



TUGS & TOWING NEWS

FAIRPLAY XIV

The newbuilding **Fairplay XIV** (Imo 9541708) from Fairplay Borchard seen under construction at the Astilleros Armon the Navia Yard in Spain. *(Photo: Santi)*



HANNAH FLEET SOLD OUT

SUSAN W HANNAH SOLD TO PORT CITY TUG



The **'Susan W. Hannah'** (ex-*Kings Challenger*, ex-*IMT No.1*, ex-*Lady Elda*), a 121.5' x 34.5', 4,300BHP articulated pusher tug with a Bludworth coupling system was bought at the auction by Port City Tug / Sand Products of Grosse Pointe Farms, Michigan. The twin screw **'Susan W. Hannah'** was built by Toche Boat Builders, Inc. of Ocean Springs, Mississippi and in 1994 repowered from Brons diesels with a pair of turbo-charged EMD 12-645E5s. The tug worked for St. Marys Cement on the

Lakes prior to being laid up and sold at the auction.

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DONALD C. HANNAH SOLD TO KINDRA

Kindra Lake Towing of Chicago, Illinois purchased the 95' x 29' **Donald C. Hannah**, a 1962 built twin screw tug powered by a pair of EMD 12-567Cs for a total of 2,400HP. She was originally built by Main Iron Works of Houma, Louisiana and rebuilt in 1975. Tug is fitted with a retractable pilothouse with a 17' lift, a single push knee, barges winches and a tow winch and is a good fit with Kindra's existing fleet of three lake tugs and two river boats which have provided service on the Calumet River and Lake Michigan since 1992. *(Photo;*



via Jan van der Doe)

HANNAH D. HANNAH SOLD TO WARNER



Warner Petroleum Corp. / Fuel Boat Holdings of Clare, Michigan bid on and was awarded the 980BHP, 86' twin screw tug **Hannah D. Hannah** (ex-*Betty Gale*) which had been built in 1955 by Sturgeon Bay Shipbuilding. Tug was powered by a pair of Cummins KT-2300 diesels and fitted with a retractable pilothouse with a 10' lift. Warner presently owns and operates four terminal facilities for liquid commodities located in the Detroit area, Upstate Michigan and Southern Lake Michigan (Chicago). The company transports fuels and liquid asphalt commodities throughout the Great Lakes, St. Lawrence Seaway and Inland River system.

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AVAILABLE FOR SALE

Also purchased back by creditors and still available for negotiated sale were the 3,400HP AT/B tug **James A. Hannah** (ex-*Muskegon*, ex-*LT-820*) which is fitted with a JAK linkage system and the 1,640BHP retractable pilothouse, inland river pushboat **Daryl C. Hannah** (ex-*Katherine D*). There were no bids made for the 150', 4,500HP **David E** (AKA "*Kristen Lee Hannah*" and ex-*Henry Foss*, ex-*LT-815*). Tug remains available for sale. (Photo; via Jan van der Doe)



MARK HANNAH SOLD AT PORT OSWEGO



The 3,200BHP, Bludworth fitted AT/B tug **Mark Hannah** (ex-*Challenger*, ex-*Gulf Challenger*, ex-*Lead Horse*), built in 1969 by Burton Shipyard of Port Arthur, TX was sold by the U.S. Marshal at the Port of Oswego, New York on Wednesday 14th October. The 128' x 32' raised foc'stle bow tug is powered by a pair of EMD 16-645C diesels, Western 4.68:1 gears and 4-blade 115" x 91" props.

PEGGY D. HANNAH SOLD TO CALUMET

The 2,000HP, 100' x 24' single screw tug **Peggy D. Hannah** (ex- *William A. Whitney*) which was built in 1920 by Whitney Bros. Co. of Wisconsin was bought by Calumet River Fleeting of Chicago, Illinois. The *"Peggy"* is powered by a single 2,000HP Fairbanks Morse 38D8-1/8 diesel and fitted with two manual barge winches and a single drum tow winch.

KAY LYNNE HANNAH SOLD AT MOBILE

The 3,000BHP twin screw tug **Kay Lynne Hannah**, AKA *"Rio Bravo"* (ex- *Gus Candies*) is to be sold by the U.S. Marshal in Mobile, Alabama on the U.S. District Courthouse steps on Wednesday 21st October. This sale is expected to draw a lot of interest.

KRISTIN LEE HANNAH SOLD AT VICKSBURG

The U.S. Marshal's Sale for the 3,200HP pushboat **Kristin Lee Hannah** located in Vicksburg, Mississippi still remains to be scheduled.

SMIT TIGER DELIVERED

The last in a series of four Damen ASD 3213 **Smit Tiger** was delivered last week to Smit Shipping Singapore Pvt.Ltd. – Singapore. The tug was build on the Damen Vietnam Shipyard under yard number 513004. The series completes the 95 tonnes bollard pull tugs as follows: **Smit Panther**; **Smit Jaguar**; **Smit Cheetah** and the **Smit Tiger**.

DINTELSTROOM COMMENCED TRAILS



The new building Damen shoalbuster 3009 **Dintelstroom** for van Wijngaarden Marine Service commenced trails last week on the Haringvliet. The tug build under yard number 571609 will be delivered next month.

SMIT CARAJA DELIVERED

Last week the newbuilding Rampart tug **Smit Caraja**, for Smit Rebras was delivered by Detroit Itaja – Brazil. She is the last one of a series of 6 tug of this design. *(Photo via Will Ruts)*



SD RELIABLE ON TRAILS



The new building Damen ATD 2909 **SD Reliable** for Serco Denholm Marine Services commenced trails last week on the Haringvliet. The tug build under yard number 545301 is the first in a series of four tugs. She will be operating for the Ministry of Defence in the United Kingdom. *(Photo: R&F van der Hoek / Lekko)*

DAMAGED BULK CARRIER TOWED TO SAFETY FOR REPAIRS

On September 10, a 64,155DWT bulk carrier, fully laden with 62,730 tonnes of sub-bituminous coal became immobilised due to a tail shaft leakage in the Makassar Straits, northeast of Borneo. Tsavliris Salvage, Greece, was contacted for assistance. The Piraeus-based company then dispatched the AHTS, **TTC Cyclone** to assist the *'Minoan Euro'*. The AHTS arrived on site on September 13 and began towing the *'Minoan Euro'* towards Manila in the Philippines. On September 17, while the convoy was passing between Pearl



Bank and Laparan Island, the tow began to sheer very heavily due to the strong tide rips and lost control. Side thrusters were put into operation in order to manoeuvre and to stay ahead of the tow. The tow however made a heavy swing to port creating a fury of 270 degrees, thus losing control and at that moment causing her port bridle leg to part. The tow wire from the starboard side bridle leg was disconnected by the crew while the convoy drifted back through the channel between Pearl Bank and Laparan Island due to the strong current. Under these circumstances the tow was connected to the stern of the casualty and the towage was recommenced towards the coast of Saban in order to reduce the influence of the current and to clear the coral shallows. On

September 19, the tow connection was re-established at the bow and the tow resumed to Manila. Tsavliris also dispatched the 'Trabajador' from Manila to assist as a steering tug. The vessel arrived on the scene on September 20. During the towage, the convoy encountered adverse weather conditions due to nearby typhoons. The convoy arrived safely at Manila on September 24 and anchored in Manila Bay. Belgium-based Hydrex was contracted to carry out the replacement tail shaft seals. Works were completed on October 1 and sea trials were conducted the following day. After this, the 'Minoan Euro' was re-delivered to her owners and sailed to her destination in Younghung, South Korea. She arrived on October 11.

RPA-2 STUCK UNDER BRIDGE



On Wednesday the 21st October the Port of Rotterdam patrol vessel **RPA 2** stuck under the Koninginnebrug in the centre of Rotterdam. (Photo: via K.Oosterlee-Leo Kramer)

TUG "COMPASS" TOWING THE JACKUP BARGE "ALASTAIR IV"

On the 28th September 2009, Norwegian shipbroker Force3 Offshore A/S (www.f3offshore.com) fixed the Dutch Owned tug "Compass" for the towage of the jackup barge "Alastair IV" from Malta to Point Noire, Congo. The tug had to mobilise from Rotterdam, but on the 14th of October the twin screw tug "Compass" left Malta with her tow "Alastair IV" The tug is now on her way to Point Noire, Congo where "Alastair IV" will go on a long term charter. After delivering the tow



in mid November, the tug "Compass" will be open for jobs in any direction. "Compass" is 33.7m - 2008 built twin screw tug with BV Class. Her tank capacity is 275mt fuel oil / 120mt Fresh Water, and she is fitted with a single drum towing winch. (Source: f3offshore)

OFFSHORE NEWS

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MARCO POLO SELLS

Marco Polo Marine is to sell a 5,380-bhp anchor handling, towing and supply (AHTS) to a Malaysian joint venture. PT Rig Tenders Tbk, in which Marco Polo has a 30% stake, will pay \$15m for the vessel in a deal that includes a ship repair contract. Under the deal the joint venture is obliged to send the anchor handler to Marco Polo's shipyard in Batam for all repairs for a period of five years. Marco Polo says it has a 30% deposit and will receive the balance amount upon delivery of the vessel, expected in the third quarter of 2010. *(Source: Tradewinds; By Dale Wainwright in Singapore)*

NEW CONTRACT AWARDED TO RUE

Riise Underwater engineering (RUE), in a joint venture with OMAK Maritime Ltd, has been awarded a five-month Inspection, Maintenance and Repair (IMR) contract by Shell (SPDC) in Nigeria. The contract includes but is not limited to air diving and topside IMR work on three

SBM loading buoys in the Bonny field and two SBM loading buoys in the Forcados field. Also included in scope of work is IMR work on central loading platforms. The work commenced early in September using the MPSV **Viking Forcados**. Viking Forcados will be available for other clients from February 2010.

LAUNCHING OF SUBSEA VENTURE, HARVEY BISSO



Harvey Bisso, USA, has launched operations to provide subsea services to the energy and maritime industries. The new subsea venture is a combination of Bisso Marine and Harvey Gulf International Marine. The centrepiece of the venture is a new twelve-man saturation diving system with a working depth of 300 metres. The portable SAT system will be deployed from the 81-metre by 17-metre '**Harvey Discovery**', a DP2 certified multi-purpose support vessel

outfitted with a 65-tonne crane and moon pool. The vessel provides accommodations for up to 53. The new SAT System features a gas reclaim system, which allows expelled gases to be circulated and recycled. It has a dual-lock, six-man deck decompression chamber, a twelve-man launchable flyaway hyperbaric rescue chamber, a dual-lock, six-man come-out chamber and a three-man diving bell. The portable diving system has a bell launch and recovery system, a saturation dive control van and two machinery vans. It has a twelve-tonne main bell winch and a six-tonne guide wire winch. The bell umbilical is 350 metres long and the bell handling system is a hydraulically actuated A-frame. The system is fully classed by ABS and IMCA compliant. *(Source: Baird)*

NORTHERN CRUSADER DOCKED AT WESTCON

The anchor handling tug supply vessel **Northern Crusader** arrived at Westcon's dydock on 19 October with an expected departure of 29 October. The vessel is operated by Eidesvik in Bømlo, Norway. Northern Crusader is at the yard for machine work, work in her tanks and the ship is also going to be cleaned and painted. *(Source: OSO)*

COAST GUARD RESPONDS TO SPILL OFF GALVESTON

A unified command comprised of the Coast Guard, Texas General Land Office, National Oceanic and Atmospheric Administration, O'Brien's Response Management and American Eagle Tankers has been established to respond to a collision between two vessels approximately 40 miles southeast of Galveston Tuesday. The 820-foot Liberian-flagged



tank ship Krymsk is currently stable after sustaining damage to a fuel tank when the 166-foot offshore supply vessel **AET Endeavor** collided with the vessel. Action was taken by the crew of the Krymsk to transfer oil from the damaged fuel tank to a separate undamaged fuel tank. The tank ship's captain reports that approximately 18,000 gallons of oil was spilled; a Coast Guard team is underway to confirm this initial report. According to the Equasis data base, the 2003-built Krymsk is managed by NOVOSHIP JSC 1, Novorossiysk, Russia. The leak has been secured and there were no injuries reported on either vessel. Both on-water and aerial assets have been deployed to conduct oil spill response operations. The Coast Guard is currently investigating the cause of the accident.

YARD NEWS

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CABALLO AS DE OROS STARTS SEA TRIALS

De Hoop Shipyard in The Netherlands has announced that, after being transported from its Foxhol yard to Delfzijl earlier this month, its latest newbuild, **Caballo as de Oros**, has started sea trials. The vessel, built for Oceanografia, will soon be ready for delivery and departure to Mexican waters. *(Source: OSO)*

KOOIMANTUGS



(via Ferry Rijsbergen)

HEAVY LIFT/CONSTRUCTION VESSEL *BOREALIS* LAUNCHED



Nordic Heavy Lift has announced that the hull of the heavy lift/construction vessel **Borealis** was launched on 19 October and is now afloat alongside at Nantong Yahua Shipyard in Nantong, China. The construction contract for the hull, including a major part of the pipe work, was sublet by NHL's main contractor Sembawang Shipyard Pte Ltd, Singapore to the Nantong based yard. The company said it will now focus all its efforts on the next phase of the project. Upon arrival of the hull in Singapore, scheduled for mid-

November 2009, Sembawang Shipyard will continue outfitting **Borealis**, including installation of the power and propulsion systems. Final outfitting and the installation of the 5,000 tonnes Huisman crane will also take place in Singapore. *(Source: OSO)*

KBV002 ON TRAILS IN THE BLACK SEA

The second of a series of three Coast Guard Vessels for the Swedish Kustbevakningen commenced trails this week. On the picture the **KBV002** left the building yard Damen Shipyard Galati in the early morning on the 22nd October. *(Photo: Huib Lievense)*



SCI PLANS TO FLOAT \$160-M GLOBAL TENDER FOR 6 VESSELS

Shipping Corporation of India (SCI) on Thursday said it is planning to float a global tender of \$160 million for six vessels by this month-end. "SCI plans to float the tender containing *two AHTS-offshore vessels (Anchor Handling Tug Supply)*, two product tankers and two bulk carriers," a senior director of the Government-owned company told PTI here. However, the order might not be for new vessels only, there could be some second-hand vessels as well, he said, adding the total value of the order could be \$160 million. The present tender for two AHTS marks SCI's further interest in the offshore segment, which is growing at a rapid pace in the international as well as

Indian context. The company's existing AHTS fleet has been dedicatedly serving the oil exploration and production sector in the country. The state-run firm has recently upgraded these offshore vessels with dynamic positioning systems, enabling them to offer superior services to the oil industry. Similarly, in tanker and dry bulk segments, SCI expects a revival and sensing that there could be an upsurge in demand, the company intends to take advantage of the current economic situation where vessel prices are less as compared to previous years. S CI plans to acquire 38 vessels by the end of the 11th Five Year Plan (March 31, 2012).

INCOMPLETE VESSELS AT ULSTEIN DUE TO FUNDING DELAYS

Norway: The Chief Executive and Deputy Chief Executive of the Ulstein Group have expressed confidence that funding troubles by vessel owner Marine Subsea will be resolved by the end of the month. Funding issues have been causing delays on orders for two well intervention vessels. The holders of Marine Subsea's three bonds and loan of US\$300 million must agree to increase security to the banks. The vessels, named 'Sarah' and 'Karianne' are not completed. Some US\$69 million remains to be paid for the 8,700DWT 'Sarah'. Sistership 'Karianne' is scheduled for delivery in October 2010.

ORDER CANCELLATIONS AT TEBMA SHIPYARD

Tebma Shipyard has recently suffered two significant blows. Norwegian owner DOF Subsea cancelled orders for three multipurpose supply vessels while Trico Marine Services, USA, has indefinitely suspended the delivery of four PSVs. Trico Marine had ordered seven vessel but with an option to cancel its orders. Another Indian shipyard could potentially also face some difficulties with orders for twelve vessels.

E.R.GEORGINA UNDERWAY TO NORWAY



Last week the Panama registered tug **Pantanassa** connected up the Platform Supply Vessel type UT 776 CD, **E.R.Georgina**. The hull of the Platform Supply Vessel was build on the STX Braila yard in Romania and will be towed to the STX Europe Offshore Brevik yard in Norway. She will be fitted out on the Norwegian yard for Nordcapital Holding GmbH. Under yard number 68. The photo is taken on the Danube river downstream to the Black Sea at Galati. *(Photo: Huib Lievense)*

ISLAND OFFSHORE ACQUIRES REMAINING AQUANOS NEWBUILD

Norway's Bergen yards Group has reportedly sold a vessel it was building for Aquanos to Island

Offshore Shipholding. According to a report by *LR-Fairplay*, the price for the vessel was more than US\$90 million. The vessel is believed to be **Aquanos Enforcer**, a diving/ROV/survey vessel. As *LR-Fairplay* noted, the original contract for the construction of the vessel was made in 2007 between Bergen and Aquanos Offshore. There will be reportedly be no significant changes in contract conditions, Bergen has said. The vessel will be completed in the second quarter of 2010. Other Aqaunos newbuilds were sold to Tidewater (a multi-purpose ROV/construction vessel) and to Mermaid Offshore Services (a DP 2 DSV).

SHIP OF THE WEEK

WIJSMULLER'S UTRECHT



The Ocean going tug **Utrecht** was build on the Levingston Shipbuilding Corporation – Orange; Texas in 1943 for the United States Navy, planned and approved as **AT-125** under yard number 283. In the same year reclassified and commissioned into Rescue Tug **ATR-47**. On 15th May 1944 Reclassified as *Auxiliary Fleet Tug* **ATA-125**. During World War II **ATR-47** was assigned to the European Theater and participated in the *Invasion of Normandy* on 6th June 1944.. Sold in 1947 to Moran Towing, named **Joseph H.Moran II**. Resold in 1949 to South American Towing Corp (Moran), Monrovia and renamed **Dragon**, re-flagged Liberian. Sold back to Moran Towing in 1953, renamed **Joseph H.Moran II**, re-flagged USA. Resold in 1960 to Bureau Wijsmuller, Ijmuiden, Netherlands, renamed **Utrecht**, re-flagged Netherlands. Resold to France Navy in 1964, named **RFS Hippopotame (A-660)**. In 1985 sunk as a target in 1985. As **ATA-125** she earned one battle star for World War II service.

Specifications: *Displacement* 835 t.(fl); *Length* 143' x *Beam* 33' 10" x *Draft* 13' 2" (43.59x10.31x4.01) *Speed* 13 kts. *Complement* 45 *Armament* one 3"/50 dual purpose gun mount *Propulsion* diesel-electric single propeller 2 stroke single acting 12 cyl. Diesel motor of General Motors 2500 hp.

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Last week there have been new updates posted:

1. Several last weeks updates on the News page are:
 - The [Last Moa-class inshore patrol craft offered for sale](#)
 - The [Coast Guard responds to spill off Galveston](#)
 - The [Hellespont expands into Singapore](#)
 - The [Hong Kong to host International Piracy Conference](#)
2. On the *fleetlist page* there is an update regarding [United States ATF Class Fleet Ocean Tugs](#) My special thanks for this list are for Gary Pirolo and Jaap Bijl

Please note that my e-mail address has changed into jvds@towingline.com

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