



## TUGS & TOWING NEWS

### *HIBERNIA*

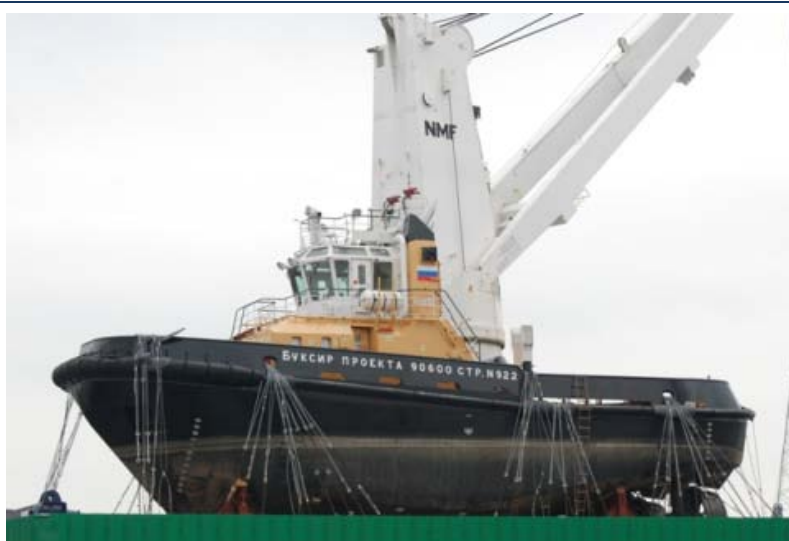


After an extensive refit at their Chatham base, GPS's "[Hibernia](#)" arrived from Spain with pontoon [GPS Boxer](#) in tow. She will pick up one of their sheerlegs here and proceed to Chatham, once the weather improves. She was built as the "[Indomitable](#)" for Alexandra Towing and stationed at the Falklands for many years. Last year General Port Services from Chatham bought her. They have the habit of using traditional

Watkins names. *(Source & Photo: Hans Hoffmann)*

### *ROSMORPORT SENDS TUGS TO ITS VLADIVOSTOK BRANCH*

State-owned Rosmorport chartered the [Beluga Houston](#), which left the Big Port of St. Petersburg to carry two tugs to Vladivostok branch of Rosmorport, the federal state enterprise's press release said. The two tugs of project 90,600 were built by order of Rosmorport at JSC Pella Shipyard in the Leningrad region. The chartered vessel's crane of lifting capacity of 400 tons loaded one boat into the



ship's hold, the other - on the deck on a specially constructed keel blocks. The weight of each tug -

about 320 tons. Thanks to the coordinated work of specialists of Beluga Group and the staff of the St. Petersburg branch of Rosmorport, the loading operation of tugs on board has been successful and on time. The Beluga ship is expected to arrive at the sea port of Vladivostok in mid December, 2010. The new buildings from the Russian Pella Ship Yard made a stop over in Rotterdam. The picture is taken on Saturday 23<sup>rd</sup> October in the Waalhaven de Pijp. The tugboat named **Khasan** is the third of the 90600 project with yard number 922 and delivered on the 19<sup>th</sup> August to the Federal State Unitary Enterprise “Rosmorport” and is seen secured on deck of the *Beluga Houston*. The tug in the cargo hold is named **Aleut**. The tugs have a length of 25.5 mtrs and a beam of 8.8 mtrs. They have two engines of 746 kW each. And develops a bollard pull of 25 tons. They are Arc 4 Ice class notated. *(Photo: Rob van der Hoek)*

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## NEWBUILT “MULTICAT” COASTAL BOXER DELIVERED TO ACTA MARINE



On the 20<sup>th</sup> October Acta Marine has taken delivery of yet another newbuilt “multicat” workboat. The vessel, named “**Coastal Boxer**”, is the fifth unit of the Eurocarrier 2209 type in Acta Marine’s fleet of more than 40 workboats. All these five units have entered service during the last three 3 years, clearly demonstrating Acta Marine’s commitment to a program of fleet renewal and expansion. Later this year, two more newbuilt units will be added; a small crew launch and an

anchor handling tug of 45 tons bollard pull. The new **Coastal Boxer** measures 22 by 9 meters and has a total propulsion power output of 1120 kW (1520 bhp) generating a bollard pull of 18 tons. The vessel, which is fully certified to operate continuously upto 30 nautical miles off the coast, is equipped with a 50 tons anchor handling/towing winch and a 140 tons/meter hydraulic deck crane. This type of workboats is particularly suited to provide a wide range of support services at maritime infrastructure projects. Immediately upon delivery, the **Coastal Boxer** set course for her first assignment; assisting coastal reinforcement works in the Netherlands. Subsequently, the new vessel will go on charter at a dredging project in the port of Rotterdam. *(Source: Acta Marine)*

## ALJALBOOT LOADED FOR DOHA

Last week the Damen New building StanTug 1907 *Aljalboot* was loaded on the deck of the heavy cargo vessel *Stella Prima* in the Rotterdam Waalhaven. The tug (see TT&O issue nr. 34) will be delivered to the port of Doha. Further on deck is loaded the brand new IHC cutter dredger Beaver 50 design *Praktikar-1* for Bangladesh. (Photo: *R&F v.d.Hoek* – [www.lekko.com](http://www.lekko.com))



Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the Tugs Towing & Offshore interested people at sea and ashore.

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## NORTHERN SOLAR



Last week the 1997 built British *Northern Solar* (ex Intrepid-B) (Imo 9149469) arrived in the Rotterdam New Waterway. She is a complete converted fishing boat into a tugboat. The tug with call sign VQCB3 is owned and managed by McDuff Shipyards Ltd. – Banffshire: U.K. She has a grt of 192 tons. (Photo: *Leen v.d.Meijden*)

## JAMES MOLINARY LTD ANNOUNCES THE PURCHASE OF 2 X 20 MT ALLUMINIUM CATAMARANS!

JML will add 2 x 20 Mt alluminium cats to their fleet of MCA coded workboats. With a 50 pallet capacity, 12 knot cruising speed and 7 ton mt crane and operational within 2 months. The two ex. Royal Navy towed array vessels "TARV" catamarans that were used in support of our nuclear

submarine fleet, the vessel are the "**OHMS Law**" and the "**Cormorant**" one is ashore in Clydebank and one is on the slip in Cornwall. We are preparing the pair to join our growing fleet based in Gibraltar (one is likely to be deployed to the Canaries on long term part crewed charter) Both are being re-equipped to suit there new roles. The vessel are 20 meter LOA x 6.8 meter beam x 1.45 meter draft, alloy construction, 12 knot cruise 15 knot max 1986 built at McTay marine be signed by International Catamarans pty of NSW. Conventional shafts and props in Kort Nozzles with 2 x 220 HP Perkins power. Further we have recently acquired a Pushycat 42, the "**James**" which is about to be delivered to a Dutch yard for a full technical refit and new superstructure before joining our Gibraltar fleet. Further we shall be soon be disposing of one of our fleet, an Alnmaritec 15 meter wave provider catamaran. *(Source: John Collins-JML)*

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## COAST GUARD MONITORING, ASSISTING VESSEL AGROUND IN ST. LAWRENCE SEAWAY

U.S. Coast Guard personnel are on scene and monitoring the grounding of the 100-foot tug **Commodore Straits**, which ran aground while pushing two barges in the St. Lawrence Seaway near Keewaydin State Park in Alexandria Bay, N.Y., at about 5:30 a.m. EST Sunday. Although



both barges are taking on water, no pollution or injuries have been reported, and the area has been determined safe for maritime traffic to pass at reduced speeds. After the Coast Guard was notified, a 25-foot Response Boat-Small and crew from Station Alexandria Bay, N.Y., immediately dispatched to monitor the situation. Response personnel from Coast Guard Marine Safety Detachment Messena, N.Y., are en route. The New York State Police and the local fire department were notified as well. Coast Guard personnel remain on scene with the tug and barges. Personnel from Sector Buffalo are broadcasting a safety message over the VHF-FM radio advising vessels to reduce

speed while transiting between Cape Vincent, N.Y., and Eisenhower Lock in Messena. Both barges were carrying soybeans. (*Source: BYM Marine; Photo: Marine Traffic*)

## NEW RASTAR TUG FOR SVITZER MARINE OF DENMARK



Svitzer Marine Ltd., a division of Svitzer AS of Copenhagen, Denmark, has taken delivery of their latest high-performance tug from Astilleros Zamakona SA. The **Svitzer Pembroke** is the latest of the RAstar Class true escort tug designs from Robert Allan Ltd., Naval Architects of Vancouver, BC. The RAstar 3600 class Svitzer Pembroke falls in size between its five 111.5-ft (RAstar 3400) and one 128-ft (RAstar 3900) cousins all working at the Milford Haven terminals, and

all built to Robert Allan Ltd. designs. This latest vessel was designed to perform a wide range of tasks, including ship-handling, LNG carrier escort, ocean towing, salvage and anchor handling duties. The RAstar class hull form ensures the highest standards of both escort towing capability and superior sea-keeping in the heavy sea conditions encountered in these operations. The **Svitzer Pembroke** is classed for unrestricted duty and accordingly was built to Lloyd's Register of Shipping Class: X100A1 Escort Tug, Fire Fighting Ship I with water spray, X LMC, UMS, IWS, and in full compliance with SOLAS and International Loadline regulations. The particulars of the new tug are as follows: Length, o.a. 117.5 ft Beam, moulded 47.5 ft Depth, moulded 20 ft Operating draft, max 21.8 ft GRT 734 Tank Capacities are: Fuel oil 320 m<sup>3</sup> Potable water 31 m<sup>3</sup>. Fi-Fi foam capacity 16 m<sup>3</sup>. Propulsion comprises a pair of General Electric 16V228 diesel engines, each rated 3052 kW at 1050 rpm, and each driving a Schottel model SRP 3030 controllably pitch Z-drive unit. With this propulsion system, the vessel performance satisfied all expectations, with a recorded Bollard Pull of 105 tonnes, a Bollard Pull astern of 97.5 tonnes and a free-running speed of 13.5 knots. The indirect steering and braking forces are estimated at 115 tonnes steering and 150 tonnes braking at 10 knots. The **Svitzer Pembroke** is well-equipped for its various towing and escort duties: the fore deck is fitted for typical ship-handling and escort work, with a Rolls-Royce model TW 2250/850/AW 26U2 H combination hawser winch and anchor windlass. The winch features a towline render / recover system for escort operations and has capacity for 250 metres of 76 mm diameter high strength towline. The aft working deck is dominated by a double drum, hydraulic-driven Rolls-Royce towing/anchor-handling winch which has a 200m wire capacity of 64 mm (dia.) synthetic rope on seven layers, a stalling load of 100 tonnes. 1st speed step 86 tonnes at 0 – 7 m/min, 2nd speed step 32 tonne at 0 – 18 m/min, 3rd speed step 9 tonnes at 0 – 45 m/min and brake holding load 250 tonnes. Also fitted are tow pins and shark jaws, a 1500mm diameter x 3 metre long stern roller, a 10 tonne tugger winch at 0 - 10 m/min with a brake holding load of 12 tonnes, and a hydraulic knuckle-boom type deck crane of 17 tonne-metre capacity. Electrical power is derived from a pair of Cummins model K19-CP380DM/5 diesel gen-sets, each rated 390 kW at 1500 rpm. Also installed is a Cummins model 6B-CS74DM/5 harbour gen-set rated 74 kW @ 1500 RPM. The fire pumps are rated 1430 m<sup>3</sup>/hour each, both driven from main engine front PTO's. Like its counterparts in the Milford Haven fleet, **Svitzer Pembroke** is outfitted to the highest standards for an operating crew of up to eight (8) persons. Facilities on board include spacious crew rooms for the full complement in four (4) single, each with individual en-suite toilet and shower facilities and two spacious double cabins. Public spaces include a generous combined

lounge/mess area and a fully equipped and modern galley. In common with the majority of Robert Allan Ltd. designed tugs, a great deal of attention was paid throughout the design process to mitigate the propagation of noise and vibration. This includes the essential resilient mounting of the main engines, isolation of all exhaust system components, and the extensive use of visco-elastic floating floor systems throughout. The shipyard executed all these requirements exceptionally well, and the reward was an extremely quiet ship throughout, as attested to by the following noise level results at free running: Main Deck: Galley 66.9 dBA Mess/Lounge 59.0 dBA Master's Cabin 58.6 dBA Chief Engineer Cabin 59.5 dBA Lower Deck: Crew Cabins 58.6 dBA. (*Source; Marinelink; Photo courtesy Robert Allan Ltd*)

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## FOSS CONVERTS TRACTOR TUG

Building on the success of the hybrid tug **Carolyn Dorothy**, Foss will retrofit one of its conventionally powered vessels with the technology that combines diesel engines, electric motor/generators and batteries to reduce fuel consumption and polluting emissions. The **Campbell Foss** is scheduled to go into the Foss Rainier Yard for the fourmonth job next March.



The retrofit of the **Campbell** was approved thanks to a grant obtained by the Port of Long Beach from the California Air Resources Board (CARB). The project will be implemented through a partnership between Foss, the ports of Long Beach and Los Angeles as well as CARB. Both the **Carolyn Dorothy** and **Campbell Foss** are Dolphin Class shipassist tugs based in Long Beach. Foss also plans to retrofit other tugs in the future. "At Foss, we have a 'zero trace' corporate goal and a commitment to give our customers the highest level of service," said **Susan Hayman**, Foss vice president for environmental and governmental affairs. "Making use of cost-effective hybrid technology is an important part of our strategy as it allows us to use best-in-class, advanced technology to serve our customers and manage our expenses over the long term while safeguarding the environment at the same time." Foss developed the hybrid technology with Aspin Kemp & Associates (AKA), based in Ontario, Canada. It employs diesel main engines in line with electric

motor/generators that can be used in a variety of modes to deliver power to the tug's propellers while also charging a large bank of batteries. A control panel in the middle of the engine room ties the components together and is the heart of the system. The **Carolyn Dorothy** entered service in January 2009 and remains the world's first and only hybrid tug. The emissions goals with the **Campbell Foss** retrofit are: reduction of diesel particulate matter by more than 1.7 tons a year; reduction of nitrogen oxides by more than 53 tons; reduction of reactive organic gases by more than 1.2 tons; and reduction of carbon dioxide by more than 1,340 tons. Foss also hopes to cut diesel fuel consumption by more than 100,000 gallons a year. "The good news is that there are a lot of lessons learned from the **Carolyn Dorothy** that can be incorporated into the new system on the **Campbell Foss**," Hayman said. "It will be further optimized for better results." For example, she said, Foss has learned that the hybrids need fewer batteries than originally thought, so the Campbell Foss will probably get about 80, compared to 126 on the **Carolyn Dorothy**. Fitting everything in the **Campbell's** engine room will probably be challenging. The tug will keep its main engines, which are larger than the **Carolyn Dorothy's**, leaving less space for other components. At the same time, Hayman said, "AKA has reduced the size of some of their componentry." Richard Cameron, director of environmental planning at the Port of Long Beach, said, "The Foss-Aspin/Kemp & Associates hybrid technology is already proving its worth on the **Carolyn Dorothy**. When the Air Resources Board asked for proposals to retrofit existing vessels with cutting-edge hybrid technology, we knew we wanted to partner with Foss again." *(Source: Foss)*

### LAKER AGROUND, BUFFALO RIVER



At about 6:30 a.m. October 25 the **John D. Leitch** (IMO 6714586), dwt 30745, built 1967, flag Canada, owner Upper Lakes Shipping Ltd. became lodged in mud and shoaling at the Buffalo Harbor's outer north entrance. Officials from the Buffalo Coast Guard Station, which is situated beside the entrance, investigated the incident and determined no leaks of cargo or fuel occurred, averting environmental concerns, according to Coast Guard Operations Specialist First Class Mary

Patterson. The Great Lakes Towing tugs **Washington** and **New Jersey** pulled the vessel back out into Lake Erie at about 12:35 p.m. Monday evening she was unloading behind the BBC Greenland at Gateway Metroport. The vessel is loaded with 28,000 tons of road salt from Goderich, Ont. John D. Leitch IMO 6714586, dwt 30745, built 1967, flag Canada, owner Upper Lakes Shipping Ltd. *(Source: Maritime Bulletin; Photo: New Jersey-James Hoffman)*

### ODEBRECHT AWARDS CONTRACT FOR TOWAGE OF THE SDDR NORBE VI TO HARMS-ALP

ODEBRECHT has selected the 220 tonnes bollard pull AHT **Ursus** to perform the towage of the **SDDR Norbe VI** from Saldanha Bay to Rio de Janeiro, starting in the course of December 2010. The rig will be towed to South Africa where on arrival the AHT **Ursus** will take over the tow and will assist the rig with testing of the thrusters. Following the testing, AHT **Ursus** and **SDDR Norbe VI**

will continue with the voyage to the rig's destination, Brazil. *(Source: ALP Maritime Services)*

### PHOLELA ENTERS SERVICE

Transnet's latest newbuild harbour tug **Pholela**, in service in Durban harbour. The tug was built at the Durban Bayhead yard of Southern African Shipyards and has a bollard pull in the region of 70 tonnes. *(Photo: copyright Shipphoto International)*



### NEWBUILDINGS URAG IN ROTTERDAM



Last week the cargo vessel **Cena Faith** arrived in the Rotterdam Waalhaven to discharge two new building Kooren Rotor - RT80-32 design tugs. The tugs **Midlum** (Imo 9454319) and **Dorum** (Imo 9454307) were built on the ASL Shipyards in Singapore. Both tugs are registered under the German flag with call sign DGUX2 and DEIN resp. They are owned and managed by URAG Unterweser Reederei GmbH. – Bremen; Germany. They have a grt of 377 tons and a dwt of 84 tons and classed by Germanische Lloyd. *(Source: Michel Kodde)*

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## KORAL SOLD TO OROMARE



Fearnley Offshore Supply reports that the 1976 built Polish tug **Koral** (Imo 7607089) has been sold to Italian tug owners Oromare, who are based in Genoa. The sales price is believed to be below US\$1 million. *(Source: OSO). History:* The tug is built and launched on the Hasund, Smie &

Sveiseverk at Ulsteinvik under yard number 19 and completed by A.M.Liaaen A/S – Norway. Delivered to Simon Mokster Rederi – Stavanger as **Stil Power**. In 1986 renamed **Bulbia**. In 1987 back to Simon Mokster Rederi and renamed **Stril Power**. In 1994 sold to Edina Shipping and renamed **Rosscan Power**. In 1998 sold to Polskie Ratownictwo Okretowe (Polish Ship Salvage Co) and renamed **Koral**. She has 2 diesel engines V12cyl Alco 12V251F of 2.200 bhp each her bollard pull is 62 tons and her speed 13.9 knots. She has a grt of 295 tons and a nrt of 8 tons. Her length is 36.71 mtrs, beam 10.06 mtrs and a draft of 5.1 mtrs. *(History: Hans van der Ster; Photo: Ruud Zegwaard)*

## TUG NEWS FROM QUEBEC

Groupe Océan of Quebec City is conducting trials on the new tug **Ocean Serge Genois** at their shipyard Industries Océan at Ile-aux-Coudres, QC. The new tug is based on the Robert Allan design originally used to build **Ocean Jupiter** and **Ocean Intrepide**, and well as the **Point Valiant** and a fourth tug exported to Mexico. The design was modified for a second generation, of which **Ocean Georgie Bain** was delivered last year. It is distinguished by a larger wheelhouse. All these tugs were built at Ile-aux-Coudres, and are ASD types, with 4,000 bhp high speed diesel engines. Ownership of the **Ocean Serge Genois** is vested with the Industries Ocean yard, of which M. Genois is the guiding force. Meanwhile at East Isle Shipyard in Georgetown, PE, the first of two new buildings for Groupe Océan has been named **Ocean Yvan Desgagnés**. The 5,000 bhp ice class ASD tug is still under construction and will be delivered later in the year. Interestingly the tug is named for Yvan Desgagnés, scion of the well known shipping family from St-Joseph-de-la-Rive, QC. Transport Desgagnés and its many subsidiaries is no longer controlled by the Desgagnés family and Yvan Desgagnés is now well known for his work to promote the Musée Maritime de Charlevoix at St-Joseph-de-la-Rive. Ownership of the new tug is listed as Location Océan Inc., which is the rental arm of Groupe Océan. It is thus anticipated that the tug will be leased to a third party and operated on its behalf by Groupe Océan. This was expected to be a Baffinland iron mine, but that project has been delayed. *(Source: Tugfax)*

## SMIT LEOPARD DELIVERED

The new building Damen ASD 3211 tugs **Smit Leopard** (9488724) Imo has been delivered to her owners Smit Shipping Singapore last week. The tug is built under yard number 511216 and registered under Bahama flag with call sign C6YG2. The tug has a length of 32.22 mtrs, a beam of 11.00 mtrs and a draught of 5.30 mtrs. She has a grt of 374 tons and a nrt of 112 tons and is classed by Lloyd's Register of Shipping. The bollard pull presented 70 tons. The tug will be operated in Gladstone for Smit Marine Australie. Mobilisation has been organized by **Redwise** Global Ship delivery and Crewing. *(Photo: Richard den Toom-Damen)*



## DORUM TOWED TO HER HOMEPORT



After her discharge from the cargo vessel **Cena Faith** the newbuilding **Dorum** (see above also) was pick-up by the **Bremerhaven** from the same owner URAG. The **Bremerhaven** will tow the **Dorum** to here homeport Bremen – Germany were she will be prepared for operations. *(Photo: Ruud Zegwaard)*

## CHEOY LEE DELIVERED OMANI TUG

In early October 2010, Cheoy Lee delivered the first two Azimuth Stern Drive tugs in a three vessel order. The 30.5m vessels were constructed for a prevalent Omani tug boat operator, for which Cheoy Lee has built vessels before. The tugs, registered in Sultan Qaboos, and under the operators own crew, steamed from Hong Kong to Singapore under their own power where they entered into service. The all steel tugs are designed by



Wartsila Ship Design Singapore, and based on an existing design by Conan Wu and Associates that Cheoy Lee had built previously. Design and construction is to ABS class, with the notation +A1 (E) +AMS, for Unrestricted Towing Service, UWILD. **Ameerat Al Behar** is designed for a maximum crew of ten. Accommodation for the crew is on the main and lower decks. In the hull, forward, there are two simple four man cabins. The main deck includes the captains and chief engineer's cabin, as well as the galley, mess and toilet facilities for the lower deck occupants. The wheelhouse above has good all round visibility through full height windows. There is a single forward facing helm seat mounted on slide rails between two long control consoles, containing machinery controls and navigational electronics. Electronics equipment includes a Furuno radar, Doppler speed log, Inmarsat-C for GDMS Area 2. Outside the wheelhouse, on the bridge deck, there is a single 360m<sup>3</sup>/hr fire monitor mounted forward on the port side. The three sisterships are all powered by a pair of air start Niigata 6L26HLX diesel engines, each developing 1800bhp at 750 rpm, fed from a fuel capacity of 120m<sup>3</sup> (32,000 gallons). The engines drive Niigata ZP-21 azimuthing thrusters turning fixed pitch propellers within nozzles. The rear mounted thrusters are driven by a cardan shaft arrangement and independently provide full thrust in any direction. Three Perkins generators provide electrical power. Two primary units each rated at 112kW, and one harbour unit developing 40kW. The towing winch/anchor windlass on the bow and also the rope reel winch on the aft working deck are from MacGregor Plimsol in Singapore. Principal Dimensions: 30.50m LOA x 9.80m Beam x 4.00m Draft. *(Source: Cheoy Lee)*

## Z-TECH 6500 TUG



Cheoy Lee Shipyards has handed over the first two tugs of thirteen vessel Z-Tech tug order for the Panama Canal. The first vessel, **Calovebora**, was delivered in August 2010, followed 2-months later by **Changuinola I**. Almost identical in configuration to the eight vessels previously constructed for ACP (the Panama Canal Authority), the latest Panama tugs are powered by larger, GE 12V228, 2965hp,

engines. These larger engines increase bollard pull capabilities to 65tonnes, from 60tonnes previously, in both ahead and astern directions. The GE engines drive two Schottel SRP1515FP azimuth rudder propellers containing 2.6m diameter 4-bladed fixed pitch propellers. The configuration provides a free running speed of 12.5 knots, both ahead and astern. Two Caterpillar C4.4, 99kW diesel generating sets maintain all onboard electrical loads, while the starboard side main engine drives the FFS 1136m<sup>3</sup>/hr fire pump that supplies the fire monitor mounted on the wheelhouse top. Two towing winches and the capstan are from MacGregor Plimsoll. Z-Tech series tugs are typically operated by a captain and crew of eight, although accommodation arrangements vary slightly, depending on operator preferences. The second generation Z-Tech tugs for Panama provide accommodation for a crew of four. A 2-man crew cabin on the lower deck as well a single officer cabin and engineers cabin/office on the main deck, along with the galley and dinette. The wheelhouse above has 360degree visibility through full height glazing all-round. Cheoy Lee Z-

Tech 6500 tugs for Panama are built to Lloyds Register of Shipping class, with the class notation LR +100AN Tug, +LMC UMS for service in the Panama Canal and approaches. Principal Dimensions: 27.40m LOA x 11.50m Beam x 5.83m Draft. *(Source: Cheoy Lee)*

## TWO KOTUGS BAPTIZED

Saturday morning the newbuilding Rotor RT80-32 tug **RT Adriaan** has been christened by Mrs. Rietje Kooren widow of Aad Kooren at the Spido jetty in Rotterdam. The sister vessel **RT Eduard**, which operate in Australia, has been christened also, from distance, by Mrs. Tine Kooren, widow of Eduard Kooren. *(Source: Ramon Kaffa; Photo: Wil Kik)*



## ANGLIAN PRINCESS SAILES OUT FOR RESCUE DUTIES



The 7,805-gt, 1992 built Faroe Islands-based F/V *Athena* (IMO 8907096) caught fire 230 miles south-west of the Isles of Scilly on Oct 27. The ship is believed to be caught in gale-force winds and heavy sea. The situation is believed to be under control, but the fire is still burning; an air and sea rescue operation is under way to save 111 people from the ship.

*UPDATE*>> The *Athena* has been evacuated and the last five people on board were flown to hospital on Oct 28. The fire had been kept under control while the vessel sailed in from the Atlantic under its own power. The Coastguard tug **Anglian Princess** took it under tow at about 1900 BST; it is being kept about five miles (8km) outside Falmouth's harbour limits. All 111 crewmembers were rescued. *(Source: Tim Schwabedissen)*

## OFFSHORE NEWS

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### GLORIA A McCALL



Last week the fast crew supply boat **Gloria A. McCall** (Imo 92714940) enters Cape Town and berthed alongside LW No:2. The U.S.A flag crew boat with call sign WDD5832 has a length o.a. 51.5 mtrs, beam of 10 mtrs and a draft of 2.29 mtrs. She has a grt of 472 tons and a nrt of 141 tons. The vessel is

owned and managed by Seacor Marine LLC – Houma, USA and classed by American Bureau of Shipping. *(Photo: Aad Noorland)*

## NOORDHOEK SINGAPORE RENAMED SINGAPORE INSPECTOR

In the Tugs Towing & Offshore Newsletter nr 43 it was reported that the former **Smit-Lloyd 61** – **Smit Marlin** – **Noordhoek Singapore** was renamed in *Singapore Explorer*. The information was incorrect as seen on the picture. She will be renamed in **Singapore Inspector** (Imo 7606308) with Dutch flag and homeport Zierikzee. (Source & Photo: Ruud Zegwaard)



## FUGRO AWARDED 3 LONG-TERM ROV SUPPORT VESSEL CONTRACTS IN BRAZIL



In partnership with vessel owners *Greatship* and *Farstad*, *Fugro Brasil* has been awarded 3 long-term contracts for ROV Support Vessels by Petrobras. The value of the tripartite contracts for Fugro is approximately USD 140 million and will involve ROV services and positioning. Greatship will be providing the vessels **Greatship Rohini** and **Greatship Ramya** and Farstad will be providing the vessel **Far Scotia**. The contract is for five years, with an option for an additional 5 years and the operations will commence early 2011. These new ROV Support Vessel contracts will consolidate Fugro's leading position as a supplier of ROV services in the IRM (Inspection Repair and Maintenance) market in Brazil, increasing the number of Fugro ROV Support Vessel contracts from 3 to 6. (Source: Fugro)

## Z-96 TO THE OFFSHORE

*Van Laar* at Ijmuiden has bought the Belgium trawler **Z-96 Jan van Gent**. The more than 37 mtrs long trawler from 1985 was laid up at Oostende for a long period due to a bankruptcy of the owner. *Van Laar* will put the **Jan van Gent** in the Offshore business. Before the vessel enters the offshore market she will undergo a conversion on a Polish yard. With the acquisition of the Belgian trawler the Van Laar offshore fleet consists of 21 units. (Source: Schuttevaer; Photo Scarlet.be)



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## NANJING EAST STAR DELIVERS POWERFUL AHTS



Built under survey to Bureau Veritas, 'SAL Navigator' was recently delivered by Nanjing East Star Shipbuilding to owner SAL Marine. Home-ported in Singapore and designed by Singapore's Khiam Chuan Marine, the vessel has an overall length of 50 meters and a length at waterline of 47.36 meters with a beam of 13.2 meters, a depth of 5.2 meters and a draught of 4.5 meters. With gross tonnage measured at 1,092GRT and net tonnage of 327NRT, the vessel is powered by twin Caterpillar 3516B, each rated at 1,920kW, with power transferred via Reintjes LAF 873L reduction gears driving twin Berg controllable pitch propellers. Auxiliary power is supplied by triple Cummins K19 engines, each rated at 350kW. A single Nakashima CPP, five-ton side thruster enhances vessel maneuverability. 'SAL Navigator' has a maximum speed of 13.6 knots (lightship) and a cruising speed of 12.5 knots (full load) and a bollard pull of 68.61 tons. Communications and navigation electronics were supplied by Furuno, McMurdo and others. The vessel is equipped with six 15-person liferafts, a single FRP rescue boat and a Fi-Fi 1 fire fighting system. With a fuel capacity of 600m<sup>3</sup> and a freshwater capacity of 215m<sup>3</sup>, she has a crew of 12 and can carry up to 26 passengers. (Source: Baird)

## TECHNIP AWARDED PIPE LAY CONTRACT IN GHANA

Technip has been awarded a lump sum contract for phase 1 of the Natural Gas Transportation and Processing project by GNPC. The project will take place 60km offshore Ghana. The contract covers the engineering, welding and installation of a 14km rigid steel flowline as well as the engineering, fabrication and installation of one PLET. The flowline will constitute the deep water section of a pipeline which will be used to pipe natural gas from the Jubilee field to the future onshore processing plant. The contract will be executed by the Group's operating centre in Paris, France. The flowline will be welded at Technip's spoolbase in Mobile, Alabama. Installation operations are scheduled to start at the end of 2010. This will be carried out by Apache II, Technip's new pipelay vessel. (Source: OSO)

## SEAWAYS 16

The on the 9<sup>th</sup> of April 2010 commissioned and Singapore owned and flagged offshore supply vessel **Seaways 16** arrived last week in the South African port of Cape Town. The tug which was built at the Singmarine Shipyard in Singapore, was taking supplies in Cape Town alongside quay 500 *(Source & Photo: Aad Noorland)*



## DESIRE AGREES FALKLANDS SEISMIC VESSEL TIMESHARE



Desire Petroleum has contracted Polarcus' seismic vessel MV **Polarcus Nadia** for a 3D survey in the North Falklands basin. The vessel will acquire 3D data survey over the parts of Tranches C and D not previously covered by 3D seismic and also over much of Tranche F. Desire's aim is to ensure that the east flank fan play fairway on its acreage has complete coverage. In addition, the vessel is expected to acquire 3D data over the northern part of Tranche I and adjacent

areas. A contract will be issued shortly for processing of the data. Monarch Geophysical Services will provide specialist acquisition and processing supervision throughout the program. Concurrently, Rockhopper Exploration has signed an identical contract with Polarcus. This allows Desire and Rockhopper to share the vessel for acquiring seismic in each company's adjacent licences and other areas. Acquisition should start in December, Desire's share lasting around 90 days. The entire program should be completed by end-April 2011. *(Source: Offshore Magazine)*

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## CONTRACT AWARD FOR NORMAND PACIFIC

Solstad Offshore ASA is pleased to announce to have entered into a charter agreement with Veolia ES Special Services Inc. (Veolia) for the CSV “**Normand Pacific**”, a vessel under construction by Bergen Group, for a period of 3 years firm plus option for a further 3 years. Commencement of the contract will be latest January 2011. Currently Veolia have CSV “**Normand Clipper**” on a 1 year contract. “**Normand Pacific**” will replace “**Normand Clipper**” upon expiry of its current contract. *(Source: Solstad Offshore)*



## SALVORS RENEW ENVIRONMENTAL AWARD CLAIM



The **International Salvage Union** (ISU) has renewed its call for changes to the regime governing marine salvage to enable payment of environmental awards which recognize the environmental benefit conferred by salvors. President of the ISU, Todd Busch, set out the salvors’ case at the global marine lawyers’ Comité Maritime International’s Colloquium at Buenos Aires on Monday. He noted that society is much more concerned today with

protecting the environment and that the ISU supports initiatives which help to safeguard the environment. But the current system does not provide proper encouragement to salvors to assist vessels that threaten the environment but which do not represent a potentially valuable salvage service. The ISU believes that its members should be properly rewarded for work that they do in salvage operations which help to protect the marine environment. In many marine casualty situations it is only the professional salvors that have the expertise and equipment on hand to prevent serious environmental consequences from the casualty vessel and its cargo. ISU believes that the present regime, including the Scopic clause, does not adequately reward salvors for the environmental protection they provide and does not encourage long term investment in personnel and equipment which helps to protect the environment. Mr Busch said the case for change is threefold. Firstly, much has changed since the Salvage Convention was published in 1989. Environmental issues now dominate every salvage case and what may have been a satisfactory ‘encouragement’ then is no longer so today. There is also more risk to the salvor from tougher

regimes which can criminalise the actions of well meaning salvors. Secondly, while salvors have an obligation to prevent or minimise environmental damage whilst carrying out salvage operations, they are not fully rewarded for the benefit they confer. Thirdly, salvors and marine property insurers believe it is not fair that the traditional salvage reward that currently takes into consideration the salvors' efforts in protecting the environment is wholly paid by the ship and cargo owners and their insurers without any contribution from the liability insurers, who cover the shipowners' exposure to claims for pollution and environmental damage. At the same meeting, the ISU's former legal adviser, Archie Bishop, explained how the necessary change could be brought about by amending Articles 1, 13 and 14 of the 1989 Salvage Convention. ISU has worked with others to produce drafts of the amendments. ISU recognises that there are many different interests associated with this issue, including property insurers, P&I Clubs, national governments and international marine law bodies. ISU believes that rewarding salvors for protecting the environment during salvage operations will be, overall, less costly to insurers than the huge cost of an environmental catastrophe. Concluding his speech, Mr Busch said, 'We believe the case for change has the merit of being both persuasive and fair given the way concern about the environment has properly increased since the original work on the Salvage Convention began some thirty years ago. We also believe there is a sensible way to amend the existing framework to enable the change. We know that not all parties agree with our position and we stand ready to work cooperatively with the Comité and other stakeholders to continue to discuss and to work on this important matter. Being proactive on further protection of the environment will benefit everyone.' (*Source: Maritime Journal / Foto: in courtesy of ISU*)

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## TIDEWATER EARNINGS TAKE A HIT IP

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Tidewater Inc. second quarter earnings will be impacted by a settlement with the Department of Justice and by a higher effective tax rate. Tidewater said today that fiscal second quarter financial results for the three months ended September 30, 2010, are estimated to be between \$0.35 - \$0.40 on a fully diluted per share basis. The offshore service vessel giant



said that it noted that the Thomson First Call consensus estimate for the September 2010 quarter is currently \$0.58 per share. Tidewater reported fully diluted earnings of \$0.77 per share for the quarter ended June 30, 2010. The September 2010 quarterly results are expected to include: A \$4.35 million (\$4.35 million after-tax, or \$0.09 per common share) charge included in general and administrative expenses related to an agreement in principle with the United States Department of Justice to resolve a previously disclosed Foreign Corrupt Practices Act investigation. An effective tax rate of approximately 34.5 percent. Relative to the company's previously disclosed effective tax rate estimate of 18.5 percent, the September quarter's estimated effective tax rate primarily reflects the company's current estimate for its operating tax rate for fiscal 2011 of approximately 22.5

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percent, the cumulative effect on income tax expense for the six-months ended September 30, 2010 of the company's current estimate of its effective tax rate, and the Department of Justice charge, which has no related tax benefit. The company's current estimate for its operating tax rate of 22.5 percent largely reflects the current expected mix of pre-tax earnings between its U.S. and international businesses and an expectation for lower estimated operating margin in certain jurisdictions that tax on the basis of deemed profits. The company has historically realized lower tax rates in these deemed profits jurisdictions than it now expects to realize in fiscal 2011. Relative to the company's previously disclosed effective tax rate estimate of 18.5 percent, the impact of the higher effective tax rate on the September 2010 quarterly results is approximately \$0.09 per common share. September 2010 quarterly results are also expected to reflect vessel revenues of approximately \$267 million, or slightly higher than the vessel revenues that were reported in the June quarter. Consistent with general estimates provided on the company's August 5, 2010 earnings conference call, vessel operating costs for the September 2010 quarter are expected to approximate \$170 million, reflecting sequentially higher repair and maintenance costs (in part, due to the drydockings in the September quarter of two of Tidewater's largest anchor handling towing supply vessels) and a \$6 million charge related to the company's participation in a U.K.-based multi-employer pension plan.

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## CASPIAN POWER STARTS FIRST JOB

The on the Fujian Southeast Shipyard build Khiam Chuan 59M Anchor Handling Supply Vessel under yard number 204, **Caspian Power** (Imo 9534236) has started her first job, in the Caspian Sea, last Thursday for a rig move of the *Dada Gorgud*. The AHTS is managed by Bue Caspian Ltd. – Baku (Topaz Energy & Marine Dubai; UAE). She is owned by Caspian Power Ltd. – Baku and is Azerbaijan flagged with call sign 4JOB. She has a grt 2921 tons and a dwt of 3135 tons. And classed by American Bureau of Shipping. (Photo :



*Pete Smith ©*)

## WINDFARM NEWS

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### HOCHTIEF TO BUILD NEXT OFFSHORE WINDFARM FOR EUR 175 MILLION



Global Tech I including 80 plants to be created northwest of Cuxhaven in the North Sea - Energy suppliers as client HOCHTIEF Construction has been awarded the contract for another offshore wind farm. From mid-2012, the HOCHTIEF subsidiary is expected to start constructing the wind farm Global Tech I in the German North Sea. The contract volume is EUR 175 million. The client of the

wind farm is the project company Global Tech I Offshore Wind in which several energy suppliers, energy trading companies and a number of other companies has a share. In the wind field 110 kilometers northwest of Cuxhaven, HOCHTIEF will first anchor 80 foundations, each with a weight of 950 tons, in the 40-meter-deep sea bed. The 5-megawatt wind wheels will then be mounted using Group-owned special platforms and reach 150 meters out of the water. In this project, BELUGA HOCHTIEF Offshore's special jack-up vessel will be used for the first time. HOCHTIEF also has developed a tailor-made logistics concept which allows construction time to be reduced significantly. Henner Mahlstedt, CEO of HOCHTIEF Construction: "With our competence and the high quality of our services, we make an important contribution to the energy supply of the future." The Group expects annual sales of almost half a million euros from its entire offshore business. The client invests approximately EUR 1.3 billion into the offshore wind farm with a total capacity of 400 megawatts. Global Tech I is to supply about 445,000 households with regenerative energy from 2013 onwards. *(Source: Beluga-Hochief-Offshore)*

## YARD NEWS

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### *NEW ICE-BREAKERS FOR THE ARCTIC*

According to an Oct. 25 report from BarentsObserver.com, the State company Rosmorport is holding a competitive tender for construction of an ice-breaker at a price of \$260m. The bidders are United Shipbuilding Corporation, Baltiysky Zavod and Nordic Yard shipyards. The winner may get a contract for construction of two more similar vessels. (*Source: BarentsObserver.com*)

### *DRAGON OIL IN TURKMENISTAN ORDERS PSV*

Fearnley Offshore Supply reports that Dragon Oil in Turkmenistan has ordered a UT755 L PSV from Caspian Energy Projects LLC Shipyard, Russia with option for an additional vessel. (*Source: OSO*)

### *GREATSHIP ORDERS TWO PSVs FROM SRI LANKAN YARD*

Sri Lankan shipbuilder Colombo Dockyard has secure contracts for two 78m multipurpose platform supply vessels (MPSVs) for *Greatship Global Offshore Services* of Singapore. The vessels are scheduled for delivery in the fourth quarter of the 2012 financial year and the first quarter of 2013. The yard, a unit of Japan's Onomichi Dockyard Company, did not disclose the price of the 3,600 dwt vessels. Greatship Global Offshore Services is a Singapore incorporated subsidiary of Greatship (India), which is a subsidiary of The Great Eastern Shipping Company. Colombo Dockyard has already built two MPSVs to similar design and worked in collaborative consultation with the owners and Designer Seatech Solutions International of Singapore on the new vessels. The new MPSVs have been designed to perform oil recovery functions as well as operating as light construction support vessels. Colombo Dockyard also said the new vessels would be among the "greenest, eco-friendly vessels" ever to be built in the yard and will be fully equipped with a ballast water management plan, be capable of treating water before discharge to the sea and have 'eco-friendly' refrigerant. (*Source: Motorship/Colombo Dockyard*)

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
  - [T.O.S. delivers ISANDLWANA for IHC Merwede](#)
  - [Foss hybrid tug even greener than hoped](#)
  - [Tug campaign grows](#)
2. On the fleetlist page is posted last week:
  - [Ulstein Hatlo – Ulsteinvik Tugs of the UT-505 series](#)
3. On the photo page the follow pictures are added last week  
Tugs:
  - [Mangystau 2 Transport](#) – Galati; October 21, 2010, - Romania
  - [Mangystau](#) – Galati; October 21, 2010, - Romania
  - [Someri](#) – Galati; October 21, 2010, - Romania
  - [Lainici](#) – Galati; October 21, 2010, - Romania

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

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