



TUGS & TOWING NEWS

CONNOLLY-PACIFIC TUG RECEIVES CUMMINS REFIT



The tugs of the Connolly-Pacific Company, a subsidiary of Knife River, make regular crossings of the channel with barge loads of aggregate from a quarry on the island to construction firms on the mainland. They supply their own marine construction requirements as well as marketing rock products in the Los Angeles to San Diego area. In addition to barges, a water taxi and a survey boat, the firm operates three tugs. Recently, in keeping with US and California emission

regulations, they repowered their 19.8-metre by 7.3-metre tug, 'Durango' with a pair of Cummins engines. The new six-cylinder Cummins QSK19 M engines replace a pair of 270kW two-stroke diesels and deliver 370kW each into Twin Disc MG516 gears with 6:1 ratios. Built at Main Iron Works in Louisiana, USA, the boat features a modified wheelhouse for improved visibility. With the addition of push knees and a pair of Nabrisco winches for the face wires, it mostly pushes the big aggregate barge in the more sheltered inside waters while a pair of larger boats tow the barges across the channel, but if the weather dictates the 'Durango' can also tow. *(Source: Baird)*



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RUSSIAN SHIPYARD BUILDS NEW GENERATION TUG



Russia: The Nizhegorodsky Teplohod Shipyard, based in Nizhni Novgorod, is preparing to deliver Project TG04 to Norilsky Nickel. The shipyard calls the vessel a new generation tug, as it is the first of its kind to be built in the last ten years for a Russian customer. The ship will be operated in the Port of Dudinka and will have icebreaking capabilities. The vessel has a length of 20.45 metres, a beam of 6.56 metres

and a 4.4-metre draught. It has a complement of six crew. The dock weight of the tug is 100 tonnes. The tug is scheduled for delivery this month. *(Source: Baird)*

ENGINEER ROOM FIRE WAKER

The Dutch Coast Guard Vessel **Waker** suffer a engineroom fire. The twelf men crew are evacuated. The former *Smit Houston* is anchored five kilometres North West of Vlieland. Salvage crews have difficulties to fight the fire. The crew was taken over by the Ocean Going Tug Holland which was nearby at the moment the **Waker** catch fire. Some of the crew members has breathing problems and where transferred to the Navy vessel *Mercur*. The Captain and the Chief



Officer are still on board the **Waker** The fire started in the engineroom. The source is not known at this moment. Action where taken to stop the fire but without success. The Terschelling fire brigade is brought to the vessel. Further more several lifeboats, salvage vessels from private companies and the *Mercur* from the Royal Dutch Navy committed in the salvage operation. *(Photo: © Stichting Zeesleepboot Holland / Tom Schoonhoff)*

SMIT PORTUGAL SOLD



Last Sunday, 6th September, the **Smit Portugal** left Rotterdam for the last time, bound for Setubal. Sold to Gurpo Lutamar, I assume, also owners of the ex Aziebank (ex Gurnard, ex Wellington) and the Mumbles. This shot was taken for the signal station at Hook of Holland. *(Source: Hans Hoffmann)*

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TOWBOAT COMPANY LOOKING TO EXPAND

HOUMA — At a time when many marine companies are cutting back on their production, a new shipyard has begun a \$2 million expansion to build towboats. “The brown-water market is excellent,” said Lou Parker, vice-president of operations for Direct Marine Services, referring to the industry that transports cargo such as construction materials on the nation’s rivers. “We’ve been through the ups and downs, but right now the business is good.”



A former mathematics professor, Parker got into shipbuilding after serving in the Coast Guard during the Vietnam War. Direct Marine will be the fourth business Parker has started: Previously employed at Dulac’s Hope Services, he started off on his own at 132 Industrial Blvd. after his business partner died. Launched early this year, the small shipyard sits on 8 acres next to Bayou Lacarpe, a small waterway adjacent to the Port of Terrebonne. Its 8-foot depth is plenty for the company’s towboats. They’re already working a contract with Higman Barge Lines of Houston, said manager Maurice LeBlanc, as welding torches flared on partially assembled pieces of the boat’s hull and cabins. This is the first boat, and three more could be on the way. The \$2 million expansion requires digging a 135-by-85-foot bulkheaded slip, a building for cabin fabrication and the addition of 30 to 40 employees, Parker said. The firm’s goal is production of five boats per year. Direct Marine Services is looking to the Terrebonne port’s proximity to help its progress. According to the parish’s economic-development group, that progress will get a boost from the state’s Economic Development Award Program. The program helps companies pay for roads, water lines, sewers and other infrastructure if kept as public property. Katherine Gilbert, business retention and expansion director at the Terrebonne Economic Development Authority, said that to qualify, the project must be built on public property. So Direct Marine is considering a donation of 1 to 2 acres of its plot off Industrial Boulevard to the Port of Terrebonne to qualify for

the state program, and use that land to build bulkhead. That way, if it were to leave the site, the port could lease the improved site. Parker said the company is looking for financing of \$500,000 to \$1 million, an investment he said would benefit the parish through jobs and tax revenue. The company has also applied for inclusion in Louisiana's Enterprise Zone program, which offers a \$2,500 tax credit for each net new job created, and a credit that freezes the value of the property at its currently assessed value. The Terrebonne Port Commission is still considering the proposal, executive director David Rabalais said. The port is also in the midst of creating a way to handle future land donations like the one suggested. The only previous donation from a company came from LaShip, Edison Chouest Offshore's new shipyard at the Port of Terrebonne. While that project was large and specialized, Rabalais said, other smaller potential tenants such as Direct Marine may come along. "We need to create some kind of policy that's consistent," he said. *(Source: Kathrine.schmidt@houmatoday.com).*

SHOWDOWN ON PORTLAND HARBOR

What Happens When a Tug Titan Tries to Move in on the Company He Once Owned? A Family Feud, Two Lawsuits and Heightened Tensions on the Water. Arthur Fournier has had a long and colorful career moving ships in and out of harbors from New York to Belfast. He built much of that success by moving in on someone else's territory, then taking their business. Now Fournier is at it again, this time with an unusual twist. He's taking on a company led by his own son. Fournier, who is 78, has started a new tugboat and ship docking company in Portland Harbor. His partners are his two youngest sons, Doug and Patrick, each of whom also runs a branch of the family business in other ports. Fournier's competition is Portland Tugboat LLC, the company he sold to a New York-based tug operator in 2001 for \$9 million. The business has guided the vast majority of ship traffic in and out of the harbor since the late 1980s, when Fournier essentially drove out the previous tugboat fleet. Until this summer, Fournier had a good relationship with his former company. The new owners kept his son Brian as president and continued to use both Arthur and Brian Fournier as docking pilots, the licensed captains who ride aboard all tankers and freighters as tugs guide them to and from the docks. That relationship ended abruptly in July, when Fournier and his other sons arrived with tugboats from Massachusetts and started offering lower rates for moving and docking ships. Fournier stopped working as a state-licensed docking pilot with his former company, and became the sole pilot attached to his newest venture, Fournier's Portland Towing and Ship Service Inc. The new rivalry has not escalated into the kinds of threats or violence that spice some of Fournier's stories of past exploits. But there is clearly tension around the harbor, and - so far - two lawsuits with dueling accusations of foul play. In a lawsuit filed in U.S. District Court in July, Portland Tugboat complained that Fournier used a virtually identical business name to confuse customers and take business. In the other, filed in Cumberland County Superior Court last month, Fournier accused his son Brian of defaming his reputation by telling customers that he is incompetent as a pilot. "We have had great relations with Arthur until the day he announced he was going to go into competition with us," said Brian McAllister, president of McAllister Towing, the owner of Portland Tugboat. "It's a little difficult to understand why he would do it without any notice or anything. ... It's not like boom times right here."

A QUESTION OF TIMING

The slowdown in the shipping business - it's down as much as 20 to 30 percent in various ports, sources say - may have something to do with Fournier's timing. A sharp decline in traffic through the Cape Cod Canal has allowed the tugboats, and Patrick Fournier, to spend more time in

Portland. And, Fournier said, some shipping companies were unhappy with a rate hike this summer by McAllister. "We're here by popular demand," Fournier said. But Fournier and his sons say the primary motivation was to make sure that Doug and Patrick can be trained as pilots in Portland Harbor. It takes years of on-board apprenticeship to get the state license and, they say, they weren't going to if McAllister controlled all of the tugs. "I want to continue the family legacy," said Doug Fournier, who is 28 and his father's next apprentice pilot. Brian Fournier declined to talk about the business rivalry because of the legal issues, although he acknowledged that it has gone beyond business as usual. "It's my father. He served me papers with a defamation suit," he said. "I wish my father luck, that's all I can say." Brian Fournier may have been as surprised as anyone by his father's decision to compete with him, but he never expected his father to simply retire. "He's never going to rest," he said. The clash is being watched all around the harbor. But shipping agents, port officials and others contacted for this story would not comment, let alone choose sides. David Winslow, a former business partner of Fournier's, said the elder Fournier simply likes making waves. "He definitely likes to stir things up," Winslow said. "There'll never be grass growing under his feet."

STIRRING UP THE WATER

Arthur Fournier has been stirring things up in the tugboat business for more than 50 years. He went to work on coal barges out of Boston, where he grew up, when he was about 15. He got his first tugboat several years later, a salvaged boat that he outfitted with the engine from a Greyhound bus, and moved barges in Boston and New York. It was in Boston, while he was towing trash barges - and making a lot of money - that he acquired one of his more legendary, and often-told, stories. "June 22, 1972," he said. He was going to meet a guy on a pier in Boston when he was ambushed, he said. He struggled with the three men and ended up getting shot 12 times, he said. He also was carrying a handgun, and he put several bullets into one of the assailants before they left, he said. "They didn't know I carried," he said. "I die hard." Fournier later got tug work at the Bath Iron Works shipyards in Bath and then Portland. In 1985, he went head to head with Moran Towing in Portland Harbor and undercut his rival's price until Moran left three years later. As the longtime senior pilot in Portland Harbor, Fournier was a driving force behind new state license requirements that include 250 dockings as an apprentice. Fournier brought his sons into the tugboat business at an even younger age than he was when he started. His oldest son, Billy, was a tug captain when he died in a barge accident in 1985 when he went to help a crew member who had collapsed in an oxygen-deficient compartment. There was no minimum age limit to drive tugs less than 26 feet long, and Brian, Doug and Patrick drove tugs around Portland Harbor long before they could drive a car. They even got a job moving barges carrying the huge girders that now hold up the Casco Bay Bridge. "That was in middle school," Doug Fournier said. "People were skeptical, but we did the job." Arthur Fournier sold his Portland fleet of seven tugboats to McAllister in December 2001 for \$9 million, according to court records. It appeared to be a step toward retirement. Fournier would no longer run the tug business but would still be part of a three- man rotation of docking pilots. Docking pilots climb aboard the ships and use their local knowledge to command the vessels and the tugs as they move through the inner harbor. It's a lucrative job and one with great responsibility, given that modern tankers can hold as much as 40 million gallons of oil. About 30 ships a month call on Portland Harbor, each hiring a tug crew and a docking pilot. Fees vary widely depending on ship size, but a large oil tanker can pay \$3,000 or more for piloting fees during its visit. Tugboat fees can range from \$5,000 to \$10,000 or more.

MORE FOURNIER PILOTS

When he sold his tugs in 2001, Fournier signed a no-compete clause with McAllister. It expired three years ago. Fournier said he decided to start the new company after it became clear that his two younger sons wouldn't get a shot at piloting as long as McAllister owned all of the tugs. "They decided they wanted to control the pilots and not let another Fournier get a leg up on them,"

Fournier said. McAllister executives, however, said they were unaware that the younger Fourniers wanted to pilot tankers in Portland Harbor. And, they said, it was Arthur Fournier who made the decisions about who to bring on as apprentice pilots. Brian McAllister said the company's investments, including the Andrew McAllister, a new \$10 million, 6,000-horsepower firefighting tug, will help it keep the business of shipping companies. "Over these seven years we've invested more than double what we paid Arthur for the fleet ... at the request of the shipping community," McAllister said. McAllister has had to renegotiate some deals with customers since the new company's arrival, according to court documents. But it intends to hold its ground. "(Portland Harbor) is not a port that's ever had more than one guy in it," McAllister said. "We've looked at it and we're going to stay." McAllister is careful not to publicly criticize Fournier, given the defamation case. But he hints that it's time for his new rival to pass the torch. "He and I are very close to the same age," said McAllister, who is 77. "My sons are trying to get me to retire. I can't understand a guy who's trying to start in brand new." Arthur Fournier doesn't like to tell his age, at least not since the competition has allegedly been raising questions about his ability to dock giant tankers. But it's no secret around the harbor, where the joke goes that Fournier was the pilot who docked Noah's ark. Neither the Coast Guard, which issues federal captain's licenses, nor the Board of Harbor Commissioners, which oversees state pilot's licenses, has any age limit for pilots. Pilots must periodically update their training and continue working with good safety records to maintain their licenses. Age isn't a concern for Fournier, who brushes off any talk of retiring and seems as restless as ever. "If you can't climb up 30 rungs of a pilot's ladder alongside a ship, you're not going to be a pilot," he said. "Thirty rungs gets you to the deck. Then you've got to climb seven stories (of stairs) to get to the bridge." (*Source: Portland Press Herald*).

CAPTAIN MARK FREEMAN CELEBRATES 50 YEARS AT FREMONT BOAT COMPANY



On September 20, 2009 I will celebrate 50 years of being in business at the Fremont Boat Company and my wife of 25 years, Margie, will celebrate working here for 30 years. My dad "Doc" bought the business which was called Fremont Boat Market on September 20, 1928 from Capt. V. C. Webster, who founded Fremont Towing in 1915 and Fremont Boat Market in 1916. I was born in 1934 after my sister Merry who was born in 1930; a couple of Great Depression kids, I always thought that I was a depression mistake because times were so hard. I

started running one of dad's tugs the launch **Dolphin II**, a 36 footer when I was 11. Boy what a thrill that was. At age 13 I got my first tug an ex- Navy 21 foot motor dory the **Seal Rock** with a tremendous 8 horse power. I used her for log salvage and called the company Tatoosh Towing & Salvage, the name was bigger than the boat and dad charged me \$600 for her. Seeing the demand for logs, we built the **Jerkmore** up when I was 16, her cost to me was \$2500. She had been a surplus landing barge with 225 H.P. I ran her in the log salvage business and did general towing and log rafting, paying for her before I went in the Coast Guard in 1955. I served the Coast Guard

for 8 years: 4 active and 4 inactive. After boot camp I went to the Grays Harbor Lifeboat Station at Westport and stood watches in the lookout tower before I got to run all the different motor lifeboats and utility boats. We had the 52 foot **Invincible** and a smaller 36 foot lifeboat the 36469 - a 26 ft Monomoy surfboat and three different 40 foot fast utility boats. I always laughed that when I joined the Coast Guard all I did was change uniforms and take a drop in pay and start towing for them. I received a Coast Guard Commendation medal for rescuing the crew off the Liberty ship **Sea Gate** aground on Sonora Reef near Pt. Grenville on the Washington Coast and a Letter of Commendation for the rescue of two boys in the surf at Grayland. In all, the Coast Guard said that I saved 37 lives and I attained the rank of 2nd class bos'n mate of course no one knew it but I enjoyed that work so much that I would have done it without pay. Coming off active duty in 1959 I went to work for my dad and later in the year I got the chance to buy the

business at Fremont Boat which dad had out on a lease. I sold boats on consignment, bought and sold boats, rented moorage, ran tugs for my dad and worked 7 days a week - a typical small business. My dad "Doc" died in 1963 after being sick for two years and I took over his position to help my mother "May" operate the family businesses. I didn't really like selling boats so I resurrected the tugboat side of the business and formed Fremont Tugboat Company. I had a grand time with it. I did general



towing and had a drill barge, the **Gopher**, and a ramp scow and several flat scows as well as two salvage barges the **Guzzle** and the **Grappler** and over the years I operated the tugs **Stoker**, **HMS, Barf, Manila, Crosscut, Peavey, Standfast, A-1, Sovereign, Spitfire, Fremont 105, Jeep, Blueberry** and **Grace**. My son, Erik, was born in 1970. Margie went to work for me when my mother wanted to kick back just a little in 1979. I suffered a brain tumor and had it removed in 1981 and every one pitched in to keep everything going. Margie and I were married in 1984...one of my better moves. In 1994 Margie and I bought the **Blueberry** an ex-Coast Guard Buoy Tender. We would use her as a tug and took a 6 month cruise to Alaska in her in 1995 going with our good friend Lodo and family with their boat Decoy. I sold the tugboat company to my son Erik and his best friend Tom Bulson in 1995 and they still own and operate the company. Their main tugs are the **Dixie, Standfast, Stinger** and **Halftrack** and a flat scow **FT 4519**. In 1999 we rebuilt the "Doc Freeman's" marine hardware building into the "O. H. 'Doc' Freeman office building and we lease out office space. My mother "May" died in 2002 at age 98. Today Margie and I operate 12 businesses from our office at Fremont Boat Company and our son Capt. Erik has been tug boating for 30 years starting- on the 15 ft tug **Barf** when he was 8 years old. No one told me about child labor laws I always thought they did it right on the farms and I have been accused of being a Lake Union farmer. I have my own Tugboat Museum in my office and a collection of over 100,000 tugboat photos. Chuck Fowler and I got together and published the book "Tugboats on Puget Sound" so now I am an author although I couldn't spell it last week. I still run a small tug so that makes it 64 years that I have been running tugs. Margie and I commute to our houseboat on Westlake with the tug "**Jeep**" and we are still working 7 days a week. I always figured that a lot of hard work will solve most problems so I get up every day and get my ass in gear and I have about 100 irons in the fire and can't wait to get at them. I have even started building model tugs again...more later.Mark Freeman. *(Mark thanks for the above story, very much*

appreciate. Whishing you and Margie all the best health and towing business)

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A WORKER TO EXPLORE THE SEABED



Mariners have become accustomed to seeing ever more complex and sophisticated vessels launched in support of the petroleum exploration industry. A new level was set this year when the Norwegian yard, Fjellstrand, launched the multi-purpose offshore vessel 'Seabed Worker' for Seabed, Bergen Norway. The DP2-classed vessel has two 2,500kW stern-mounted Voith propulsion units, a Rolls Royce 1,000kW tunnel bow thruster and a Rolls Royce 1,000kW retractable azimuthing bow

thruster. Power for these electrically driven propulsion motors is provided by four Cummins QSK60 DMI-driven 1,800kW generator sets. The 88.8-metre by 16-metre vessel is packed with

sophisticated equipment including two hydro-acoustic positioning reference systems and very broad suites of navigation and communications systems. An ROV hanger, situated aft of the accommodation area, can be closed to provide a protected area for storage, maintenance and handling of the ROV. The 5.4-metre by six-metre moon pool is fitted with a sliding hatch. Both the vessels' two ROV launchers are fitted with active heave compensated winches with 4,500 metres of umbilical capacity. *(Source: Baird)*

FARSTAD SHIPPING BUYS 'SICAL TORINA'

Farstad Shipping, Norway, has entered into an agreement to buy a 3,750DWT VS470 MkII platform supply vessel. The **'Sical Torina'** was built at STX Norway Offshore in 2006. The vessel is a modern, medium-sized PSV suitable for years to come in the Indian Pacific markets. The vessel is currently trading the spot market in the North Sea. According to Farstad, the purchase price is approximately US\$25 million. Farstad will take delivery of the vessel before the end of September.



Farstad's current fleet consists of 28 AHTS, 24 PSV vessels and three subsea vessels. (Source: Baird)

DEEP SEA SUPPLY SECURES CHARTER CONTRACTS



Deep Sea Supply, Norway, has secured new charter contracts for two AHTS vessels, **'Sea Ocelot'** and **'Sea Eagle 1'**. The charterer is KNOC and area of operations is South-Korea. The vessels will commence charters in direct continuation of their present charter contracts, a statement by Deep Sea Supply said. The vessels will commence work next month for about four months. The total contract value is over US\$6 million. *(Source: Baird)*

MED DIECI LAUNCHED

The AHTS **Med Dieci** was launched on September 3rd at Damen Shipyards Galati in Romania. **Med Dieci**, a Damen AHTS 6615, is the second AHTS delivered by Damen to Med Offshore, the Naples based Offshore company, following the AHTS 6114 Med Otto, which was delivered in 2006. **Med Dieci** is the third AHTS 6615 launched this year at Damen Shipyards Galati.

(Photo: Huib Lievense)



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ZF MARINE ACQUIRES HRP



The Marine Propulsion Systems business unit of ZF Friedrichshafen is further expanding its position as a supplier of complete marine propulsion systems for all types of vessels. ZF Marine has now acquired HRP, with all subsidiaries, with production locations in The Netherlands and Indonesia as well as sales and service locations worldwide. HRP produces a wide range of steerable thrusters, which include well-mounted thrusters, retractable thrusters, tunnel thrusters and controls, available in fixed pitch, CP and CRP versions. As in previous years, HRP achieved positive sales development in 2008. HRP currently has approximately 250 employees worldwide. The company will continue business as ZF Marine HRP within the ZF Marine Group.

ZF HRP's 8000 VRM 2000kW "propeller, typically for tugs." With the addition of the new ZF Marine HRP company, we are now able to offer competence in the field of steerable thruster technology. We can swiftly apply HRP's extensive propulsion know-how, for our future growth," Roland Heil, ZF Marine's CEO said. HRP, in the thruster market since 1973, designs and produces

a wide range of steerable thrusters for all types of applications throughout the marine industry. Most of the workforce is located in Europe, with headquarters in Krimpen, The Netherlands. HRP also has offices and facilities in Asia, North America, South America and Middle East. (*Source: Baird*)

ROLLS-ROYCE FOR NAVY TUGS

Rolls-Royce has secured a contract to supply propulsion and motion control systems to South Korean Navy. The £2m contract will see the company supply azimuth thrusters to four South Korean navy tugboats. These thrusters, supplied in pairs to the tug boats, are a configuration of a ship's propeller that can rotate through 360 degrees on a vertical axis, allowing for greater manoeuvrability than a traditional propeller and rudder system. John Yi, the company's naval sales manager for north-east Asia, said: 'The Republic of Korea Navy continues its impressive programme to renew its fleet and I'm delighted that Rolls-Royce technology continues to play a key role in the modernisation of the country's naval capability. The four tugboats, which are the first in an initial batch of six ships, will be built in the Hanook Shipyard and are due to enter service in 2011.'

ZAMIL OFFSHORE SERVICES LAUNCHES DSV

Zamil Offshore Services in Saudi Arabia has confirmed that it has achieved another milestone by inaugurating the diving support vessel (DSV) **Algozaibi 51**, built for Khalifa Abdulrahman Al Gosaibi Diving Company. This represents the first contract with the Saudi private sector. The yard also recently delivered **Zamil 55**, the fourth Rolls Royce UT-733 AHTS for Saudi Aramco. Its sister vessel **Zamil 56**, the fifth in the same series, has also now been launched. Zamil Offshore



was also recently awarded a contract by the Saudi Sea Ports Authority to build and deliver a multipurpose harbour/firefighting tug for Diba Seaport. This tug will be fitted with twin engines delivering a total of 2,400 KW and two firefighting monitors. (*Source: OSO*)

OPK SHIPYARDS LAUNCH PLATFORM SUPPLY VESSEL

On September 8, 2009, Severnaya Verf shipyard, a part of United Industrial Corporation (OPK), launched a vessel for oil-rig platform provision, also known as the project VS 485 PSV. The vessel for oil-rig platform provision is equipped with special capacities and cargo system for transportation of oil-rig mortar, friable freights, methanol and general freights on the open deck. Also, the vessel is equipped for the participation in rescuing, evacuation and fire fighting missions around the oil-producing platforms in the North Atlantic. Norway Company Solvik Hull Supplies AS is the customer of this vessel, and the designer Norway Company Vik-Sandvik AS. The contract anticipates the production of a technically well equipped hull, including all hardware, the setting of pipes and the painting of the vessel. At present Severnaya Verf shipyard is carrying out

the "turnkey" construction of the platform supply vessel project VS 470/485 PSV, also for Norwegian customers. Besides the production of hull and systems, Severnaya Verf shipyard is carrying out assembling, wiring and start-adjusting work, testing the equipment and also conducting sea trials in the Gulf of Finland and in the Baltic Sea. Terms of delivery of the first full-completed vessel expires in 2009, as for the second one, in December 2010. *(Source: MarineLink)*

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