety. The new vessel is currently under construction at Mustang Marine in Wales, due for completion in September 2013. Designed to perform multiple wind farm and

offshore maintenance roles, the vessel measures 25.6 metres in length overall, with a beam of 8.0 metres and a draught of 1.6 metres. The vessel will be powered by MAN V12 main engines, producing 1,000kW each and coupled to a pair of controllable-pitch propellers. The vessel will have a speed of 30 knots, whilst providing class-leading thrust for engaging with pylons due to CPP propulsion. Designed with a robust hull with high freeboard, the vessel will offer excellent seakeeping, ensuring personnel arrive at offshore destinations in good shape and can transfer to installations in a safe manner. Central to its innovative design is its high-capacity, pillar-free cargo deck, which is flat from stem to stern. *(Source: Baird)*



SOUTH BOATS LAUNCHES ITS LAST DNV-CLASS WORKBOAT

South Boats Isle Of Wight, the UK’s class-leading manufacturer of offshore wind farm crew transfer vessels, has launched its latest 24-metre DNV-class certified workboat. The vessel, that was officially named **Iceni Victory** earlier this morning, will now begin extensive sea trials before being formally handed over to its owners, Iceni Marine Services, later in July. The official vessel naming ceremony and slipway launch marks another significant milestone for the Isle of Wight based manufacturer, as the firm underlines its long-standing commitment to the offshore wind farm sector. Stephen Rose, Offshore Wind Generation Manager at SSE, officially named the workboat, with the traditional breaking of champagne. Following the completion of sea trials, the workboat will join the growing fleet of dedicated offshore wind farm vessels, owned and operated by charter firm, Iceni Marine Services. The offshore wind farm support services firm that was formed in 2009, currently operates 4

South Boat IOW catamarans in UK coastal waters, with the vessels varying in size from 12 to 17 metres. The launch of DNV-class certified **Iceni Victory** therefore significantly enhances the capability of its existing fleet both within the UK and further afield in Europe. “The launch and naming of a new vessel is always an important moment for any workboat yard and its customers,” said Ben Colman, Sales and Marketing Manager, South Boats IOW. “However, for South Boats IOW, these moments have become especially important, since they provide clear and



tangible proof of the way in which we continue to champion and support the potential of European offshore wind. “**Iceni Victory** is the second 24-metre class-certified workboat that we have launched and handed over to our customers within as many months. That’s no mean feat and, with a growing customer order book, we look forward to continuing to meet and exceed the needs of new and existing customers in the future.” In the past twelve months, South Boats IOW has manufactured and built eleven vessels, with a further 6 workboats already confirmed and under construction. This build capability, combined with a growing maintenance, service and repair business, means that the firm is well placed to meet the needs and ambitious of the fast growing workboat charter and operator sector. Richard Thurlow, Director, Iceni Marine Services, added, “**Iceni Victory** is the first DNV-class certified workboat to join our growing fleet. “Working closely with South Boats IOW, we have ensured that the vessel has been constructed and outfitted based on our specific requirements and following the completion of sea trials, it will be quickly put to work.” South Boats IOW has a strong heritage of designing and building offshore wind farm crew transfer vessels on the Isle of Wight. The class-leading manufacturer has singularly designed and constructed 50% of all the DNV offshore wind vessels in Europe. *(Source: South Boats)*

YARD NEWS

CITGO ORDERS DAMEN 55 FAST CREW SUPPLIERS



US-based Horizon Shipbuilders and Trinity Yachts have received an order for **55 fast utility craft**, designed by Damen Shipyards. The Damen design number 1204 has been ordered by CITGO to be used on Lake Maracaibo, Venezuela. The boats have a length over all of 12.56 m, a beam of 3.85m, and a draught of 0.80m and will be built in Alabama and Louisiana respectively. The aluminum longitudinal framed, heavy-duty hull design has a very deep bow section. It

also has a modern modular designed GRP superstructure, which is vacuum injected. The vessels are

to be equipped with twin 315bhp Caterpillar C7 engines rated at 2,400rpm. The ZF286 transmissions have a 1.237:1 reduction ratio and the UJ340 water jets are supplied by Marine Jet Power. The vessels will reach a speed of 25 knots. The UltraJet waterjet propulsion system together with the JetMaster joystick control system gives the boat excellent maneuverability and if necessary, the vessel can be stopped within one boat's length from full ahead. *(Source: Marine Jet Power Holding)*

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BOLLINGER'S PORT FOURCHON FACILITY REACHES MILESTONE OF 12 YEARS WITHOUT A LOST TIME ACCIDENT

Bollinger Shipyards, Inc. announced that their Bollinger Fourchon, L.L.C. facility has worked twelve (12) years without a lost time accident. Building on a philosophy that starts at the top, Bollinger Shipyards strives for "0" accidents. Workforce, contractors, and customer safety is priority and an evident core component of facility operations. Through dedication of top management, a proactive workforce, and comprehensive safety program, Bollinger Shipyards



continues to achieve high safety objectives. Ben Bordelon, Executive Vice President of Bollinger Shipyards, Inc. said, "Our Fourchon personnel have withstood the test of time, as our shipyard in Port Fourchon has grown over the past twelve (12) years. With the sustained effort of our employees, Bollinger continues to be one of the safest shipyards in America." In May, 2013 Bollinger was awarded the 2012 "Award for Excellence in Safety" by the Shipbuilders Council of America for the eighth consecutive year. The Shipbuilders Council represents over 120 shipyards located throughout the United States. The Bollinger Fourchon shipyard services the nation's busiest oil and gas support terminals in the United States. The facility specializes in all aspects of shipyard requirements, including top side and dry-docking needs, repairs/conversions, fabrication and project support for a very diverse fleet of vessels ranging from drilling rigs to supply boats, to multi-purpose support vessels of all sizes. Family owned and operated, Bollinger has ten (10) shipyard facilities and four (4) administrative locations with over 3,000 employees. Bollinger Shipyards, Inc. (www.bollingershipyards.com) is a leading designer and builder of offshore oil and gas support vessels, tug boats, rigs, liftboats, inland waterways push boats and barges, fast military patrol boats and other steel and aluminum products from its new construction shipyards. Bollinger is the largest vessel repair company in the Gulf of Mexico region with a total of 28 dry-docks in Louisiana and Texas. Bollinger has 10 shipyards and all are strategically located between New Orleans and Houston with direct access to the Gulf of Mexico, Mississippi River and the Intracoastal Waterway. *(Press*

Release Bollinger)



DAMEN SHIPYARDS INVESTS IN EFFICIENT SUPPLY CHAIN



Damen Shipyards Group, a worldwide shipbuilder with forty self-managed shipyards, has launched IFS's Enterprise Resource Planning (ERP) system at its Romanian branch in Galati. The IFS 7.5 go-live at the start of this week follows the system's earlier implementation at Damen's headquarters in Gorinchem, the Netherlands. By installing a uniform ERP system, Damen will be able to keep a closer watch on stock levels, plan more expeditiously and transparently, and improve efficiency throughout the supply chain. "Implementing IFS software across our various branches will make it easy for us to track the entire logistical process. By having a better understanding of the supply chain, we can shorten throughput times, optimise procurement, and drastically reduce the number of rush orders. Installing a streamlined supply chain supported by a standard ERP solution will bring calm to the organisation. The fact that we are playing a leading role in supply-chain thinking confirms Damen's position as a global player in shipbuilding," says Marc de Thouars, Director of Group IT at Damen Shipyards Group. In addition to the supply chain elements, IFS includes Engineering, planning Job preparation and Manufacturing modules. Damen Shipyards Galati is now live with the Finance, HR, Distribution, Manufacturing and Projects applications and will soon implement all other modules. The IFS software will be rolled out at Damen's various branches worldwide in the next few years. The company's brand-new shipyard in Haiphong, Vietnam, is scheduled to go live in late 2013. "Site implementation in Haiphong embroiders on our ERP implementation in Galati," says Marc de Thouars. "Thanks to the huge number of orders, the new shipyard in Vietnam will be operating full steam from the very start. The IFS solution will play a crucial role there as well." *(Source: Damen)*

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

- [CTruk signs up a new customer at Seawork International](#)

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