



## TUGS & TOWING NEWS

### *CORVIN ARRIVED WITH THE SMIT ANAMBAS*



On the 22<sup>nd</sup> January the tug **Corvin** (Imo 9429883), from H.Schramm, arrived with in tow the semi-submersible barge *Smit Anambas* for the Waalhaven; Rotterdam. The tug sails under German flag with call sign DKUR. The Smit Anambas was towed from Denmark after completion of cargon for a windfarm project *(Photo: Marijn van Hoorn)*

### *MICHIGAN/ GREAT LAKES COMBO LISTED FOR SALE OR CHARTER*

The articulated tug/barge combo **Michigan/ Great Lakes** has been listed as available for sale or charter at the Marcon International Inc. web site. The price was not listed. The pair, built in 1982 at Bay Shipbuilding Co. in Sturgeon Bay, was operated in the gasoline and jet fuel trade trades on the lakes by Keystone Shipping, mostly from the BP oil terminal in Toledo. Reports indicate the vessel's long-term charter has not been renewed. The pair, which did see service in 2009, is laid up at Bay Shipbuilding Co. *(Source: Jan van der Doe)*



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## GINGER SET IN THE WATER



The by Kooiman in Zwijndrecht completed tug **Ginger** (33.10 x 12 meter) was launched last week from a barge in the Rotterdam Waalhaven. The **Ginger** is built for B. Iskes & Son in IJmuiden, where Kooiman also has built the sister ship **Brent**. After launching the ship was towed back to Kooiman for lining up the engine. The **Ginger** is equipped with two ABC DZC V12 engine of 2650 kW at 1000 rpm. The motors drive two propellers to stir. The tug has a pull of 80 tonnes. The hull was

built in Turkey when things went wrong at the launching and the thrusters damaged. The tug was towed to the Netherlands. Upon arrival, the tug was put into a lighter for the thrusters repairs at the Kooiman Shipyard. The draught of the ship was too much for the repairs of the thrusters on Kooiman's slipway. The **Ginger** is equipped with winches of Ridderinkhof and a workcrane of Promac. The engines and auxiliary engines are supplied by Sandfirden. *(Photo: R&F van der Hoek-Lekko)*

## KALKKE SOLD

City of Rauma sold their tug **Kalkke** (Imo 6524682) to Rahja-Lines Oy of Oulu. So far not change of name. She was lately operated by Alfons Håkans of Turku. On enclosed photo she is seen in Alfons Håkans livery at Turku on 2.5.2008. The tug was built in 1965 at Hollming Oy, Rauma under yard number 182. She is 259 grt and 78 nrt. She has a length of 29.98 mtrs, beam 8.74 mtrs and a draft of 4.20 mtrs. The Nohab MN16 develops an output of 927 kW which give the tug a bollard pull of 15 tons. *(Source & Photo: Risto Brzoza)*



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## ST. BUDOC

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Regarding the article [Shiloh](#) in last week's Tugs Towing & Offshore Newsletter No.4 , she delivered the [St Budoc](#) to Grimsby. On Friday 15 January the [St Budoc](#) was towed by one of John Dean's tugs for Grimsby to a scrapyard on the Humber. *(Source: Michael Vincent)*

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## WOLRAAD WOLTEMADE ON THE BEACH

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The tug [Wolraad Woltemade](#), sister vessel to the Cape Town-based [Smit Amandla](#) has been beached at Alang in India prior to being cut up for recycling (to use the modern parlance). The vessel sailed recently from Cape Town, which was appropriately her last port of call. *(Source: Port & Ships Maritime News; photo: Clipping News)*

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## COAST GUARD LOCATES 4 FROM SUNKEN TUG, CONTINUES SEARCH FOR REMAINING CREWMAN

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25<sup>th</sup> January; MIAMI — A Coast Guard aircrew located four survivors and is searching for an additional crewmember who was reportedly aboard a tug that sank about 53 miles north of Jamaica Monday. Search-and-rescue coordinators at the Seventh Coast Guard District command center in Miami immediately launched an HU-25 Falcon jet crew to search for the U.S.-flagged tug, [Betty](#), after receiving an emergency position-indicating radio beacon alert at 3:39 a.m. The Falcon crew arrived on scene at 6:50 a.m. and located a life-raft near the vessel's last known position. An MH-60 Jayhawk helicopter crew was sent to the scene and hoisted the four crewmembers aboard the helicopter. The men were taken to U.S. Naval Hospital Guantanamo Bay, Cuba. *(Source: Coast Guard News)*

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## EXTRA INFO REGARDING THE PENTOW SKUA

Update from the last Tugs Towing & Offshore Newsletter No. 4. For your info we (Smit Amandla) sold the "**Pentow Skua**" in September 2009 to Indian interest's in view fleet renewal, and replaced her with the modern ahts "**Smit Lombok**" - presently on charter to Petrosa. Her new owners were initially thinking of scrapping her, however then decided to drydock her and use her for further trading. The drydock took place in Cape Town and she has been based here since then awaiting opportunities.



She sailed on Friday/Saturday 22<sup>nd</sup>/23<sup>rd</sup> to go to the assistance of a vessel owned by her new owners and the thinking is that they will probably utilize her in the scrap towage market. *(Source: Dave Murray – Smit South Africa)*

## ATLANTIC HEMLOCK DROPS IN



The 1996 built **Atlantic Hemlock** (Imo 9127588) arrived at the IEL pier in Dartmouth to supplement Atlantic Towing's harbour fleet. Fleet mate Atlantic Oak has been away in Newfoundland working since before Christmas, so Hemlock will bring the fleet up to three again, with **Atlantic Spruce** and **Atlantic Larch**. Built in 1996, **Atlantic Hemlock** has 4,000 bhp compared to the

5,000 bhp of the Oak, and carries no firefighting gear. She has thin film of frozen spray on her from the trip, and still carries one of the aluminum guard plates on a wheelhouse window. Her winch is also enclosed by a tarp. She is normally based in Saint John, New Brunswick, but does get around to other locations from time to time, and made a round trip to Europe in 2000 to promote sales. She was in Rotterdam and at the International Tug & Salvage Conference in St.Malo, France. The trip was successful as several of her yard mates have been sold to a variety of European owners. *(Source: Tugfax)*

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### TUG BOAT AGROUND IN HIGHLAND BEACH

HIGHLAND BEACH, FL -- A tug boat ended up stuck along the shoreline this morning, apparently after the strong ocean surf pushed it towards the beach. A crew of as many as four people were reported safe. WPTV Chopper 5 pilot Capt. Julie Stevens says the tug, named the [Klenmerrin](#), appeared to be one of three boats involved in some sort of operation about 500 yards from the beach when the tug became stuck shortly after 5:00 a.m. Gary



Mantoosh, a resident whose apartment overlooks the scene, says he wants to know what has been going on, since all the boats had been working close to shore for the past several days. Gary says he also spotted a barge hugging the shoreline a few miles south of where the tug ran aground. Two bulldozers were attempting to secure the tug, apparently trying to keep it from being battered along the shoreline. The U.S. Coast Guard told WPTV.com that they were assisting in the rescue operation of the tug. *(Source: WPTV)*

### BEACHED TUG BOAT AT PORT OF PALM BEACH



A tug boat that was beached in Highland Beach (see above) Monday has now been repaired, and floated to the Port of Palm Beach. The tug belongs to a contractor doing a beach re-nourishment project in the City of Boca Raton. The Coast Guard says a dredging barge had broken loose and the crew on the tug was trying to secure it. But the dredge's anchor hit the hull of the tug, putting a hole in the vessel and causing it to take on water. Jennifer Bistyga, with

the City of Boca Raton, said the captain cut loose from the barge, and started heading toward the Palm Beach Inlet. As the more water came into boat, the captain purposely guided his vessel toward the beach-- the only way to keep from sinking. Jeff Marvin, who lives nearby and frequently fishes in the ocean, said the captain came ashore at a good spot. "Just south of here, the reef starts," said Marvin. "If he would have come up on the reef, who knows what would have happened to the boat, or the reef?" Later in the morning when the tide was lower, a bulldozer drove into the surf. The operator raised his scoop, and crew members walked off the tug and onto the bulldozer-- a ride to solid land. No one was injured. It's hoped repairs to the tug can be made when surf conditions are right. Bistyga, with the City of Boca, said the break-away dredging barge was secured in the beach re-nourishment project area offshore. *(Source & Photo: CBS12)*

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### *DONJON-SMIT PROVIDES EMERGENCY ASSISTANCE*

On Monday, January 18, 2010, Donjon-SMIT, LLC, an OPA-90 Alliance, was notified by QI Gallagher Marine Services that a vessel required emergency towing assistance. The *Tavricheski Bridge*, managed by UNICOM Ship Management, had broken a main engine camshaft and lost main propulsion 160 miles Southeast of Nantucket in the North Atlantic. The *Tavricheski Bridge*, a 50,300 GT tanker, was carrying 32,500 MTs of Naptha. The



The weather was calm with no significant storms in the area expected within 48 to 72 hours. On January 19, the Donjon Marine Co., Inc. tug *Atlantic Salvor*, located in Albany, N.Y., was contracted under a Bimco Towhire 2008 contract to proceed to the incident location and conduct a rescue tow. After a 22-hour transit including a brief stop for fuel, the *Atlantic Salvor* arrived at the *Tavricheski Bridge* location. At first light on January 21 the vessel was connected and the *Atlantic Salvor* proceeded underway enroute for the Stapelton Anchorage in New York Harbor, where delivery occurred early on January 23, 2010. *(Source: MarineLink; Photo courtesy Donjon-Smit)*

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### *TARKA 3 LAUNCHED*



The new built Damen Shipyard Hardinxveld Shoalbuster 2709 *Tarka 3* was launched and seen fitting out. The delivery is planned on the 9<sup>th</sup> April 2010. *(Foto: Jack van Dodewaard)*

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## SEA ALFA TOW

The 2008 built tug **Sea Alfa** (Imo: 9466271) from Sea Alfa BV and managed by Seacontractors B.V. was spotted during the departure of the Harwich/Felixtowe. The Dutch flag vessel with call sign PHSA has an 309 grt. And classed under Bureau Veritas. *(Foto: Jack van Dodewaard)*



## SISTERS VISIT CAPE TOWN



It was a busy week in Cape Town. The in 2009 built tugs **Crest Star 2** (Imo 9560912) and **Crest Star 3** (9558878) made a bunker-call in Cape Town last week. The tugs are owned by Pacific Crest Pte.Ltd – Singapore and managed by Marine Delivery Pte.Ltd. – Singapore. Both tugs are registered with Singaporean flag and with call sign 9V8021 and 9V8022 respective. The **Crest Star 2** has a grt of 486 and a nrt of 258, while the **Crest Star 3** has a grt of 486 and a nrt of 261. *(Photo: Aad Noorland).*

## OFFSHORE NEWS

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### MAMOLA CHAMPION



The 2009 built Offshore Tug Supply vessel **Mamola Champion** (Imo 9511492) berthed in Cape Town last week. In preparation and waiting for her new assignment. The vessel is owned by Mamola Champion Shipping Co. and managed by Promar Shipping Services S.A. – Switzerland. She is St. Vincent & Grenadines registered with call sign J8B4039 Her grt is 1527 tons and the nrt is 1475 tons.

She is classed by Bureau Veritas. *(Photo: Aad Noorland)*

### SIXTEENTH BOURBON LIBERTY AHTS DELIVERED

Bourbon Offshore says the sixteenth example of the Bourbon Liberty series of anchor handlers has

now been delivered by Sinopacific Dayang shipyard. The vessel was delivered on January 11th 2010, and the construction programme remains on schedule. *(Source: OSO)*

### KEPPEL DELIVERS PLATFORM SUPPLY GEOTECHNICAL VESSEL

Keppel Singmarine has delivered a platform supply geotechnical vessel on schedule to Greatship Global Offshore Services. The vessel has been bareboat chartered to GC Rieber Shipping Asia. Unlike standard platform supply vessels, 'Greatship Maya' is a multi-functional, enhanced offshore support vessel equipped with drilling unit, which is capable of operating at water depths of up to 1,800 metres. She is also able to perform real-time *in-situ* tests from downhole or seabed mode as



well as various geotechnical laboratory tests onboard. The 94-metre-long vessel is equipped with two, 2,600kW Azimuth thrusters and three 1,050kW tunnel thrusters to achieve a Dynamic Positioning II capability. It has a moon pool and 1,000 square metres of clear deck space for the installation of drilling derrick, line tensioner winches, mud pumps, hydraulic unit and various specialised containers for performing geotechnical services. *(Source: Baird)*

### VLADIMIR IGNATYUK



The in 1983 built Icebreaker **Vladimir Ignatyuk** (Imo 8127804) made a bunker-call in Cape Town last week. The Icebreaker is owned and managed by Murmansk Shipping Co. She is Russian registered with call sign UGTP. She has a grt of 4391 tons and a dwt of 2113 tons *(Photo: Aaa Noorland)*

### PRICE TAG UNVEILED

US owner Gulf Offshore Logistics is reportedly paying \$250m for eight domestically built supply vessels. Gulf Offshore Logistics (GOL) is reportedly paying \$250m for its order of eight offshore vessels at two US shipyards. But the reports by a Louisiana newspaper and law firm Countryman & McDaniel do not break down how much of that total is being spent on four platform supply vessels (PSVs) and how much is going toward the quartet of fast supply vessels (FSVs). (See also article below: "New vessel contract announced") *(Source: Tradewinds)*

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## ICEBREAKER TO BE BUILT LOCALLY

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HOUMA — Final assembly of a \$150 million Arctic supply vessel for Edison Chouest Offshore is expected to take place in Houma, a project that will keep hundreds of local workers busy for more than two years, company officials said Thursday. Gary Chouest, the company's president, had previously said work on the ship would either take place at LaShip, the company's new yard in Houma, or at its recently acquired facility in Tampa. The company announced the contract



for the vessel, designed to support oil and gas drilling in Alaska for Edison Chouest Offshore says it will do much of the work on a new icebreaker, like this one, in Houma.

Shell, in July. The boat will be 360-400 feet long and customized to stabilize drilling rigs and deliver supplies in the icy and dangerous waters of the Arctic. It's the largest boat the company has built. Much of the preliminary work, chiefly preparing raw materials, will also take place in Houma and Larose, said Peter Jansen, a special-projects manager with the company. "The steel is beginning to be cut," said Lonnie Thibodeaux, spokesman for Galliano-based Edison Chouest. "Several shipyards will participate." LaShip, touted as a major economic-development win for the state and the area, promises to create 1,000 jobs with salaries in the mid-\$50,000 range. Previously, officials said the location of the construction would depend on the fate of a public dry dock that LaShip would lease from the Port of Terrebonne. The state had already devoted \$9 million to the port through the Department of Transportation's Port Construction and Priority Program, and LaShip was to contribute \$5 million. But the lowest qualifying bid for the dock came in at \$26.5 million from Gulf Island Fabrication, and local port officials have been negotiating since April to increase the government financing to cover the balance of the cost. Port Director David Rabalais says he believes a deal has been struck but said he couldn't divulge the details yet. "We think we've got the funding resolved," he said. The hull will be built in Larose, while the superstructure and final assembly will take place at LaShip, Jansen said. It is expected to take just over two years and 2.3 million man-hours to construct. It will also be designed to operate in "one of the most pristine marine environments on Earth," Thibodeaux said. An entire deck will be devoted solely to treating exhaust. It will be painted blue and white instead of the trademark orange and cream of Chouest vessels to avoid disturbing whales. After Shell spent years mired in legal challenges to its drilling plan for the Arctic, the U.S. Minerals Management Service in December gave the company permission to drill a limited number of wells. That's a decision that could pave the way for more business in that market, Thibodeaux said. "It opens the door," Thibodeaux said. "We're pleased with that decision." (*Source: Kathrine Schmidt-Houmatoday*)

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## OFFSHORE SUPPORT VESSELS CONFERENCE

The 2nd Annual Offshore Support Vessels Asia-Pacific conference, to be held in Singapore on 26-27 April, examines the tough economic realities and developments in the OSV market and how they will impact the stakeholders. Leading shipping and industry speakers will assess the impact of worldwide OSV over-supply and long-term demand scenarios. Updates on future oil and gas projects and focus sessions on the growing offshore markets of India, South-East Asia, Australia and the Middle East will make this a lucrative event for ship owners and offshore specialists. In-depth sessions and discussions on recent shipyard orders, deliveries and cancellations will be of great value to understand the impact on day-rates. Renowned speakers from Norway, UAE, India, Singapore, Malaysia, Finland and Australia will also address project support requirements, rig numbers, vessel refurbishment prospects and deepwater challenges. There will be specific sessions covering OSV segments, including multi-purpose, PSV and subsea vessels.

### LEESE TIDE



The very new Offshore Tug Supply Vessel **Leese Tide** (Imo: 9539626) visit Cape Town for some minor repairs. The vessel is owned by Gold Fleet Ltd. – United Kingdom and in management by Tidewater Marine LLC. – United States. The OTSV is built on the Fujian Mawei shipyard under number 618-7. She is sailing under the flag of Vanuatu with call sign YJVT9. The brt is 2369 tons and a nrt of 1500 tons. *(Photo: Aad Noorland)*

### ‘POLARCUS NADIA’ COMMENCES PRODUCTION

UAE: Polarcus-owned seismic vessel ‘**Polarcus Nadia**’ has now entered into production on its first project in offshore Liberia. The contract is under a seismic charter agreement, which Polarcus signed with TGS on December 10, 2009. The survey is being acquired with a ten-streamer seismic array, each streamer being 7,200 metres long, with 100-metre separations between streamers. ‘**Polarcus Nadia**’ is a modern twelve streamer 3D seismic vessel built to the Ulstein SX124 design. The vessel was built at Drydocks World – Dubai in the United Arab Emirates. The 88.8-metre double-hulled vessel incorporates some of the most recent developments in maritime systems and is fitted out with the most advanced seismic technology commercially available, including the latest generation Sentinel solid streamers. ‘**Polarcus Nadia**’ features environmentally sound seismic vessels in the market with diesel-electric propulsion, high specification catalytic converters, DP2



dynamic positioning, and advanced bilge water cleaning, enabling the vessel to conform to existing and envisaged IMO and Class rules and to comply with the Det Norske Veritas (DNV) stringent Clean Design and COMF-V(3) class notations. *(Source: Baird)*

## FAR SHOGUN SETS SAIL FOR FARSTAD



Farstad Shipping has taken delivery of the anchor handling tug supply vessel **Far Shogun**. The vessel will trade the spot market in the North Sea. A long-term facility of Nkr400 million (\$68.3 million) has been drawn with Fortis Bank (Nederland) N.V to pay for the deal. Farstad Shipping's fleet currently consists of 57 vessels (24 PSV, 30 AHTS and 3 SUBSEA) and 1 AHTS under construction at Norwegian yard. The company's operations are run from

Ålesund, Aberdeen, Melbourne, Singapore and Macaé by a total of 1.700 employees onshore and offshore. The company's strategy is to be a major international supplier of large, modern offshore service vessels to the oil industry. We also remain committed to solid long-term charter profile for the fleet. *(Source: Upstream/PR-inside; Photo: STX Europe)*

## SWIRE FIXES THREE VESSELS WITH EXXONMOBIL

Nor-Ocean Offshore reports that Swire Pacific Offshore has fixed three vessels on 18-months charters with ExxonMobil offshore Equatorial Guinea. The vessels in question are the anchor handlers **Pacific Barbarian** and **Pacific Banner** (both UT 720 designs), and the PSV **Pacific Askari** (a UT 755L). The rates were not disclosed. *(Source: OSO)*

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## ISLAND PATRIOT CONVERSION WELL UNDER WAY



Island Offshore in Norway says the conversion of **Island Patriot** for a contract for StimWell is now in progress at Orskov Yard in Fredrikshavn, Denmark. The work started on 11 January and the new prefabricated living quarters have already been lifted onboard. This phase of the job will continue until 1 March, said the company. *(Source: OSO)*

## FMM FUNDS YARDS

Brazil's Wilson Sons set to get \$227m in funding for two shipyard projects and an 11,000-dwt multipurpose ship newbuilding. Wilson Sons is poised to receive a \$277m loan from a government fund for two shipyard projects and the construction of a newbuilding. The Rio de Janeiro-based company says the Merchant Marine Fund (FMM) has given it "priority status," a key step in the approval process. *(Source: Tradewinds)*



## NEW VESSEL CONTRACT ANNOUNCED



*The Marie Elise is being built at Thoma-Sea Ship Builders in Lockport. Thoma-Sea is about to start building a new series of boats with a similar look.*

Patterson. The first deliveries are expected in 2012. "Talking with our customers, all our signals are showing business is going to be picking up," said Dave Glover, who handles business

HOUMA — A local offshore operator has announced it will order eight new supply boats, a \$250 million investment, for deepwater oil-and-gas operations. And executives say the new contract will keep local skilled employees on the job. Gulf Offshore Logistics of Mathews says four of the new boats will be 300-foot platform supply vessels built at Thoma-Sea Ship Builders in Lockport. The others will be 220-foot high-speed offshore-service vessels, constructed at the Gulf Craft shipyard in

development for Gulf Offshore Logistics. "We're optimistic about the future of the Gulf." The new vessels will give the company a total of 21 deepwater ships, as well as 23 vessels equipped for shallower waters. That fleet provides transportation for offshore construction, exploration and production by both major and independent oil-and-gas companies. The company also has its own dock at Port Fourchon where the ships stop to refuel and reload supplies and drilling chemicals. Formed in 2003, the company has about 250 employees. Since 2008, when the price of crude oil rose to historic highs of nearly \$150 per barrel, the oil-and-gas industry has been in a slump because of lower crude prices and a lower demand for energy across the globe. And that has meant a sharp drop in new orders for the equipment, supplies and vessels that support the energy industry, which is a major driver of the economy of the Terrebonne and Lafourche area. *(Source: Kathrine Schmidt-Houmatoday)*

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### *ESVAGT STANDBY VESSEL FOR GOLIAT FIELD*

A new safety and standby vessel specially adapted to the conditions in the Barents Sea will be built for the Goliat field. The vessel will reinforce the oil spill preparedness in the region. Eni Norge has signed a Letter of Intent with Esvagt regarding delivery of a new safety standby vessel to be used during operation of the Goliat field in the Barents Sea. Said Esvagt: "The



contract has duration of 10 years. The agreement entails the construction of a new vessel fitted with the best available technology and is a major milestone towards reaching the objective of a robust and effective oil spill preparedness on the Goliat field." The winterised vessel will be mobilised at the field location at all times and will be designed and equipped to operate under Barents Sea conditions. The vessel will be built in compliance with the most up-to-date oil spill contingency requirements (NOFO 2009). "This will guarantee a rapid and effective response in the event of oil spills or search and rescue missions," said Esvagt. The safety and standby vessel will carry both a fast rescue boat and a daughter craft with a stern solution which will secure efficient and robust rescue operations. The vessel will be equipped with oil detection radar and infrared cameras will enable the location and monitoring of sea-surface oil in conditions of reduced visibility and darkness. Eni, will in cooperation with NOFO, equip the vessel with latest generation off shore oil boom. The vessel will also have equipment onboard to facilitate the use of dispersants, together with increased heated storage capacity for recovered oil. The agreement for the new vessel was completed in co-operation with shipbroking firm RG Hagland AS in Haugesund, Norway. "The agreement is a key component designed to ensure that the terms and conditions stipulated in the Goliat Plan for Development and Operation will be met," Esvagt said in a recent statement. The Goliat field is located in an area awarded as part of the Barents Sea Round in 1997. Production from the Goliat field is due to get under way during the fourth quarter of 2013. The licensees in the Production License 229/229B are Eni Norge AS (operator, 65 per cent) and Statoil Petroleum AS (partner, 35 per cent). *(Source: OSO)*

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## COCHIN IPO TO RAISE FUNDS FOR EXPANSION

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The Indian Government's shipping secretary; K Mohandas has said that Cochin Shipyard's planned expansion programme is likely to be funded through an IPO. Mr Mohandas said that the proposal was to go in for fresh equity shares of ten percent, as this is expected to increase Cochin's capital base and generate the funds required for the yard's expansion program. He said that before the IPO could be issued, some formalities and policy decisions had to be

finalized. In addition to this, the Indian Government has also received a proposal to classify shipbuilding as a high priority sector since the industry employs so many people in India. *(Source: Baird)*

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## BRAZILIAN FLEET RENEWAL BID FOR 26 VESSELS

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Brazil's Petrobras is due in mid-February to receive commercial proposals in a second tender for newbuildings of offshore supply boats that is part of the government-backed Prorefam fleet renewal programme. The state-controlled oil company has invited Brazilian and foreign offshore shipping companies to bid for the newbuilding/charter orders for next 26 vessels, which includes eight anchor handling tug supply vessels and 18 platform supply vessels. Petrobras launched in 2008 a massive plan of action that calls for the construction of 146 supply boats, divided into seven blocks, by 2014. Last year, the oil company awarded CBO, Bram Offshore, Wilson Sons, Astromaritima, Sao Miguel and Siem-Consul contracts to build a total of 13 vessels. The first batch of awards was supposed to feature 24 supply boats, but Petrobras cancelled the remaining 11 units - mostly AHTSs - blaming high prices. One source said Petrobras will also have a hard time to contract the AHTSs in the new bidding round, considering it is 25 percent to 30 percent cheaper to build the vessels abroad. "It does not make much sense to pay a lot more to have the vessels built in Brazil," one executive involved in the talks said. "I am sure Petrobras will be very surprised when it realises the proposals might not come in the range they wanted." The bidding rules say that the vessels have to be built in Brazil holding a Brazilian content of at least 75 percent. Each vessel will be chartered for eight years. One major concern shared among contractors is that Brazilian shipyards already have their hands full and might not have enough capacity to meet Petrobras' huge demand for supply boats. "There are only a few yards available in Brazil and the big ones are almost fully contracted. I have a feeling we will have to count on virtual yards that are currently being assembled in the northeast to build the vessels," one source said. The country's fleet of supply boats is made of about 240 vessels, of which only 30 percent are sailing registered under the Brazilian flag, with an average age of 20 years. *(Source: New Ships)*

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## GULF OFFSHORE LOGISTICS ORDERS NEWBUILDS AT TWO US YARDS

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Gulf Offshore Logistics in the US has awarded contracts for two new classes of PSVs. Gulf Craft is

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to build a quartet of 67.7m DP2 fast platform supply vessels capable of a speed of 30 knots for the company. The vessels will have four CAT engines. Gulf Craft expects to deliver the first vessel in 2012. Thoma-Sea Builders has been awarded a contract to build four 92.3m DP2 vessels for the company. (*Source: OSO*)

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1. Several daily updates on the News page last week:
  - **Contentious questions fill council meeting on grounded tug**
  - **Smit and Boskalis sign Merger Protocol**
  -
2. On the fleetlist page new lists are posted.
  - **United States Maritime Commission tugs of the V2-ME-A1 Class**

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