



TUGS & TOWING NEWS

HARMS BERGUNG'S AHT PEGASUS ARRIVES IN CHERBOURG



On the 18th of May 2014 the Anchor Handling Tug **Pegasus**, owned and managed by the German company Harms Bergung went on hire for Les Abeilles, a French Company which is acting on behalf of the French Navy. The AHT **Pegasus** is replacing the vessel **Abeille Liberte** as an emergency vessel in Cherbourg, France for a period of approximately two weeks, due to the planned Class maintenance of the vessel in Dunkirk. The replacement of the Emergency Towage Vessel was successfully fixed by Samuel Stewart and Co, the world's

leading towage brokers. The **Pegasus** (100 Bollard Pull) as well as her sister vessel **Centaurus** are the smallest AHT's in the fleet of Harms Bergung. Both vessels can burn either MGO and HFO. The company Harms Bergung is based in Hamburg, Germany and is operating a fleet of eight Anchor Handling Tugs worldwide. The fleet of Anchor Handling Tugs ranging from 100-tbp to 300-tbp with DP2 and with the capability to burn HFO and MGO, are purposely built for Long Distance Towage, Subsea Installation, Anchor Handling, Pipelay Barge Support, Salvage Operations and Accommodation Vessel. *(Press Release Harms Bergung)*

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M/TUG "BOGAZICI 15" (AMAPOLA 1) DELIVERED

We are very pleased to advise you that, on 16th of May 2014 we have successfully delivered our new building RAstar 3000 design 70 Tbp ASD Tug Boat "**Bogazici 15**" (renamed "**Amapola 1**") to International Offshore Engineering Development Company (IOED) / Panama for PDVS of Venezuela. The tug has a length o.a. of 30.00 mtrs a moulded beam of 12.60 mtrs and a moulded depth of 5.52 mtrs. Her basic functions are ship assist; escort operations, Open sea and coastal towing; External firefighting including waterspray; Oil spill response/oil recovery and salvage operations.



The two caterpillar type 3516C main engine develops a total output of 4,200 kW at 1,600 rpm. Driven two Schottel SRP 1515 CP Azimuth Thrusters. The tug has an accommodation for 10 crew. Her speed is 12.5 knots and a bollard pull of 72.2 tons. She is classed Bureau Veritas I ✕ HULL ✕ MACH, Escort Tug; Fire Fighting Ship 1; - Water Spraying, Unrestricted Navigation, AUT-UMS, IWS • Salvage Tug (optional) • Oil Rec. Ship (F.P.>60°C) (optional) (*Press Release Bogazici*)

PRESIDENT HUBERT IN THE GERMAN BIGHT

After reading the news (in issue 32) that "Heerema" has sold the "**Husky**" and "**Retriever**", I made a picture of their near sister "**President Hubert**". Still going strong. At present she is working for Seaway Heavy Lifting as an assisting vessel for the "**Oleg Strashnov**". On the picture bringing back anchor S2. The "**OS**" is working in the German Bight on the Sylwin Alpha platform in the DanTysk windfarm. The "**President Hubert**" is now owned by Boskalis, but as can be seen still has her URS colours. (*Source: Marcel van Honk*)



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BOUCHARD TRANSPORTATION CO. INC. TAKES DELIVERY OF OCEAN-GOING ATB TUG



Bouchard Transportation Co. Inc. today took delivery of the ocean-going 112 foot Articulated Tug Barge (ATB) Tug **Denise A. Bouchard**, from VT Halter Marine, Inc., a subsidiary of VT Systems, Inc. A sister vessel to the previously built Evening Star, the **Denise A. Bouchard** is part of a major Bouchard fleet expansion currently under construction at VT Halter Marine. "We are pleased to announce the delivery of the **Denise A. Bouchard**," said Morton S. Bouchard III, President and CEO of Bouchard Transportation Co., Inc. "This exceptionally crafted tug by VT Halter Marine is a fine addition to the Bouchard fleet, and one which will certainly benefit our valued customers for years to come." Measuring 112 feet by 35 feet by 17 feet, the 4,000hp **Denise A. Bouchard** is classed by ABS as A1 Towing Vessel, Dual Mode, and is equipped with an Intercon Coupler System. Construction of the vessel began

in March 2013. Upon delivery, the tug will be coupled with an existing Bouchard ATB 80,000 bbl. Bouchard Transportation Co. Inc.'s fleet expansion includes construction of two ATB units measuring 625 feet by 91 feet by 47 feet. Each will have a 250,000-barrel capacity and will be used to transport liquid petroleum. The barges are ABS and USCG certified for Jones Act service. (*Press Release Bouchard*)

DANN MARINE'S SEA COAST REPOWERS WITH TIER 3 ENGINES

Dann Marine Towing, LC., is a fifth generation family-owned and operated tugboat company based in Chesapeake City, MD. The model-bow twin-screw tug **Sea Coast** was built at Rayco Shipbuilders in 1980 and is one of Dann Marine's 18-tug fleet. She is 65 feet overall with a 24-foot beam and an 8.9-foot draft. She carries 16,000 gallon fuel and 5,000 gallons of water. One of many versatile tugs working in US waters of this class, she is registered for Coastwide Unrestricted. She can operate in push-mode with a pair of 20-ton Nabrico deck winches, each loaded with 110 feet of one-inch cable. She can also tow and has a Markey TTC-18 towing winch fitted with 1000 feet of one-inch cable. Until recently she was powered by a pair of 700-HP Cats turning into ZF TF4587 gears with 6.458:1 reduction. This May she has undergone a repower with the Cats out and a pair of Tier 3 compliant Cummins QSK19-Ms installed. These modern six-cylinder engines each produce 750 HP at 1800 RPM with a continuous-duty rating. The boat also got new gears with a pair of Reintjes WAF374

having 6.417:1 reduction. The same four-blade stainless steel Rice propellers were maintained. *(Source: Alan Haig-Brown; Photos courtesy of Cummins Power Systems)*



ANTARES (EX SMIT DUTSLAND) SPOTTED IN PUERTO LA CRUZ



Once a proud harbour tug operating in the port of Rotterdam as the 28.42 mtr long **Smit Duitsland** (Imo 7800514) built in 1979 at BV Scheepswerf & Machinefabriek 'De Merwede' v/h van Vliet & Co - Hardinxveld under number 625, powered by 2 Stork-Werkspoor Diesel BV 6F240 engines with a total output of 1,398 kW (1,900 hp) for Smit-Vos – Rotterdam. In 1983 chartered for two years to Ballast Nedam for the construction of the Saudi – Bahrain bridge. In 1984 to Smit Internationale Havensleepdiensten

BV – Rotterdam. In 1985 departed Bahrain to Rotterdam. In 1986 engines turned up to 1,765 kW (2,400 bhp). In same year to Bergings-en Transport Mij Scheffer – Lelystad; Netherlands. In 1986 trabsferred to Smit International Harbour Towage Panama. In 1991 the flag was changed from the Dutch to the Marshall Islands followed by the Panamanian Flag in 1992 in 1997 the tug was renamed **Antares** and received the flag of Venezuela owned and operated by Terminales Maracaibo CA the tug was Disclassified in in June 2011 by Bureau Veritas, looking at the photo's the tug will not sail anymore on her own power. *(Source: Clipping News; Photo's: Jacob Versteeg)*



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FIRST TWO 3300AV ASD TUGBOATS AV001# AND AV002# SUCCESSFULLY LAUNCHED



On 26th May 2014, the first two vessels from the 3300AV lot were successfully launched in Zhenjiang Shipyard. Invested by Avic Zhenjiang Shipyard Marine Pte. Ltd. (AZM), a Singapore joint venture between Zhenjiang Shipyard and Catoco Investments Pte. Ltd., this kind of vessel is the standard one for sales to the international market by AZM. Designed by the world-renowned company ROBERT ALLAN LTD, the vessel boasts a strong hull structure,

big-powered main engines and towing gears, a high-efficient operation and quick order response. The astern and sailing performance are equal to each other, which ensure an excellent astern performance so as to reduce the sound and vibration. The vessel is also environment-friendly, with 33.75m in length, 12.2m in width(MLD), 5.40m in depth(MLD), 4.23m in draft(design) and 4000kw of its main engine. With a positive drag force of $\geq 67t$ and wave-resistant design, the vessel's sailing speed reaches to 13.00knots and is also available in non-restricted areas. At present, this kind of vessel has been put into mass building, which represents a new breaking-through in sales-model creation and enterprise upgrade in Zhenjiang Shipyard. *(Source: Zhenjiang Shipyard)*

XIN BEIFANG No. 12 ASD TUGBOAT DELIVERED


On the afternoon of 27th May 2014, the 7,800 hp **Xin Beifang No. 12** was successfully delivered to Ying Kou Port Group Co., Ltd, starting its sail smoothly. *(Source: Zhenjiang Shipyard)*



MTS VANGUARD

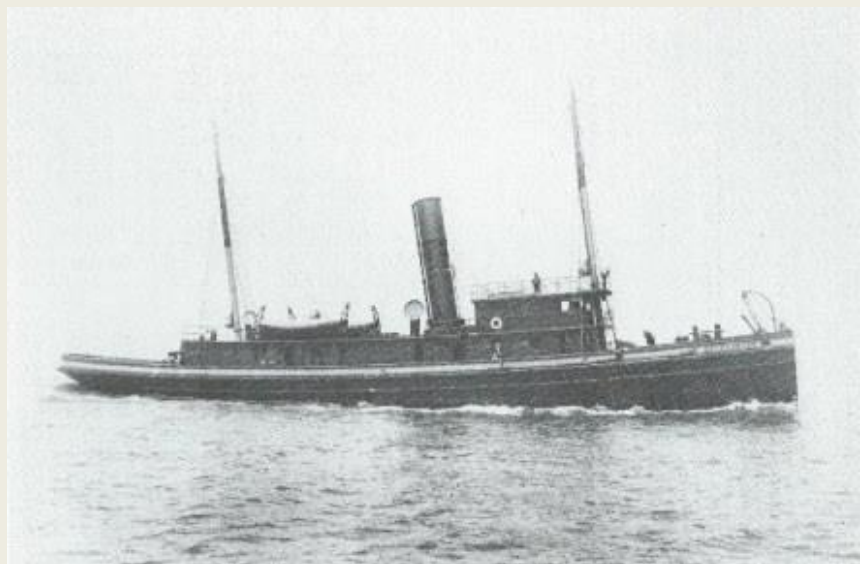


Last week the new building St. Vincent & the Grenadines registered with call sign J8B5082 Damen Hardinxveld Shoalbuster 3209 with yard number 571707 **MTS Vanguard** (Imo 9688673) commenced trail in the Rotterdam Europort. The vessel is owned by the Marine & Towage Services Group Ltd. – London; UK. The basic functions of the tug are Towing, mooring, pushing, anchor handling and dredging support operations. She

has a length o.a. of 32.27 mtrs a beam o.a. of 9.35 mtrs a depth at sides of 4.40 mtrs a draught aft of 3.30 mtrs and a displacement of 625 tons. The two Caterpillar Type 3512C TB/HD main engines develops a total output of 2,610 bkW (3,500 bhp) @ 1600 rpm. The bollard pull ahead is 48.5 tons with a max of 50.5 tons and a speed of 11.5 knots. She is classed Bureau Veritas I  Hull • Mach Tug Unrestricted Navigation AUT-UMS. *(Photo: Willem Holtkamp)*

YESTERYEAR TUGBOAT GETTYBURG

The peak of the ocean towing trade in the United States came with the development of coal transportation by barge on the East Coast at the turn of the century. The pioneers of the tug-barge combination, such as the **C.W.Morse**, shown earlier, proved that the schooner's near monopoly of coastwise bulk carrying could be broken, and the towing boom began. It was not to end until just



before World War II, when oil supplanted coal as an energy source in the industrialized Northeast. A special tug was developed for towing coal barges well outside the coast in the open ocean among mid Atlantic, Gulf, and northeastern ports. Coal tugs were long, narrow, seaworthy, powerful and relatively comfortable. They almost always towed astern, so their lack of side and bow fenders gave them a clean-lined, almost racy look. Almost all of them were superbly appointed both inside and out – testimony to the profits to be made in the business – and they were kept in immaculate condition. These tugs may have been dealing with a grimy product, but they looked and were treated like yachts. Coal hauling by tugs and barges was a systematized business. The big tugs, such as the **Gettyburg**, shown here, ran up and down the coast towing as many as three manned schooner

barges at a time. When they reached their destination, they would remain outside port while smaller transfer tugs picked up the loaded barges for local delivery and returned with empty barges from the previous trip. The light barges would then be towed back to the coal depot and dropped off and filled barges would be picked up. Coal tugs ran hard and turned around quickly – they only went into harbour for bunkers, provisions and water. Most of them were owned by the railroad, since railroads controlled most of the coal transportation. The **Gettyburg** was in every way a typical coal trade tug. She is shown underway without a tow after a periodic refit and she's swinging her compass – the gentleman on the wheelhouse roof is using a pelorus. She was 158 feet long, had a 1,000 horsepower engine and carries 19 men in her crew, including a steward. She was built in 1898 in Wilmington, Delaware, for the Philadelphia and Reading Railroad. She was a handsome sight indeed. *(Source: On the Hawser by Steven Lang & Peter H.Spectre)*

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OPERATION OVERLORD 70 YEARS AGO

D-DAY 6TH JUNE 1944



This week it is 70 years ago that operation overlord started. Operation Overlord was the code name for the Battle of Normandy, the Allied operation that launched the successful invasion of German-occupied western Europe during World War II. The operation commenced on 6 June 1944 with the Normandy landings (Operation Neptune, commonly known as D-Day). A 1,200-plane airborne

assault preceded an amphibious assault involving over 5,000 vessels. Nearly 160,000 troops crossed the English Channel on 6 June, and more than three million allied troops were in France by the end of August. The Normandy coast was chosen as the site of the invasion, with the Americans assigned to land at Utah and Omaha Beaches, the British at Sword and Gold Beaches, and Canadians at Juno Beach. To meet the conditions expected on the Normandy beachhead, special technology was developed, including two artificial ports called Mulberry harbours and an array of specialised tanks

nicknamed Hobart's Funnies. Each assembly consisted of a floating outer breakwater, inner concrete caissons (called Phoenix breakwaters), and several floating piers. The Mulberry harbours were supplemented by blockship shelters (codenamed Gooseberries). *PHOENIX* These were concrete caissons of six different sizes, the largest of which were 200'x60'x60' and each unit weighed between 6044 tons and 1672 tons. They were airtight floating cases open at the bottom with air-cocks to lower them to the sea-bed in a controlled fashion. Around 2 million tons of steel and concrete were used in their construction. They would form a breakwater to protect the harbour. 146 were constructed by well-known civil engineering contractors in 28 different locations mostly in the south of England, including East India Dock [which had been drained for the purpose], South Dock, Millwall, Red Lion Wharf, Northfleet, Southampton Docks, Portsmouth Dockyard and Beaulieu River. When completed they were towed to locations off Selsey Bill and Dungeness and partially sunk on the sea bed to help avoid detection. An early trial showed that a **750ihp tug** could tow the largest units at 3 knots in ideal conditions. *(Photo: archive Towingline showing two Phoenix caissons left at Portland; UK 13 March 1996; Text: www.thamestugs.co.uk)*

DUTCH TUGS AT D-DAY

ANTIC



Allocated to SNO Selsey to tow *Phoenix* and *Whale* units. Built by Cochrane & Sons Ltd., Selby. Assurance class tug. L156'6". B35'. D16'6". 630grt. 1350ihp 3cyl TE oil fired engine by C D Holmes Ltd., Hull. Bunkers 250 tons. BP13.5T. 24-3-1943 Launched for UK Admiralty, named **Ant**. 26-6-1943 Delivered UK Admiralty, re-named **Antic** 1943. Loaned to Dutch

Navy managed by L. Smit & Co's Internationale Sleepdienst. 1946 Transferred to UK Ministry of Transport, managed by J.D. McLaren & Co. 26-1-1948 Transferred to UK Royal Navy as tender to *HMS Excellent*. 1956 Transferred to CD Portsmouth. 1959 Transferred to Portland. 1959 Transferred to Rosyth 12-11-1969 Sold for scrap to Hughes Bolckow Shipbreaking Co Ltd, Blyth. 14-11-1969 Towed to Blyth by tug **Ironsider**. *(Source & Photo: www.thamestugs.co.uk)*

DEXTEROUS

British RN tug operating as Dutch commercial vessel. Allocated to SNO Selsey to tow *Phoenix* and *Whale* units. Built 1942 by Cochrane and Sons Ltd., Selby. YN1247. Assurance class tug. L156'6". B35'. D16'6". 630grt. 1350ihp 3cyl TE oil fired steam engine by C D Holmes Ltd., Hull. Bunkers 250 tons. BP13.5t. Callsign MALJ. 3-4-1942 Launched. 9-1942 Delivered to UK Admiralty. 3-1943 Chartered under Dutch flag to L. Smit & Co's Internationale Sleepdienst, Rotterdam and managed by J.D. McLaren & Co., Leith, as convoy rescue tug. 6-1945 Towed AFD37 Invergordon to Thames. 6-1944 Towed US DBR's Thames to Falmouth. 6-1944 Towed *HMS Apollo* Portsmouth to Tyne. 7-

1945 Returned to UK Ministry of Transport. 23-1-1945 Sold to Overseas Towage & Salvage Co Ltd., London. 1957 Owners BP Tanker Co Ltd., London, renamed **Zurmand**. 1966 Owners Tsavlis Salvage & Towage Co Ltd., Piraeus. 1968 Renamed **Nisos Ikaria**. 1969 Scrapped at Perama. (Source: www.thamestugs.co.uk; Photo: [J.W.Kennedy-archive Towingline](#))



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DONAU



Dutch commercial tug. Allocated to SNO Selsey to tow **Phoenix** and **Whale** units. Built 1910 by Wilton's Machinefabriek en Scheepswerf, Rotterdam. YN 217. L115.3'. B22.9'. D11.2'. 239grt. 500ihp 3cylTE 12.25"x20"x33"x25"s 180psi steam engine by builder. Callsign PDRN. 1910 Delivered to Internationale Sleepdienst Maatschappij, Rotterdam. 1912 Owners NV Sleepboot Donau, [O.A. Horstmann], Rotterdam. 1914 Req for Research service with Dutch

Royal Marine. 1918 Returned to owners. 194? Req by UK Admiralty for war service. 9-6-1944 Departed Cardiff towing barges for Normandy beachhead, 2-1945 Towed barge **E8** ex **Richborough** to Terneuzen. 4-1945 Towed barges **DC11** and **DC20** ex **Kings Lynn** to Flushing. 5-1945 Towed barge **KLK28** ex **Leith** to Flushing. 1945 Returned to owners. 5-11-1945 Towed ex **Southampton** to Rotterdam by tug **Schelde**. 1-1946 Scrapped by Frans Rijswijk's Industriële Ondernemingen, Hendrik Ido Ambacht; Netherlands. (Source: www.thamestugs.co.uk; Photo: [archive Towingline](#))

EBRO

Dutch commercial tug under RN control but flew Dutch ensign. Allocated to SNO Selsey to tow *Phoenix* and *Whale* units. Built 1931 by NV Machinefabriek & Scheepswerf van P. Smit Jr., Rotterdam. YN 475. L116.6'. B24'. D12'. 268grt. 33nrt. 550ihp 3cyl TE 12.5"x21"x35"x26"s 200psi coal fired steam



engine by builder. Callsign PDUH. 2-1931 Delivered to NV Internationale Sleepdienst Maatschappij, Rotterdam. 24-8-1939 Req by Dutch Navy. 17-5-1940 Evaded German control and sailed from Vlissingen to serve under Admiralty control. 1943 Serving at Garlieston, carrying out trials of Mulberry Harbour components. 17-6-1944 Departed Cardiff towing barges for Normandy beachhead. 4-1945 Towed *Atjeh* ex Clyde to Gravesend. 4-1945 Towed *Atjeh* ex Gravesend to Flushing. 5-1945 Towed barge *KLK51* ex Leith to Flushing. 5-1945 Towed balloon barge *Elsie* ex *Terneuzen* to Goole. 5-1945 Towed Lighter *No3* ex Plymouth to Grimsby and tug *Sparteolus* ex Plymouth to Gravesend [tandem tow]. 6-1945 Towed 2 concrete barges ex Gravesend to Flushing. 1945 Returned to owners. 11-8-1947 Converted to oil fired boiler by Niehuis & van den Berg. 11-1-1958 Ran aground assisting s.s. *Lindekerk* and foundered on the Banjaard near Westkapelle during storm. 13-1-1958 Declared CTL. 2-10-1986 Raised by Smit-Tak group sponsoring an organisation with a view to preservation and beached at Vlissingen. The attempt at restoration was to prove unsuccessful. 1989 Scrapped. (Source: www.thamestugs.co.uk; Photo: *Theunisse-archive Towingline*)

GOLIATH



Belgian commercial tug operating under Dutch ensign. Allocated to SNO Portland to tow *Bombardons*. Built 1921 by SA des Forges & Chantiers de la Méditerranée, Le Havre. L131.3'. B28.6'. D13.9'. 340grt. 1200ihp 3cyl TE 14.5"x23.5"x36.5"x27"s steam engine by builder. Callsign OLKV later OTGA later ORMC later MGRA. 2-1922 Delivered to French Government, named *L'etalon*. 1925 Sold to SA de Remorquage à Hélice,

Antwerp, renamed *Goliath*. 1-3-1930 Damaged following collision with SS *Tamworth* off Terneuzen. 8-1935 £650 award for assistance given to SS *Eisenach* following steamers collision with HMS *Ramillies* off Dover. 12-4-1936 Towed SS *Eleni T* into Rotterdam after steamer lost prop near

N. Hinder L/V. 5-1940 Present at Dunkirk evacuation arriving UK with 183 evacuated troops. 6-1940 Req by UK Admiralty but managed by L. Smit & Co's Internationale Sleepdienst under Dutch ensign. 8-1940 - 10-1940 Based Campbeltown. 10-1940 - 3-1941 Based Milford Haven. 4-1941 - 5-1941 Based Falmouth. 10-1941[by] Based Colombo. 1943 - 1944 Based Aberdeen. 5-1944 Based Tilbury. 6-1944 Towed [MMB297](#) Portland to Plymouth. 12-1944 Towed Pontoon from Osborne Bay to Terneuzen with [Empire Bascobel](#). 6-1945 Returned to SA de Remorquage a Hélice, Antwerp and stationed at Vlissingen. 1958 Scrapped. (Source: www.thamestugs.co.uk; Photo archive [Towingline](#))

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HUDSON

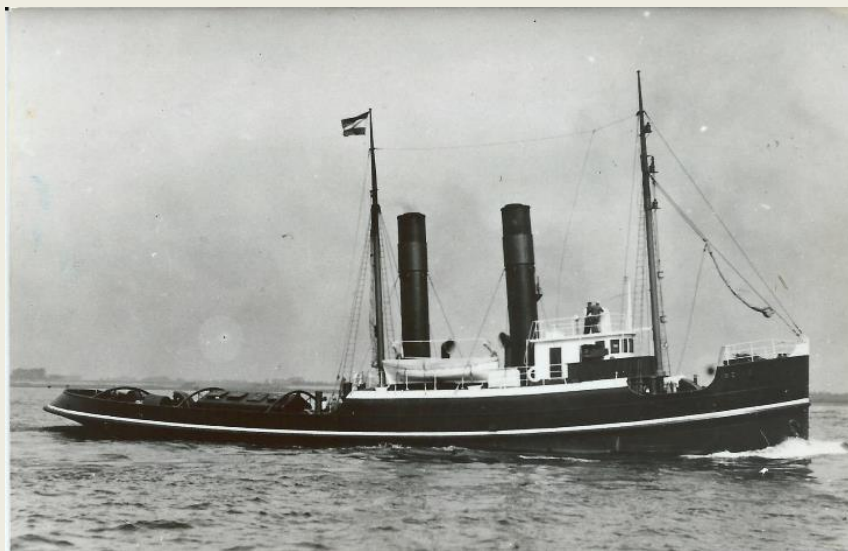
Dutch commercial tug operating under Dutch ensign. Allocated to SNO Selsey to tow [Phoenix](#) and [Whale](#) units. Built 1939 by Machinefabriek & Scheepswert van P Smit Jnr., Rotterdam. YN522. L123'2". B24'5". D12'9". 294grt. 840bhp 5cyl 2SCSA 18.75"x24.5" diesel engine by builder. Single screw. ON IVR27.06462. Callsign PEUJ later PDUN. 15-4-1939 Launched. 5-7-1939



Delivered to Internationale Sleepdienst Maatschappij NV., Rotterdam. 1940 Escaped from Holland to England and req by UK Admiralty. 7-6-1944 22.30 Departed Cardiff towing barges for Utah beach. 6-1944 Towed timber raft Solent to Yapton. 12-1944 Towed [LDC8](#) ex Southampton to Le Havre. 12-1944 Towed [LC19](#) ex Dover to Portsmouth. 4-1945 Towed 2 KLK barges ex Leith to Flushing. 4-1945 Towed barge [HAM904](#) ex Leith to Walcheren. 5-1945 Towed barges [KLK26](#) & [KLK29](#) ex Leith to Flushing. 5-1945 Towed [VIC29](#) ex Terneuzen to Hull. 5-1945 Towed MFV [Sanderling II](#) ex Sheerness to Lossiemouth. 6-1945 Towed balloon barges Canada and [K8](#) ex Terneuzen to Gravesend. 6-1945 Towed balloon barges [Zulu](#) and [K1](#) ex Terneuzen to Gravesend. 6-

1945 Towed lighter *NA208* ex Hull to Chatham. 6-1945 Towed barge *Tetrarch* ex Dover to Flushing. 6-1945 Towed barges *Egypt* & *Joseph* ex Portsmouth to Gravesend. 6-1945 Towed MV *June* ex Dover to Antwerp. 8-9-1946 Returned to Owners. 17-2-1962 Sold to L. Smit & Co's Internationale Sleepdienst Maatschappij, Rotterdam. 4-1962 Renamed *Ebro*. 7-1963 Sold for scrapping to NV Holland, Hendrik Ido Ambacht but resold without engine and rebuilt as a floating ice-factory at Ooltgensplaat, Stellendam. 1963 Sold to D. de Jager, Stellendam, renamed *Johan Dirk*. 14-9-1977 Sold to H. Tanis, Stellendam, renamed *Elizabeth*. 8-1989 Sold for scrapping to Stolk's Handelsonderneming, Hendrik Ido Ambacht. 21-8-1989 Towed from Hendrik Ido Ambacht to De Rotterdamsche Droogdok Maatschappij, Rotterdam. 1989 Taken over for preservation by Stichting Help de Hudson, Rotterdam, re-renamed *Hudson*. 12-2-1992 Preserved in Leuvehaven, Rotterdam and Maassluis. Dutch National Museum tug World War II "War at Sea" (*Source: www.thamestugs.co.uk; Photo: Lympne Airport-archive Towingline)*

SEINE



Dutch commercial tug. Allocated to SNO Selsey to tow *Phoenix* and *Whale* units. Built 1908 by Rotterdamsche Droogdok Maatschappij, Rotterdam. YN 16. L130.2'. B24.4'. D12.4'. 308grt. 750ihp 3cyl TE 15"x25"x41"x30"s 180psi steam engine by builder. Callsign PRWK. 18-6-1908 Launched. 7-1908 Delivered to Internationale Sleepdienst Maatschappij,

Rotterdam. 8-1914 With Dutch Royal Marine. 1918 Returned to owners. 1923 Transferred to L. Smit & Co's Internationale Sleepdienst Mij NV., Rotterdam. 1-1-1941 Based Milford Haven. 12-3-1941 Towing bombed freighter *Empire Frost* ex convoy SC23 in St Georges Channel. *Empire Frost* later attacked again by aircraft and sank at 51.36N 05.40W. 7-6-1944 Departed Cardiff towing barges for Normandy beaches. 2-1945 Towed barge *Australia* ex Richborough to Terneuzen. 4-1945 Towed hopper *W31* ex Southampton to Fowey. 5-1945 Towed barge *Dorset* ex Falmouth to Gravesend. 5-1945 Towed *VIC86* ex Terneuzen to Hull. 5-1945 Towed barge *BK8* ex Bromborough to Flushing. 6-1945 Towed balloon barge *Hooke* ex Terneuzen to Goole. 1-1946 Scrapped by Frans Rijdsdijk's Industriële Ondernemingen, Hendrik Ido Ambacht. (*Source: www.thamestugs.co.uk; Photo: archive Towingline)*

ACCIDENTS – SALVAGE NEWS

KIRBY TUG CREW AWAKENED BY NEW YORK CITY FIREFIGHTERS

A Kirby Offshore Marine tugboat caught fire just after midnight last night while moored at their dock on the north shore of Staten Island. According to local news reports, six crewmembers were asleep on board the tug "Viking" while a fire was burning on deck. "They were all sleeping — we woke them up and got them off the boat," FDNY Battalion Chief William Tanzosh told SILive.com



from the scene. In an emailed statement, Kirby Offshore Marine commented on the incident: The company is thankful for the actions of the port and local fire officials in extinguishing a small fire on the tug Viking, which had been at dock undergoing repairs earlier in the day. Work on the vessel had been suspended overnight and the crewmembers onboard at the time the incident safely evacuated the vessel. No injuries were sustained and damage appears to be very minor. We are

working with the Coast Guard to determine the cause of this incident as it remains under investigation. *(Source: Rob Almeida; Photo: Birk Thomas/Tugboatinformation)*

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SECOND DIVER DIES IN KOREA FERRY SEARCH

A diver searching for bodies in a sunken ferry died on Friday after an accident, the coast guard said, as a car believed to be used by a fugitive businessman linked to the ship was reported found. The diver was pulled from the water where he was involved in the cutting open of the hull in the hope of reaching some of 16



people missing 45 days after the vessel sank, a coast guard official said. The man, in his forties, was bleeding from the face and unconscious when he was pulled to the surface and died in hospital, the official said. He was the second diver to die since the April 16 disaster. The Sewol, overloaded and travelling too fast on a turn, sank off the southwest coast on a routine journey from Incheon on the

mainland to the southern holiday island of Jeju, killing children and teachers, among others, on a high school field trip. Only 172 people were rescued of an estimated 476 passengers and crew on board. The families of the 16 missing expressed "unbearable pain" on Friday at not finding their loved ones. "It's 45 days since the disaster and the ninth day in a row without any victims being recovered," Bae Eui-cheol, who spoke for the grieving families, said. "It's another day of unbearable pain and waiting but still the families hope they can see the missing one last time." Police are searching for the head of the family that owned the operator of the ferry, with a half a million dollar reward for information leading to his capture. Yoo byung-un, who ran a web of business holdings through a investment company owned by his sons, has eluded authorities armed with an arrest warrant for close to two weeks. He is wanted on charges of negligence, and embezzlement and tax evasion. Police fanning out across the country handed out leaflets with Yoo's photograph, which was also posted online. The manhunt has included a search of both Yoo's house and the rural compound of a church that he co-founded, but he has eluded capture after ignoring summonses to appear for questioning. Yonhap news agency said police had found a car believed to be have been used by Yoo outside the search area, suggesting he may have escaped further afield. All 15 of the surviving crew members, including the 69-year-old captain, have been arrested and face charges of gross negligence after video footage emerged of some abandoning the vessel while the passengers were still on board. *(Source: Marex; ©Reuters)*

WORK IN PROGRESS AT GIGLIO TO COMPLETE THE INSTALLATION OF S5



Work in progress at Giglio to complete the installation of S5, the eighth of the 15 sponsons to be positioned on the starboard side of the Concordia. In the meantime, remediation activity on sponson S13 have been completed in Genoa and the sponson is ready to depart from Genoa on board pontoon

MAK tomorrow, having been now renamed S18. Currently there are more than 300 people working 24/7 in Giglio to prepare the wreck for the refloating phase. Meanwhile the Italian Transport Minister Maurizio Lupi confirmed on May 30 that the dismantling of the "Costa Concordia" will take place in an Italian port. Several ports had been bidding to win the contract to dismantle the wrecked ship, including ports in Britain, France, Norway and Turkey. It was reported that the ship would be scrapped in Genoa, though Lupi said the final decision was still to be taken on which of several possible Italian ports would get the bid. The ship's owners have chosen a consortium consisting of oil service company Saipem and Genoa-based companies Mariotti and San Giorgio. Costa Cruises has decided to begin the delicate operation to re-float the vessel on July 20. The wreck would then be towed 280 kilometres to Genoa. Costa has already spent €1.1 billion on the salvage operation and scrapping the wreck in Genoa was likely to cost in the region of €100 Million. *(Source: The Parbuckling Project & Vesseltracker)*

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THE FEDERAL KIVALINA LOST POWER AND RAN AGROUND NEAR THE THOUSAND ISLAND BRIDGE MAY 27

Incident responders from the Coast Guard and representatives from the Saint Lawrence Seaway Development Corporation continue to oversee the salvage and investigation of the disabled freighter that ran aground after losing steering Tuesday while transiting the St. Lawrence Seaway in the vicinity of Wellesley Island, New York. The motor vessel **Federal Kivalina** is currently anchored



upriver, about one-third of a mile from the Thousand Island Bridge. There are no reported injuries to the crew and no reported pollution at this time. A dive team conducted an underwater hull survey, Tuesday evening and Wednesday morning and determined the vessel was aground but stable. A salvage team is on board the freighter and has completed a review of the hull inspection. The Coast Guard is reviewing the salvage plan. Navigation in the St. Lawrence Seaway remains suspended until vessels can resume safe transits of the area. Two tug boats from Montreal are en route to assist with the situation and are due to arrive early Thursday afternoon. Coast Guard investigators from Marine Safety Detachment Massena, New York, are currently investigating the cause of the incident. "The Coast Guard continues to work with our partners to minimize the impact of the grounding on the St. Lawrence Seaway region," said Cmdr. Dan Jones, chief of response for Coast Guard Sector Buffalo. "The safety of the crew, public and environment remains our top priorities." The Coast Guard and SLSDC were notified Tuesday afternoon of the grounded freighter **Federal Kivalina**, a 656-foot, Hong Kong-flagged freighter carrying 23,000 metric tons of canola seeds. Response crews from Station Alexandria Bay, New York State Parks Police, New York State Police, New York Department of Environmental Conservation, and inspectors from MSD Massena and the Saint Lawrence Seaway Development Corporation responded to assist the vessel and its crew. *(Source: USCG)*

OFFSHORE NEWS

HARKAND CHARTERS 'SURF RANGER' VESSEL



HARKAND, a leading global name in subsea inspection, repair and maintenance and light construction, has extended its ROV support vessel fleet operations in the North Sea by signing a charter agreement for the Surf Ranger. The multi-purpose ROV, survey and air diving vessel, owned by Go Offshore, will be deployed immediately on its first scope of work, a pipeline and structural inspection campaign for

TAQA's UK business. The project includes structural inspection at the Harding, Cormorant Alpha, North Cormorant, Tern and Eider assets, as well as the inspection of various pipelines, dredging works and mattress installation and the associated project management and engineering support. David Kerr, managing director of Harkand in Europe, said: "We are pleased to have secured the charter of the Surf Ranger which has a long-established track record of working in both the UK and Norwegian sectors of the North Sea." The 85.4m Surf Ranger is a DP2 multi-purpose ROV, survey and air diving vessel featuring a helideck, 60t TTS Energy AS active heave compensated knuckle boom crane and can accommodate 69 personnel on board. It is permanently equipped with a Triton XLS work class ROV. *(Press Release)*

SIMEK BEGINS SEA TRIALS OF YARD NO. 127

Yard no. 127 commenced its first sea trial in glorious weather today May 29th, 2014. First day of the sea trial was used perform various tests like: Test of anchor release time. MOB boat launching at 5 knots. Adjustment of the ships bow thrusters and aft azipods. Over the next few days, the ships max speed will be tested over 24 hours. The ships DP system will be adjusted. Dynamic



positioning (DP) is a computer-controlled system to automatically maintain a vessel's position and heading by using its own propellers and thrusters The ship will be delivered to its owners in early June. *(Source: Simek)*

GLOBAL OFFSHORE SERVICES EYEING NEW VESSEL



In a filing to Bombay Stock Exchange, the company said its Board of Directors would meet in June to discuss the acquisition of a vessel. According to the filing, the unit to be acquired would be a **Platform Supply Vessel**. The Board meeting will be held on Wednesday, June 4, 2014. The company's vessels, supporting offshore oil and gas operations, operate around the globe. Global Offshore Services

currently has Platform Supply Vessels deployed in India, the North Sea, Brazil and West Africa. *(Source: Offshore Energy Today)*

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STATE COMMISSION ACCEPTS OBLIQUE ICEBREAKER **BALTICA**, PROJECT P-70202

State commission has accepted a multipurpose emergency and rescue vessel **Baltika** of innovative project P-70202 at Baltic Shipbuilding Plant "Yantar", the shipyard told the ITAR-TASS agency. During the tests the vessel demonstrated perfect performance and high manoeuvrability. According to the acceptance certificate, the construction of the vessel is fully completed. The customer is the Federal Marine and River Transport Agency of Russia which signed the contract with Yantar on November 9, 2011. The vessel was laid down in Kaliningrad on June 6, 2012. Under the contract, Yantar, as the principal executor of the order, was in charge of hull works. They were completed in May 2013 and the ship then underwent fitting-out in Finland. **Baltika** was launched on December 12, 2013 and fulfilled the programme of sea trials in the Baltic Sea. The innovative project P-70202 was developed by Aker Arctic Technology (Finland). The vessel features an asymmetric hull, patented oblique design and three 360 degrees rotating propulsors, which allow the vessel to operate efficiently sideways, astern and ahead. In oblique mode the vessel will be able to generate 50 m wide channel in 0.6 m thick ice. Bow and stern first the vessel can operate in 1.0 m thick ice. The icebreaker is fitted with special equipment for oil spill response activities, firefighting and environmental monitoring. Main particulars: Length - 76.4 m, Breadth overall - 20.5 m, Draught - 6.3 m, Propulsion power - 7.5 MW, Speed - 14 knots, Speed in flat ice 1.0 m thick - 3.0, knots, Crew - 24, Special personnel - 12, Sea endurance - 20 days (24 persons). Class notation: KM★Icebreaker6, [1], AUT1-ICS, OMBO, FF3WS, EPP, DYNPOS-1, ECO-S, Oil recovery ship

(>60°C), Salvage ship, Tug. Kaliningrad-based Baltic Shipbuilding Plant “Yantar” (Amber) was founded on July 8, 1945 on the basis of a Koenigsberg unit of German’s Schichau Werft. Yantar Shipyard specializes in building and repairs of warships and civil boats. Throughout the years the Shipyard has built 157 warships and more than 500 merchant vessels. The Russian Government holds the majority stake in the shipbuilding firm through Western Center of Shipbuilding, a subsidiary of the state-owned United Shipbuilding Corporation Aker Arctic Technology Inc was set up on December 30, 2004. The company specializes in designing of icebreakers and other vessels intended for operation in Arctic conditions. It also provides technical consulting services. 50% of the company’s shares are controlled by the United Shipbuilding Corporation (Russia). The company with annual turnover of some EUR 6 mln numbers over 40 employees. *(Source: PortNews)*

NAMING CEREMONY OF BOA BISON

On Wednesday, 28th of May, The AHTS **Boa Bison** was named in Trondheim. The godmother is Bente Meek, who has worked with Boa Offshore for 27 years. The vessel is of VS 491 CD AHTS design, with an overall length of 91m, breadth of 22m, a bollard pull of minimum 285t and with an integrated ROV hangar. **Boa Bison** is owned by NFDS Offshore 1 AS, a subsidiary of Det Nordenfjeldske Damskibsselskap AS where Boa



Offshore AS holds a major stake. BOA Offshore AS will be manager and operator of the vessel. The newbuilding will enter the North Sea spot market Mid-June 2014. *(Press Release Boa Offshore)*

NEW CHARTER CONTRACT FOR ATLANTIC OFFSHORE



Aberdeen-based standby vessel operator Atlantic Offshore Rescue has secured a five year charter, with five one-year options to extend, with Shell UK, to support operations in the Gannet, Annasuria and the Dana Petroleum Triton Asset in the central North Sea. **Ocean Osprey**, a brand new Class A tanker assist, rescue and standby ship will be used to provide emergency recovery, rescue cover, tanker assistance and general field support in offshore

operations. The vessel is the first of a new H820 design from Havyard Ship Design, and was

developed in close collaboration with Atlantic Offshore. The 66.9 metre long vessel was built in Passai, Spain by Zamakona shipbuilders over a fifteen month period to replace [Ocean Searcher](#). Two further sister vessels are also under construction as part of the company's GBP 300 million fleet modernisation programme. The new vessel has secured 30 jobs, and is one of 12 Emergency Response and Rescue Vessels (ERRV) managed by the company from its Aberdeen base. [Ocean Osprey](#) can accommodate up to 21 employees and has the capacity to rescue more than 300 persons. It will make its North Sea debut later this month to begin operations. John Bryce, managing director of Atlantic Offshore Rescue, said: "[Ocean Osprey](#) features some of the most up to date shipping technology, replaces [Ocean Searcher](#) and secures 30 jobs. Launching the new vessel is also part of our ongoing commitment to provide the very best, cutting edge emergency response to those operating in the North Sea, an absolutely crucial part of all oil and gas operations." Inclusive of Atlantic Offshore Rescue's 12 vessels, Atlantic Offshore Group currently operates a fleet of 24 ERRVs and PSVs and manages further PSVs on behalf of third parties. (*Source: World Maritime News*)

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WINDFARM NEWS

OWS ADDS BEAVER TO FLEET



Offshore Wind Services (OWS) has announced the acquisition of the multipurpose/diving support vessel "[Offshore Beaver](#)", formerly known as "[Union Beaver](#)". Before entering the fleet of OWS, "[Offshore Beaver](#)" had supported projects in the North Sea for Boskalis. With her 32 pax accommodation capacity, 25t crane, salvage winches and 4-point mooring system, she is capable of laying her own

anchor pattern, providing oil spill response solutions, acting as mother ship for operations involving daughter crafts and providing craning services offshore. The vessel has been dry docked in 10 days, including painting, to start her first deployment as diving support vessel on a Windfarm in German Waters starting this Friday. The acquisition of the "[Offshore Beaver](#)" and the addition of "[Offshore](#)

Wielingen”, a next generation Damen Twin Axe 2610, which will be delivered in September 2014, are just a few examples how these ambitions are being realized. Workshops Contractors B.V. is the manager for Offshore Wind Services (OWS), as well as its subsidiary Offshore Wind Power Marine Services Ltd. (OWPMS). Workshops provide commercial, operational and QHSE assistance from their offices in The Netherlands and the UK for their fleet of crew transfer vessels (CTV) and Diving Support Vessel.

KITTY PETRA JOINS THE GROWING TIDAL TRANSIT FLEET

The charter demand for the latest generation of offshore wind farm Personnel Transport Vessels [PTVs] from Tidal Transit has enabled the company to commission the construction of a fourth vessel with Spanish boat builder Mercurio Shipyard. **Kitty Petra** has been constructed to the same specification as her three sister vessels, and she is expected to arrive in Southampton in time for the 2014 Seawork International Exhibition that begins on 10th June. She will be formally handed



over by Mercurio Shipyard at 3:30 pm on 10th June 2014 on Berth 34 at the Exhibition, having recently been launched in Alicante in Spain (see image). When confirming this latest vessel construction contract, Leo Hambro said: “Transporting technicians to the wind farms to undertake on-going maintenance work will create a high demand for safe, reliable vessels for many years to come.” Tidal Transit has an option with Mercurio Shipyard for a further six vessels, and plans for further vessel build contracts are now well in hand. *(Source: Tidal Transit)*

YARD NEWS

BALTIYSKY ZAVOD SIGNS CONTRACT FOR CONSTRUCTION OF TWO SERIAL NUCLEAR ICEBREAKERS OF PROJECT 22220

On May 29, 2014, Baltiysky Zavod - Sudostroyeniye LLC (United Shipbuilding Corporation OJSC) and State Corporation Rosatom signed a contract for construction of serial multipurpose nuclear-powered icebreakers of **Project 22220**. According to the press center of USC, the contract is valued at RUB 84.4 bln, thus increasing the shipyard’s backlog of orders to RUB 150 bln. Baltiysky Zavod Shipyard is now building the flagship universal nuclear-powered icebreaker of **Project 22220**, which was laid down on November 5, 2013. The LK-60 "**Arctica**" will be powered by two RITM-200 reactors of 175 MWt, which together deliver 60 MW at the three propellers via twin turbine-generators and three motors and will be the largest and most powerful icebreaker in the world. Ship's specifications: LOA - 173.3 m, beam - 34 m, draft at DWL- 10.5 m, minimum loaded draft - 8,55 m, displacement - 33.54 tonnes. Under the terms of the contract the flagship is scheduled for completion in December 2017. The serial icebreakers are to be delivered in December 2019 and in December 2020. The LK-60 features advanced dual-draft capability, which makes it suitable for operations both in the Arctic waters, and in the mouths of the northern rivers. The icebreakers are to escort vessels transporting hydrocarbons from the Yamal and Gydan peninsulas, Kara Sea to the states of the

Atlantic and the Pacific oceans. Baltiysky Zavod OJSC specializes in construction of rank 1 surface-crafts, ice class vessels with nuclear and diesel-electric propulsion plants, nuclear floating energy units, floating distilling plants. The shipyard was set up in 1856. In its history Baltiysky Zavod which built over 600 ships and vessels was privatized several times and returned to state control when financial problems arose. In late 2011, the shipyard once more fell under the control of the state represented by the United Shipbuilding Corporation. To preserve the staff and the competence of the shipyard, USC founded Baltiysky Zavod – Sudostroyeniye LLC. Before signing the contract, the backlog of orders of Baltiysky Zavod-Sudostroyeniye LLC was valued at about RUB 60 bln. The largest orders are: 60-MWt nuclear icebreaker, 25-MWt diesel-electric icebreaker, floating power unit of the world's first floating nuclear heat and power plant. In 2012, the Company's turnover made RUB 9 bln, net profit – RUB 50 mln. United Shipbuilding Corporation (USC OJSC) is the largest shipbuilding company in Russia. It was set up in 2007 with 100% federal ownership. The holding comprises 60 companies and organizations (major shipbuilding and shiprepairing companies as well as leading design bureaus). Currently, USC consolidates about 80% of the domestic shipbuilding complex. The Russian market is the main focus of the state corporation though it also exports its products to 20 countries worldwide. *(Source: PortNews)*

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MEXICO RETURNS TO THE SHIPBUILDING INDUSTRY



Mexican shipyard Talleres Navales del Golfo (TNG) announced on May 26 the reactivation of the Mexican shipbuilding industry in the keel laying ceremony of the [Azimuth Tugboat C-130](#) for PEMEX. Present at the event were main authorities such as SEMAR, PEMEX, Bureau Veritas and Astilleros Armon, among others. The ceremony was inaugurated by TNG's General Manager speech, Jose Antonio

Sardina, who said the experience of its company staff is equal to the experience of the best shipyards in the world. Some minutes after, Sardina's words were supported by Jose Manuel Carrera, PMI's General Director of who said, "Mexico can build ships, repair and maintain vessels of all drafts and technologies." Both speeches preceded the kickoff of the Keel Laying, its dimensions are of 11m in length, 3m in heights and a weight of 3 tons. TNG said it is the first Mexican Shipyard to start the shipbuilding of one of the seven tugs assigned to Mexico by SEMAR and PEMEX, and leads the Mexican Shipbuilding Industry by having the mission of carrying out the steel plates cutting that will be used in the shipbuilding of these seven vessels, and most important, the full shipbuilding of

four tugboats assigned to TNG. The project will also include the shotblasting, shop primer and the bevel of more than 1,500 steel plates with a weight close to 3,000 tons. By June of 2015, TNG will deliver the [Azimuth Tugboat C-130](#) to PEMEX, which will have a length of 31.5m and breadth of 11.2m, with pull power of 50 tons, a draft of 4.2m and a speed of 12 knots. These tugboats were designed especially to do operations at sea and port, such as maneuvers of towage at port and coastal areas, towing at sea, firefighting services with foam water pump, antipollution works with dispersant spraying, rescue work and hydrocarbons collection jobs. Talleres Navales del Golfo's General Manager added, "In the shipbuilding industry, the keel is the most important piece of a vessel structure, I'm sure that this big moment represents the keel of a new era for TNG and Mexico." *(Source: tngph)*

DMS AND P&O MARITIME IN RACE TO BUILD NEW ICEBREAKER

Two companies have been shortlisted to build a new Antarctic icebreaker as part of the largest investment in Antarctica in Australian history. DMS Maritime Pty Ltd and P&O Maritime Services Pty Ltd have been chosen to provide a prequalified Request for Tender to replace the aging [Aurora Australis](#). The two companies have been selected following a Request for Proposal process last year. The next phase of the procurement is to undertake the detailed Request for Tender. A contract with the successful tenderer will be signed



in late 2015, with a new vessel expected to be ready for operation in October 2019. The new vessel will deliver critical fuel and cargo to Australia's three Antarctic stations and the sub-Antarctic Macquarie Island as well as facilitate world leading science in the Southern Ocean and Antarctica. The new icebreaker will be based in Hobart and will help to further expand Tasmania's role as the gateway to the Southern Ocean and Antarctica. The new vessel will be required to have an icebreaking capability of 1.65m of ice while maintaining a speed of three knots, a cargo capacity of at least 1200 tonnes and be able to accommodate up to 116 expeditioners. This is a significant capability enhancement over the [Aurora Australis](#). It will be equipped with a suite of modern scientific sensors to carry out a range of research including oceanography, hydrography, meteorology and biological sampling. The Request for Tender process requires the companies to produce an Australian Industry Participation plan to ensure the highest possible input from Australian businesses. Both the shortlisted companies have indicated they would build the ship in Europe. The [Aurora Australis](#) has been used by the Australian Antarctic program for 24 years and will undergo further life extension works and refurbishment to ensure it continues to meet Australia's requirements in the short to medium term. *(Source: World Maritime News)*

INDIAN COAST GUARD WELCOMES NEW PATROL BOAT

Cochin Shipyard Limited (CSL) delivered the sixth in the series of 20 Fast Patrol Vessels being built for the Indian Coast Guard. The Protocol of delivery and acceptance was signed by Shri Vinayakumar P, Director, on behalf of CSL, and Commanding Officer of the vessel Cmdr. Umed



Singh of Indian Coast Guard. The vessel is named “CGS AGRIM” and will be operated by the Coast Guard Station at Mumbai. Cochin Shipyard had signed the contract for the construction of the 20 Fast Patrol Vessels (FPV) for the Indian Coast Guard on October 20, 2010. The yard has already earlier delivered five vessels to the Coast Guard. Like its sister ships, “AGRIM” is a Fast Patrol Vessel capable of speeds of 33 knots, and will be very effective in supporting the Indian Coast Guard

in its anti-smuggling, anti-piracy operations, fisheries protection and monitoring. Since the speed of the vessel is crucial in coastal security operations, the superstructure of these ships is made of aluminum. The ship is propelled by water jets powered by three Main Engines, each of capacity-2720 KW, and built to the dual classification requirements of ABS and IRS. *(Source: World Maritime News)*

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

- [Jaap Kooij passed away](#)
- [Boskalis trading update](#)
- [Damen names Royal Oman Navy flagship](#)

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