

## TUGS & TOWING NEWS

### *TOS DELIVERS (D)RADO TO MOROCCO*



The Unie van Redding- en Sleepdienst Netherlands B.V. – Terneuzen has sold her tug **Drado** ,(Imo number 7514189) to Morocco owners. The tug built in 1976 at the B.V. Scheepswerf "De Hoop", Hardinxveld under yard number 738 was delivered on 15 June 1976 as **Drado** to the Drado N.V., Willemstad/NA. In 1984 she was transferred to Smit Int. Havensleepdiensten B.V., Rotterdam. From 21<sup>st</sup> December 1985 till 1<sup>st</sup> July

1987 she was on charter to Smit Int. Middle East Pte Ltd. in the Arabian Gulf. On 3<sup>rd</sup> January 1988 she was handed over to B.V. Nieuwe Vlissingse Sleepdienst, Vlissingen. On 22<sup>nd</sup> June 1988 she was transferred to Smit Havensleepdiensten B.V., Rotterdam. On the 1<sup>st</sup> July 2000 the new owner was URS Nederland B.V., Terneuzen On 20<sup>th</sup> July 2009 she was spotted as **Rado** and sold to Morocco, with her new homeport Kingstown on the stern. On Wednesday around 5 o'clock p.m. the RADO left the harbour of Terneuzen. TOS –Transport & Offshore Services – delivers the RADO turnkey. With a complete TOS crew and under TOS management they are heading for Mohammedia (Morocco). (see also website [www.towingline.com](http://www.towingline.com)) *(photo: Transport & Offshore Services)*

### *IJSSELSTROOM RAISED*

The tugboat IJsselstroom which sunk on 14th June 2009 in position 57 29.9N - 01 45.9W at Peterhead has been raised on 13th July 2009 by the sheerleg GPS Apollo as seen on the photo. The tug is sold to Mammoet *(Source & Photo R&F v.d.Hoek-Lekko)*



Advertisement

	<h2>GLOBAL SHIPDELIVERY</h2>	<ul style="list-style-type: none"> <li>• ISM Protocol</li> <li>• Flage State Service</li> <li>• Certification</li> <li>• Daily Reports</li> <li>• Vessel Tracking</li> <li>• Passage Planning</li> <li>• Technical Services</li> <li>• Maintenance</li> <li>• Crew Training</li> </ul>
		
TOS Rotterdam (+31)10 - 436 62 93 <a href="http://www.tos.nl">www.tos.nl</a>		

### *SAMPAN, TUGBOAT COLLIDE LEAVING 6 INJURED, ONE DEAD*

A sampan and a tugboat collided near the inner harbour last night, killing one person and leaving another six in hospital. At around 7:38pm, the tugboat named “**Tai Meng No. 6**” which was towing an unloaded oil barge sailing toward the inner harbour direction collided with a sampan. After the crash, the sampan capsized and the seven people fell overboard. The seven - four men and three women - were then rescued. The Macau Centre for Ship Traffic Management kick started the salvage mechanism to rescue the overboard crew. Six were found immediately after the salvage started, but a woman was only rescued some time later. She was found with a weak pulse and then rushed to the hospital along with four other crew members. The woman was pronounced dead later in the evening. The capsized sampan has been dredged up. The Maritime Administration's statement said the collision might have been caused because of the low visibility during the typhoon period. The administration said it will follow up the accident

### *VESSEL DEPARTS JAMES RIVER RESERVE FLEET*

The **Ortolan- ASR 22** departed the James River Reserve Fleet at 9:50 a.m. on July 20 in transit to Esco Marine, Inc., in Brownsville, Texas for recycling. The approximate travel time to Texas is 14 days. The **Ortolan** is the 80th ship to leave the James River Reserve Fleet since January 1, 2001. For more detailed history visit the website [www.towingline.com](http://www.towingline.com) (*Source: MarineLink*)



### *JEFFBOATS DELIVERS TANK BARGE ‘ENDEAVOUR’*

Jeffboats, USA, has recently delivered the tank barge, ‘Endeavour’ to its owner, Andrie Incorporated, USA. The vessel has an overall length of 110 metres, a beam of 18 metres, a draught of about 5.8 metres and a depth of 7.3 metres. The 2.285DWT vessel has a gross tonnage of 4.040



tonnes and a net tonnage of 2,459 tonnes. Auxiliary engines on the vessel include Cummins QSM 19 pump engines while generators comprise a Cummins QSM-11-DM rated 250kW. The vessel's Cummins SQK-19DM side thrusters are rated 600kW while its Omni Thruster HT 600 bow thruster is rated 370kW. On deck, 'Endeavour' is equipped with four Markey Marine DESGM-18 electro mechanical mooring winches and two anchor windlasses, also from Markey Machinery.

Other deck equipment includes a Kaiser Service air compressor, a set of Quincy air compressors and Warren BJ70 cargo pumps. Departing the shipyard facilities at Jeffboat on May 6, the ABS-classed 'Endeavour' stopped briefly in New Orleans on May 11. The barge arrived in Quebec City, Canada, on June 2 where it was paired with the tug, in 1965 build and 458 grt. USA flag '[Karen Andrie](#)', (Imo 6520454) for the first time. The new unit then departed from Wharf 29 on June 4 on their maiden voyage to Detroit, USA. (*Source: Baird*)

### POWERFUL NEW 'SEASPAN RESOLUTION' DELIVERED

A new AZ 30/80-class terminal/escort tug, '[Seaspan Resolution](#)' (Imo 9537147) was delivered this month from J. M. Martinac Shipbuilding, USA, to its Canadian owners Seaspan International. '[Seaspan Resolution](#)' is a near-sister to the two tugs, '[America](#)' and '[Pacific Star](#)' previously built by Martinac. This new class of powerful ship-handling/escort tug was developed by Robert Allan. The role of this new tug will primarily involve conventional ship-handling and tanker escort



work in Vancouver and the Roberts Bank terminal. The tug was built to Lloyd's Register of Shipping Class notation: X A1 Towing Vessel. '[Seaspan Resolution](#)' is a 29.9-metre vessel with a moulded beam of 12.2 metres and a moulded depth of 5.3 metres. With a fuel capacity of 170 cubic metres and a potable water capacity of 13.6 metres, '[Seaspan Resolution's](#)' propulsion comprises a pair of EMD Model 12-710G7C-T2 diesel engines, each rated 2,237kW at 900rpm, and each driving a Niigata model ZP-41 Z-drive with a 2,700mm diameter fixed-pitch propeller through a hollow, in-line shafting system. This combination delivers a bollard pull of 81.9 tonnes ahead and provides a free running speed in excess of 13 knots. Electrical power is provided by a John Deere 6125AFM75 genset rated at 250kW, and a John Deere 6068TFM76 genset rated at 99kW. (*Source: Baird*)

### CRUSADER COMPLETED 28 DAYS TOW

Crowlev Maritime's 7.200HP and 1974 build tug "[Crusader](#)" (Imo 7367196) call sign WYP4482



completed the 28 day tow of a 400' x 100' x 25' deck barge for private West Coast Canadian Buyers. The 136' x 36.5' x 19.2' tug is a McDermott built boat of Crowley's "**Invader**" class, powered by a pair of EMD 20-645E5 diesels developing a bollard pull of abt. 150,000lbs. Barge was originally built in 1982, by FMC Corp. in Portland, Oregon as a 149,000bbl, single-hull, petroleum barge. The 16,200 dwt barge was first towed to Colombia where the new Owner contracted with a local shipyard to have her quickly converted into an ocean going-deck barge. She has a raked spoon bow with 10' high breakwater forward, a clear flat deck and squared raked stern with twin towing skegs. The new Owner is completing final outfitting at their facility in Vancouver, British Columbia before the barge finds herself again at the end of a tow wire, heading North of Alaska to the Canadian Arctic to begin service as a cargo barge. Reportedly the tow from Colombia to Canada was one of those described as "boring is good". The Panama Canal transit was uneventful and weather fantastic for most of the voyage, with the tow averaging over 9 knots. Tug and tow got into the Northwesterlies though off of the Baja Peninsula and pretty much had it on the bow for the rest of the voyage. This slowed the tug to 7kn, mostly to avoid pounding an empty barge. *(Source: Marcon Int.)*

---

### MEDMA DEPARTED FROM SHANGHAI

Friday July 24<sup>th</sup>, the Damen Shipyard Changde – China new build ASD 3111 design tug **Medma** (Imo 9526825) departed from Shanghai, China to Giaio Tauro, Italy under full TOS management. The 353 grt. tug is built for Contug – Italy under yard number 511308. The expected bollard pull will be 67.4 tons. Develops by two Caterpillar 3516 diesel engines. *(Source: T.O.S)*




---

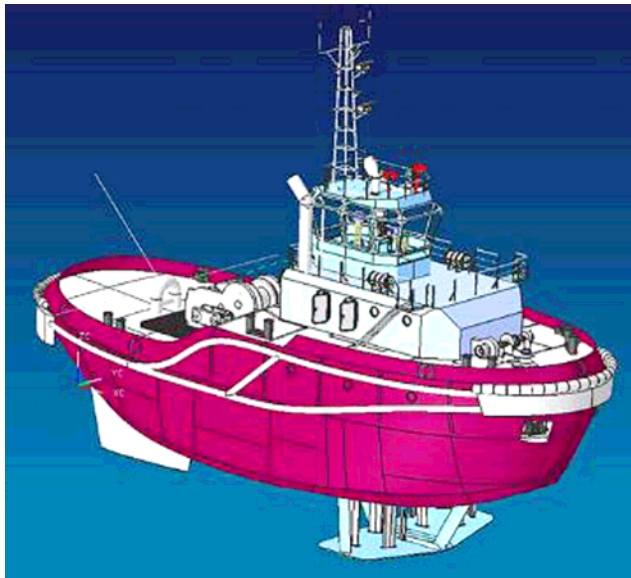
### SVITZER HAWK ON HER WAY TO PANAMA

Saturday July 25<sup>th</sup>, the ASD-tugboat **Svitzer Hawk** (Imo 9431068) from Svitzer Middle East, will depart the port of Dubai, UAE with destination Puerto Armuelles, Panama. The Panama flag **Svitzer Hawk** with call sign H9ZT will be relocated to her new working area. *(Source: T.O.S)*

---

### VOITH UNVEILS CONCEPT DESIGN FOR MULTIPURPOSE TUG

Voith Water Tractors are known the world over. Now. Voith Turbo Marine Engineering. Rostock.



Germany, is expanding its portfolio with a recently unveiled a concept design for a multipurpose tug with a 70-ton bollard pull and plans for a large powerful vessel called a Voith Power Tractor that could have up to 150 tons bollard pull. "The trend in ship design is increasingly pointing towards systems solutions," says Stefan Moye, Voith Turbo Engineering CEO. "And this is exactly what we are offering to our customers." The new design will be fitted with two Voith Schneider Propeller 32R5/265-2 units. The multipurpose water tractor tug displaces 1,100 tons, has a length of 34.6 m, beam of 12.8 m, speed of 13.5 knots and, because of

its raised bow, is suitable for open-ocean operation. Details are scarce for the Voith Power Tractor, which will be offered in lengths of excess of 50 m with increased transit speeds. *(Source : MarineLog)*

## OFFSHORE NEWS

Advertisement

**Atlas**  **Ship Delivery**  
Consultancy & contracting professionals

The field of work of Atlas Ship Delivery ranges from:

- ship delivery worldwide
- survey
- HSE QS cases
- marine consultancy
- technical conversion with pre engineering
- contract development

We offer our services on a consultancy (dayrate) or total contract (lumpsum) basis.

Should you require further information; please feel free to contact Mr. Captain J. van Driel: [jvandriel@atlasgroup.nl](mailto:jvandriel@atlasgroup.nl)

**WWW.ATLASGROUP.NL**



---

## CHLOÉ CANDIES, 500K HOUR WITHOUT INCIDENT

---

Saipem America, a worldwide provider of construction and subsea engineering services to the offshore oil and gas industry, announced that the **Chloé Candies**, a multi-purpose support vessel, and her crew reached 500,000 man hours without a Lost Time Incident (LTI) or a Recordable Incident. The crew achieved the milestone mark during the period of September 25, 2006 thru July 2, 2009 - working 1,010 days without incident. The **Chloe Candies** is a US Flagged, Class II DP ROV support vessel with a healthy 8,000 sq.-ft. deck area inclusive of a 20 x25 ft moon pool and a permanently installed 100 ton Tele-knuckle crane. The vessel features a helideck, cinema, gymnasium, hospital and private conference room along with accommodations for 66 personnel *(Source: MarineLink)*

---

---

## EMGS LAUNCHES SECOND PURPOSE-BUILT 3D EM VESSEL

---

TRONDHEIM, NORWAY: Electromagnetic Geoservices ASA (EMGS) has launched its second purpose-built EM survey vessel. The new vessel, **BOA Galatea**, was built by Bergen Group Fosen and is leased from the owner BOA Offshore on a long-term charter. EMGS's core vessel fleet will consist of the two purpose-built 3D EM vessels, **BOA Thalassa** and **BOA Galatea**. Each vessel has the capacity to carry 200 receivers and offers two high power source systems. The vessels' features include sheltered deck and work spaces, advanced on-board processing system, helicopter deck, hospital ward, conference facilities and workstations with broadband connection. Surveying efficiency and flexibility is increased by the vessels' high speed, large fuel volume, extensive storage capacity, efficient fuel consumption and extended weather window. Roar Bekker, EMGS chief executive officer, commented: "We have experienced a breakthrough for our 3D surveying services over the last year, and our new vessels are especially designed for this purpose. EM data resulting from 3D acquisition provides superior data quality and can be more easily integrated into the exploration and production work flow, and interpreted alongside other subsurface information. "We therefore believe that our purpose-built 3D EM vessel fleet will provide an improved basis for industry adoption of EMGS's technology." *(Source: Energy Current)*

---

---

## OFFSHORE SUPPORT VESSEL (OSV) MARKETS ARE FEELING THE EFFECTS OF DECLINING ACTIVITY AND INCREASING NUMBERS OF NEW VESSELS

---

### U.S. Gulf of Mexico

The U.S. Gulf OSV market, which takes its cues from the offshore rig market, is severely depressed. Vessels of all types are going unused and some owners are cold stacking equipment for lack of work. ODS-Petrodata's July survey of vessel owners found 32 OSVs available for work in the area, although anecdotal evidence suggests the number may actually be higher. Even with many vessels cold stacked or in shipyards for maintenance, there are simply too many boats and too few jobs. "Doesn't look like its going to change anytime soon," suggested one hard-pressed vessel manager. Vessel owners in general expect the downturn to last into the second quarter of 2010. Many owners are worried about what will happen when their boats finish current jobs, with several saving they see no work beyond their current jobs for some vessels. The scarcity of work is

---

driving rates down, causing a number of owners to sacrifice day rates to keep utilization up. "Haven't seen it like this since the '80s," one vessel owner said. Another commented, "All our boats are working, but they're making half what they were a year ago." The deepwater OSV market is experiencing some softness as operators adjust project schedules in light of the uncertain economic environment. Day rates for deepwater vessels have been edging down since January, but utilization is still strong. One vessel owner suggested deepwater platform supply vessel (PSV) rates would not see the same precipitous slide as smaller PSVs because there is more market discipline on the deepwater and ultra deepwater side of the market. However, other owners in the deepwater market are less optimistic. A vessel manager who only has medium to large spec PSVs expects the market will get progressively worse as more rigs leave U.S. waters for work elsewhere. U.S. Gulf OSV day rates have declined in every market segment, according to the latest monthly survey of vessel owners conducted by ODS-Petrodata's The Offshore International Newsletter. Many vessel owners are in survival mode, believing that if they can weather this market cycle, the turn around will be sharp and fast when it finally arrives.

### **AHTS market in flux**

The traditionally tight U.S. anchor handling tug supply (AHTS) market has at least seven vessels without commitments this month. Industry sources have reported that two more of Seacor's 244-foot, 8,400 bhp AHTSs have been cold stacked, bringing the total to four. Three AHTSs are reported by owners as being available for work. In spite of significant slack in the AHTS market, day rates as reported by vessel owners remain relatively high. Tidewater AHTS Carl F. Thorne has moved to the U.S. from Trinidad and Tobago, and the 225-foot vessel is available for charter.

### **Newbuilds**

Bee Mar LLC is expecting the its third 2,700 dwt PSV to be delivered in early August. The new boat, Honey Bee, is being marketed domestically and internationally along with her two sister ships.

### **North Sea**

"Too many boats" has echoed across the Atlantic as the North Sea PSV market sees operators with plenty of PSVs to choose from. Around 10 PSVs are waiting for jobs in Aberdeen, and the influx of new vessels continues to boost the surplus. Rates remain soft, according to ODS-Petrodata's Offshore Marine Monthly report. The number of AHTSs in the spot fleet is low and rates this month are fairly strong, although that could change quickly. A number of rig moves over the last week or so created conditions where vessel owners were making good money in the AHTS spot market.

### **India, Asia and Australia**

According to ODS-Petrodata's MarineBase online market intelligence tool, about 10 percent of the Asian OSV fleet is idle at present, a slight improvement over last month. However, shipyards continue to churn out new vessels ordered in a more optimistic time, and the rising tide of supply has put rates under pressure. This in turn has created some concern among lenders exposed to the debt taken on by companies building new vessels.

---

## *SEACOR LAYS UP 23 SHIPS*

---

US SHIPPING group *Seacor Holdings* has laid up 23 ships in the US because of the collapse in the rig towing market in the Gulf of Mexico. The move led to a drop in fleet utilisation to 75% in the second quarter from 81% in the first three months of this year and a drop in the company's

---

operating revenues

## SD EVA COMMENCED TRAILS

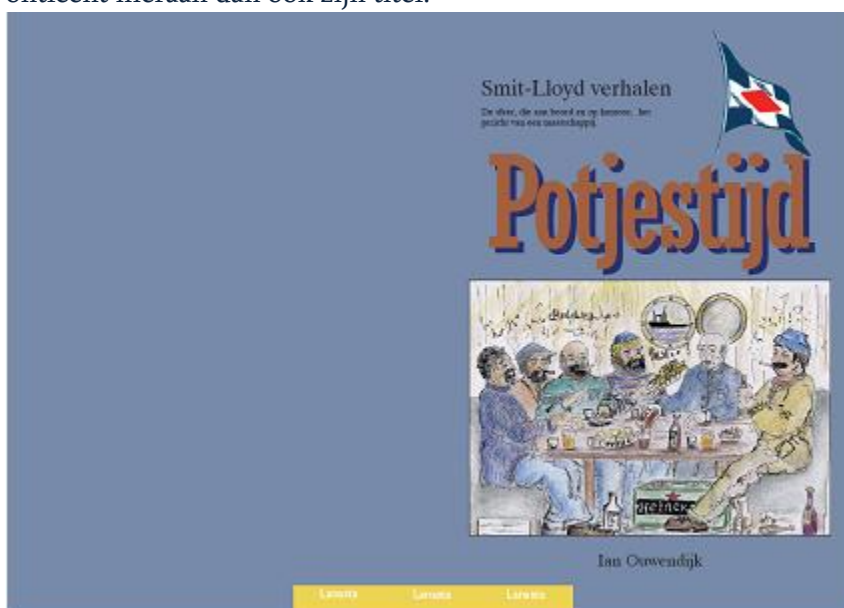
Last week the Damen FCS-3307 **SD Eva** was spotted during her trails. The Fast Crew Supplier is built for Serco Denholm's M.O.D. project. The supplier has a length of 33.50 mtrs, beam 7.36 mtrs and a depth of 3.30 mtrs. The offshore crew capacity is between 70-80 persons. The power range is between 2000-3500 Kw which results in a speed between 22-30 knots. *(Photo: Ruud Zegwaard)*



## POTJESTIJD

“Potjestijd” is een verzameling van 57 verhalen over de Rotterdamse supplyboot maatschappij Smit-Lloyd. Smit Lloyd werd midden zestiger jaren als zelfstandige maatschappij opgericht in een samenwerkingsverband tussen verschillende Nederlandse scheepvaartmaatschappijen en Smit Internationale. Begin tachtiger jaren werd de maatschappij in zijn geheel opgenomen binnen het Smit concern en in 1997 werd de divisie Smit Lloyd doorverkocht naar een Amerikaans concern. Van het begin af aan was de maatschappij innovatief en vernieuwend en tot aan het einde van haar bestaan was zij een belangrijke speler in de offshore markt.

Op de schepen was het de gewoonte om tussen de middag een biertje te drinken en tijdens deze ontmoetingen werden de gebeurtenissen van de dag doorgenomen en er werden sterke verhalen verteld. Vanwege de “potjes” bier die werden genuttigd sprak men al snel van: potjestijd. Het boek ontleent hieraan dan ook zijn titel.



De auteur, Ian Ouwendijk, kwam na een paar omzwervingen via verschillende scheepvaart maatschappijen in 1974 bij Smit Lloyd terecht, waar hij als stuurman en kapitein heeft gevaren tot hij in 2000 in de VUT ging. Hij heeft niet alleen zijn eigen belevenissen, maar ook die van anderen op schrift gesteld en verwerkt in zijn boek. Er zijn een aantal illustraties in het boek verwerkt en

ook de titelpagina is van de hand van zijn zus Hadewych Ouwendijk. Op 3 oktober zal het boek gelanceerd worden op een reünie van oud Smit Lloyd medewerkers, waarna het boek in de boekhandel voor € 19,95 te koop zal zijn. Voor die tijd kunt u, via een intekenlijst, het boek bestellen voor € 17,50. Hiertoe stuurt u een e-mail met naam en adres naar [ijmo@kpnplanet.nl](mailto:ijmo@kpnplanet.nl)

---

## GULF OFFSHORE TO SUPPLY TAQA PLATFORMS

---

*Gulf Offshore* has been awarded a multi-million dollar, five-year contract by TAQA Bratani for offshore platform supply services in the North Sea using platform supply vessel (PSV) **Highland Prestige**. An Aker 09 DE design PSV, Highland Prestige was designed and built in Norway in 2007. The ship's hull form, variable direction/speed azi-pull propellers and advanced diesel electric switchboard flexibility ensure minimum fuel consumption. At 284 feet (86.6 m) long, the 4,850-dwt, dynamically positioned vessel provides a clear deck cargo area of 10,764 square feet (1,000 sq m).

---

## YARD NEWS

### COCHIN TO BUILD TWO OSVs FOR SCI

---



India: Cochin Shipyard had signed a contract to build two Rolls-Royce UT 755 OSVs for the Shipping Corporation of India (SCI). The vessels are slated for delivery in 2011. The vessels have a diesel electric propulsion design which allows flexibility in operation and will meet all current environmental rules and regulations. Cochin has a total of 20 vessels in its order books. Cochin is also building a pair of AHTS vessels for SCI. (Source: Baird)

---

### CSL LAUNCHES FOUR SHIPS

---

Cochin Shipyard on Monday launched four ships which included three platform supply vessels and an anchor handling tug supply vessel. The foreign owners included **Tidewater Marine** of the US, **Vroon Offshore** of the Netherlands and **NFC AHTS Ltd** of Cyprus. The ships were launched at an in-house function by Cmde M. Jitendran, Chairman and Managing Director. Mr N.M. Paramesh, Director (Finance), and Cmde Kartik Subramaniam, Director (Operations), and other senior officials of CSL along with owners' representatives and surveyors were present. Delivery of the vessels is expected to be completed by February 2010.

---

---

## COSL TO BUILD SKIPSTEKNISK-DESIGNED SEISMIC SHIPS

---

China Oilfield Services Limited (COSL) has commissioned the Chinese shipyard Shanghai Shipyard to build a 3D deepwater seismic vessel. The vessel **COSL720** will be a 12-streamer vessel powered by with diesel-electric machinery. The 3D seismic vessel will be classed by China Classification Society. The **COSL 720** is based on a Skipsteknisk ST-327L CD design. The vessel will have a length of 107m and a beam of 24m. The accommodation is arranged for 75 persons. The vessel's diesel-electric propulsion system will have four diesel generators producing a total of 18,000kW. The vessel has twin propeller arrangement each run by a 4,500kW AC frequency controlled electric motor. For Skipsteknisk this is a very important contract. It is the first design contract the company has won from a Chinese company and the first ST-vessel to be built in China. Delivery of the vessel is scheduled for the first half of 2011. *(Source: OSO)*

---

---

## MED DIECI PRIOR TO HER LAUNCHING

---

Prior to her launching on the Damen Galati Shipyard build AHTS **Med Dieci** was transported to the slipway last week. *(Photo: Hans van der Ster)*



---

## SIEM SET TO RECEIVE NEW ANCHOR HANDLER

---

NORWEGIAN shipowner *Siem Offshore* is set to receive the first of eight new anchor handlers from Kleven Verft's yards in Norway next month. The **Siem Pearl** will increase the Oslo-listed company's fleet to 28 ships when delivered at a time when its revenues are falling due to lower charter rates. The other seven anchor handlers are scheduled for delivery in the next 18 months, when Siem expects charter rates will be higher. Siem Offshore's revenues fell in the second quarter, despite an increase in its fleet by three ships to 27 vessels, because of lower rates for the ships it has on the spot market. It reported operating revenues of \$44m compared with \$48m in the second quarter of 2008. Its operating profits were down 11% year-on-year to \$14.7m in April-June. Siem Offshore had five ships in dry-dock during the quarter and lost 86 operating days due to technical problems. It took delivery of the **Siem Dorado** multi-purpose support vessel in June and the ship went on a six-month \$6m charter with the Mexican state energy company Pemex. Siem Offshore and French group Schlumberger won a contract this month from India to provide offshore logistics services using two platform supply vessels for four years. Siem's management is upbeat about the long term outlook for the offshore vessel sector, and expects rates will rise through the rest of this year. "The North Sea supply market remains oversupplied, with day rates

---

and utilisation adversely affected, however, marketing enquiries on term requirements are on the rise,” Siem chairman Kristian Siem said. “We believe that this will translate into higher fleet utilisation and day rates through the second half of the year. Cancellations of new vessel orders has reduced the potential for an oversupply situation,” he added. Siem said it will claim for the loss of hire revenues for the **Big Orange XVIII** offshore vessel, in which it owns 41%, as it needs three weeks of repairs following its collision with an Ekofisk oil platform last month.

---

### *\$150M ARCTIC DEAL*

---

Edison Chouest Offshore has inked a \$150m deal with Royal Dutch Shell to build an Arctic support vessel. The US offshore vessel builder and owner also will operate the 110-metre vessel to support drilling rigs on Alaska's Outer Continental Shelf, local newspapers report. Galliano, Louisiana-based Chouest will build the ice-class unit at its LaShip yard under construction in Houma or at its TampaShip yard in Florida. A decision is expected by the end of the year. The unit will add to Chouest's offshore vessel fleet that totals more 181 units, according to Clarkson Research.

---

### *HOS IRON HORSE*

---



The New building HOS Iron Horse have started last week her trails. The on the IHC Holland Merwede Shipyard B.V. - Hardinxveld-Giessendam; Netherlands build vessel is a Multipurpose Offshore Supply Vessel for Hornbeck Offshore Services. She is build under yard number 717. *(Photo: Ruud Zegwaard)*

---

## WEBSITE NEWS

*[HTTP://WWW.TOWINGLINE.COM](http://www.towingline.com)*

**ARE YOU ALSO INTERESTED IN THIS FREE TUGS TOWING & OFFSHORE NEWSLETTER. PLEASE VISIT THE WEBSITE [WWW.TOWINGLINE.COM](http://www.towingline.com) AND SUBSCRIBE YOURSELF FOR FREE**

---

Please note that the URL of the MARCOL Tug Towing & Offshore, the home portal of the Tugs Towing & Offshore Newsletter has changed. The new URL is <http://www.towingline.com>, the old URL <http://www.jvds-marcol.nl> is linked to the new URL

---

Furthermore, Towingline.com is active on Twitter, sending updates to Twitter when new pages and post are added. When an old post is updated Twitter is notified as well. Towingline.com is active under the name towingline or follow this [link](#). For those not familiar with Twitter, more information can be found on [Wikipedia](#).

Last week there have been new updates posted on the Maritime News page as follows:

1. [Ortolan transit to Texas](#) with full history of this ASR vessel
2. [Laborde delivers engines to tugboat](#).
3. The announcement of the pass away from my friend and [SMIT Captain Piet de Boer](#)
4. A Press release from TOS regarding [three deliveries](#)

On the Historic page there is an update regarding [Transported Retired Navy Flat Tops](#)

Finally on the Picture page 3 new pictures have been added [2 tugs and 1 supply vessel](#)

Please note that my e-mail address has changed also [jvds@towingline.com](mailto:jvds@towingline.com)

---

## *DISCLAIMER*

---

The compiler of the Tugs Towing & Offshore Newsletter disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. For more information about advertising, subscription, preferences and un-subscription visit the website: <http://www.towingline.com>. The Tugs Towing & Offshore Newsletter is a ::JVDS-MARCOL:: Archive Production.

---