



TUGS & TOWING NEWS

ASH RAINING



Ian Stevens one of the readers reported the following: Thanks for the greetings, we love the snow pictures but offer our equivalent from the port of Rabaul, (Papua New Guinea), where our guys need to sweep "grey snow" twice a day - summer and winter! Blessing to all "tug men"..... Lukim yu tru, na Merri Kraismas....

(Photo: Ian Stevens)

PROCESS TO PULL UP SUNKEN TUG-BOAT BEGINS

The process has begun to pull a sunken tug-boat out of the Saginaw River. 800 gallons of diesel fuel spilled early Monday morning when the [Ann Marie](#) sank in Bay City. Friday, U.S. Coast Guard crews began pulling up the vessel. They say it may take a couple days to completely get the ship out of the water. So far, crews have been able to clean up about half of the spilled fuel. They're working with the vessel's owner on a plan to contain the rest.

(See also TT&O issue Nr.51)





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LONDON VISIT CURACAO

One of the biggest Oceangoing tugs in the world visit last week the Island of Curacao in the West Indies. The tug **London** (ex SmitWijs London, Smit London) taken up bunkers and had a crew change. One day later she departed from the Nieuwe Werf to the Sint Michiels buoy (Baca Sami) waiting for sailing orders.

(Photo: Kees Bustraan)



Z PELLER TUG 35T BP FOR SALE



Poseidon Offshore Services announced the sale Direct close owners the tug **Pacific Castor** (Imo 8004507) for the sale price of US\$ 1.35 mill as is. The tug is inspectable in the United Kingdom. The **Pacific Castor** is built in 1981 on the Kanagawa Sozen shipyard in Japan. She has a length of 28. mtrs a beam of 8.2 mtrs and a draft of 2.5 mtrs. She has a grt of 241 tons and a dwt of 153 tons and is Lloyd's Register of Shipping classed. The picture is taken during dry docking for her 5 years special survey.

TRANSPETRO INVESTS \$239M IN BARGES & TOWBOATS

Transpetro and Estaleiro Rio Tietê signed in late November, in Ribeirão Preto (SP), an agreement

for the construction of 80 barges and 20 tugboats, which will make up convoys for the transportation of ethanol on the Tietê-Paraná Waterway. The new shipyard will be built in Araçatuba (SP). In August, Estaleiro Rio Tietê won the bid for the construction of the new waterway fleet to be operated by Transpetro. The barges and tugboats will cost \$ 239.1 million and will begin to be delivered in the final quarter of 2011. The operation of the fleet is scheduled to begin in 2013, consistently with the term for the new terminals that will be established along the waterway. Each convoy will consist of four barges and one tugboat, with a capacity to transport 7.6 million liters. When fully operational, the volume transported annually should reach 4 billion liters. The agreement was executed during the ceremony that marked the start of the construction work for the Integrated System for Transportation of Ethanol of PMCC (a company owned by Petrobras and Camargo Corrêa), in Ribeirão Preto, in the presence of the President of the Republic, Luiz Inácio Lula da Silva. The agreement for the construction of the convoys was signed by the President of Transpetro, Sergio Machado, and the officers of Estaleiro Rio Tietê, Fábio Vasconcelos and Rodrigo Andrade. "The logistics of the transportation of ethanol on the waterway will be more efficient, producing environmental and economic benefits," explained Machado. *(Source: MarineLink)*

WRECK DN31 SALVAGED

The wreck of the dredger "DN31", on December 8 in a collision on the Scheldt and sank, resting currently on the slipway of the yard "De Schroef" in Sluiskil – The Netherlands. The big hole in the hull is witnessing the enormous impact of the collision. The ship sank immediately after the collision with the tanker "Crystal Topaz". Help for the three people on board came too late. One of them was later found in the wreck of the ship.



The other two crew members were probably fallen overboard, but a search turned up nothing. *(Source: De Lloyd; Photo: K. Verberght)*

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CHINA NOW BUILDING HELICOPTER-EQUIPPED SALVAGE SHIPS



The Ministry of Transport signed a contract with the China State Shipbuilding Corporation on Dec. 19 to start construction on two new types of all-weather large oceanic salvage ships equipped with a medium-sized rescue helicopter landing platform and hangar. According to Song Jiahui, a high-ranking official from the Ministry of Transport, the two new vessels, independently researched and developed by the Shanghai Merchant

Ship Design and Research Institute, have 14,000 kilowatts of power each. The vessel will have a total length of 117 meters with 16.2 meters of molded breadth and 7.8 meters of molded depth. It has a range of 10,000 nautical miles and a rescue loading capacity of 200 people. China has had a 14,000-kilowatt large salvage ship, named "the [South China Sea 101](#)," in service since 2007, and it has performed outstandingly. But what distinguishes the new ships from the "[South China Sea 101](#)" is that they are expected to contain a helicopter landing platform and hangar, which is capable of accommodating medium-sized rescue helicopters as well as conducting refuel and recharge operations in concert with rescue helicopters to conduct oceanic research and rescue operations. The vessels are expected to be equipped with the Dynamic Positioning System II, which can meet the demand of extensive operations under extreme sea conditions and improve the accuracy and reliability of ship control. The ships are also capable of carrying a variety of special equipments and conducting special operations, Song said. It was reported that the two vessels are expected to be delivered in 2012 and will serve as a rescue flagship in the Northern China Sea and Eastern China Sea, respectively, to strengthen sea rescue capacity. The official said at present there is one 14,000-kilowatt large salvage tug ship and 12 8,000-kilowatt salvage tug ships. The number of all-weather oceanic salvage ships is expected to reach up to 25 during the 12th Five-Year Plan, which will be more than any other country in the world. *(Source: People's Daily)*

WINTER WONDERLAND

The German Icebreaker [Rysum](#) operated in the port of Hildesheim. The winter on Western European rivers is very hard this year. A lot of tugs are operating in icebreaking as is seen on the picture. The beautiful picture is made by P. van Kooten.



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.

Send your press releases, news, articles and/or pictures to

jvds@towingline.com

LAST FAREWELL TO BELGIAN SKIPPER

Last week on the New Waterway at the Hook of Holland scattered the ashes of Luc Caluwaerts (46) from Kieldrecht, the captain of the capsized tug **Fairplay 22**. Six tugs took part in the ceremony. With their ship horns brought the crew a final farewell to the skipper. The **Fairplay 22** on 11 november capsized in strong winds while the tugboat connected up to the ferry Stena Britannica. Three crew members were rescued, while the Polish engineer died. The Belgian captain was missing for a long time. In late November his body was found near Hook of Holland.

(Source: Het Nieuwsblad)

LABORDE REPOWERS HARBOR TUG FLEET



Osage Marine Service, Inc., a fleet service with locations throughout the Midwest, knew it could trust Laborde Products to provide quality, reliable products when harbor tug **Deborah Ann** was in need of an engine overhaul. Laborde supplied Osage's St. Louis, Missouri branch with twin Mitsubishi S6A3-Y2MPTK engines rated 483 hp at 1,840 rpm to repower the vessel that is mainly used for switching docks and working line boats. Osage Marine already has a set of 940 hp engines from Laborde for the next repower and four more on order for next year. It plans to upgrade the entire fleet with EPA-compliant propulsion engines. "Our fleet will then meet current regulations and be environmentally sound," said Justin Davis, Osage Marine's St. Louis manager.

(Source: MarineLink; Photo courtesy Martin Flory)

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GREAT LAKES TOWING COMPANY LEADERSHIP CHANGES

Joseph Starck Jr. will take over as President of Great Lakes Towing Company. Starck joined the towing company in 1991 and was most recently its Vice President – Engineering. Since April 2009, he has also been President of the company's shipyard division, which operates under the name Great Lakes Shipyard. Starck has been successfully leading all new construction and repair contracts for the company's Shipyard business, and will now be responsible for all of the towing company's tugboat and shipyard activities on the Great Lakes. Starck is a graduate of the State University of New York Maritime College, and has an MBA from Case Western Reserve University. George Sogor was named Executive Vice President & Chief Financial Officer. Sogor has been with the Great Lakes Towing Company for nearly 25 years, most recently serving as Senior Vice President – Finance and Administration. During his tenure, Sogor has successfully prepared and managed many complex financings for the company and its related business units. He is a graduate of Case Western Reserve University, has an MBA from John Carroll University, and is a CPA. Ronald Rasmus, who has been President of The Great Lakes Towing Company since 1983, will move to the position of Chairman. He will continue to serve as President of The Great Lakes Group, Inc. as well. Rasmus graduated from the State University of New York Maritime College and while on active duty in the Navy attended the Naval Postgraduate School and later George Washington University. He served as an officer on both merchant and naval vessels and retired from the U.S. Naval Reserve with the rank of Captain. This year Mr. Rasmus celebrated his 50th year in the marine transportation business. *(Source: MarineLink)*

INCAT CROWTHER UTILITY CAT NEARS DELIVERY

Recently launched by Australian shipbuilder Richardson Devine Marine at its Hobart, Tasmania, shipyard, **Strait Shooter** is a 28 m Incat Crowther design utility catamaran built for Carpentaria Contracting. The vessel will be based at the port of Weipa in Australia's north and engaged in a broad range of offshore activities including survey, salvage, towing and service to offlying islands.



Strait Shooter is an evolution of the Incat Crowther designed Limitless, launched in 2009, that builds on the design features of Limitless, and adds some more features specifically developed for Carpentaria Contracting. The greatest change has been to implement a large propeller tunnel to reduce the draft of the vessel. Incat Crowther says that "aggressive propeller tunnels can be hugely detrimental if executed poorly," but says its team of naval architects has developed a propeller tunnel shape that significantly reduced the draft of the vessel without effecting its speed or efficiency. Forward stairs have been added at the forward end of the upper deck, allowing quick and safe access from the wheelhouse to the foredeck for mooring activities. Fendering has been increased, with tires forward as well as extended diagonal rubber fenders on the hull. An extra run of rubber fendering has been added to the aft end of the upper deck to give it extra protection when loading items onto the cargo deck. The upper deck aft has been extended aft and integrated with the air trunks under, providing control areas for the vessel

and crane, each with an excellent view over the cargo deck. A large stern roller has been fitted to the transom, whilst structure and rails have also been added for a movable aft lifting platform. As with Limitless, **Strait Shooter** is fitted with a pair of Caterpillar C32 Acert main engines, and achieved a speed of over 30 knots on recent performance trials. Length Overall: 28.0 m. Length Waterline: 27.5 m. Beam: 8.5 m. Depth: 3.45 m. Fuel: 30 000 liters. Fresh Water: 1 500 liters. Sullage: 1 500 liters. Deck Area: 80 sq m. Deck Cargo: 20 t. Passengers: 50. Service Speed: 27 knots. Maximum Speed: 30 knots. Main Engines: 2 x Caterpillar C32 Acert. Installed Power: 2 x 1081kW @ 2300rpm. Gearboxes: 2 x Twin Disc MGX6599SC. Propulsion: 2 x Propellers. Construction Material: Marine Grade Aluminum. Flag: Australia. Class: USL / NSCV 2009 2A (12 pax) 1B (50 pax). *(Source: MarineLog)*

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ERIE-BUILT TUGBOAT LAUNCHED FROM DRY DOCK, ALMOST READY FOR SEA TRIALS



The tugboat **Ken Boothe Sr.** has been launched from dry dock and is ready for final outfitting, the Erie Times-News reported. The new vessel is being built by DonJon Shipbuilding & Repair. The 10,500 hp tugboat, now afloat in Presque Isle Bay, will be ready for sea trials in January. Workers at DonJon Shipbuilding & Repair moved their latest project out of dry dock and into Presque Isle Bay on Wednesday morning. The

process began early Wednesday when an icebreaker opened up waters near the DonJon manufacturing facility on Erie's east bayfront. Then the tug that's been under construction for several months was floated into a slip west of DonJon, where it will be completed. DonJon General Manager Ken Boothe Jr. said the move frees up room in the dry dock for construction of a 740-foot companion barge being built. The 135-foot-long tugboat is named the **Ken Boothe Sr.**, in honor the general manager's father and former president of DonJon Shipbuilding & Repair, who died in June 2010. The 10,500-horsepower vessel cost more than \$20 million and is to transport its companion barge on the Great Lakes. It is scheduled to be completed by mid-February. *(Source & Photo: Erie Shipping News by Jeff Thoreson)*

SMIT MADURA ENTERING CAPE TOWN

The 1988 built South African flag with call sign ZR8600 tug **Smit Madura** (Imo 8714891) entering Cape Town Harbour last week. The tug is owned and managed by Smit Amandla Marine Pty. Ltd. – Cape Town; South Africa. She has a grt of 1070 tons and a dwt of 947 tons, She is American Bureau of Shipping classed. The **Smit Madura** was built on the Cantieri Navale Ferrari SpA shipyard in La Spezia; Italy



as Salvatore under number 68 and delivered to Augusta Offshore SpA. In 2003 she was sold to Smit Singapore Pte. Ltd. – Singapore and renamed Smit Madura. She has a length of 50 mtrs a beam of 14.55 mtrs and a draft of 5.71 mtrs. The two Wartsila Nohab engines develops an output of 9.000 bhp and 115 tons bollard pull and a speed of 15.3 Knots. *(Photo: Aad Noorland)*

BRIEF WALKOUT OF KTK-PERSONNEL



WILLEMSTAD — The personnel from Kompania di Tou Kòrsou (KTK) stopped working for a while this morning. The personnel request more clarity on the company and no longer have faith in four members of the current KTK-management, amongst whom director Marcelino ‘Chonky’ de Lannoy. After consultation with the Board of Commissioners (RvC), the personnel decided to resume work. Meanwhile, De Lannoy has gone on holidays again until January 5th. This

morning’s protest started after KTK trade union PWFC had consulted with president of the board Amparo dos Santos yesterday on repeated rumors that the salaries of the KTK-personnel could not be paid at the end of this month. In a conversation with PWFC and the personnel, Dos Santos guaranteed the salaries would be paid. He also announced there would be a thorough investigation into CPA/KTK. Nevertheless, the personnel decided to stop work this morning and headed for the SSK-building to protest against the continued publications on CPA/KTK in the media and to express their dissatisfaction with the current management under leadership of De Lannoy. A delegation from the RvC consisting of Dos Santos, assisted by Terry Hernandez and Jules Eisdien visited the personnel members while they were at SSK. During this conversation, the personnel were reminded of an upcoming thorough investigation into KTK. Only at the end of this investigation –depending on the results– could one decide on possible actions against management members. According to Dennis Daal, vice-chairman of PWFC, this explanation was sufficient for the personnel to resume work. *RvC meeting* Hernandez and lawyer Bertie Braam will be traveling to Panama in January to conduct an investigation there as well. Kompania di Tou Kòrsou (KTK), a subsidiary of CPA, has opened an office there. In view of the widening of the Panama Canal and

the larger vessels using the canal, KTK also hopes for a profitable business in Panama. However, an 800,000-dollar loss is budgeted for the first year of the activities there. Nevertheless, there are indications that too many costs were made during the inauguration of the office in Panama and that its manager receives exorbitant compensations. If from investigation, it appears there is reason to recover incurred financial damage from the former CPA-management, lawyers' office Sulvaran and Peterson will be requested to take action – and perhaps take the matter to court. In a letter, De Lannoy had already informed the RvC on December 9th that he did not wish to hamper the board and would therefore take a week's leave so that the investigation could take place. In his letter, De Lannoy further states he had not been suspended at all, nor had one denied him access to the buildings. In a more recent letter, De Lannoy harks back to this point and informs the board he has not received a quotation for an external investigation at CPA and that the company would not pay these costs without a quotation. De Lannoy also wants to know from the board how long the investigation would take, as he hadn't been informed on this either. Since his return from holidays, the CPA-director says he informed the board that he would be leading the investigation. However, until now he has been kept entirely in the dark on the investigation. Apart from Dos Santos, the commissioners Hershell Leito, Sherwin Casper, Willem da Costa Gomez, Paul Soliano and Eduard Braam were also present during yesterday's meeting. Maria Liberia-Peters had already handed in her resignation and was not present. Chris Peterson and Frensel Marchena were not present either. During the meeting, the board agreed to an investigation if this appeared necessary. It was probably the last meeting of the current Board of Commissioners. The commissioners, who had already made their position available, were apparently granted their dismissal in the meantime, and the new RvC will be installed next week Monday. *(Source: Amigoe; Photo: KTK)*

PIRATES ROBBED TUG IN MALAYSIAN WATERS

On Dec 23 2010 at about 0340 8 armed with pistol and parangs bandits boarded Indonesian tug [Surya Wira 1](#) in pos 1 11.29N 103 34.47E, 5.6 nm SE off Tanjung Piai, Malaysia. Tug was towing barge [Surya Nawa 9](#) laden with coal, from Tanjung Pelepas to Kuching, Malaysia. Bandits robbed crew of cash, personal belongings, laptop and mobiles, then escaped, one sailor got a minor injury. [Surya Wira I](#) IMO 9183233, dwt 101, built 1998, flag Indonesia. *(Source: Maritime Bulletin)*

5TH TUG ON THE WAY TO FREE UP FREIGHTER GROUND OFF GROSSE ILE

More help is on the way for the massive [McKee Son](#) integrated tug and barge, which ran aground in the Trenton Channel off Grosse Ile early this morning as it was delivering a load of coal to the Detroit Edison plant. "Currently, there are four tugboats trying to refloat the vessel, and a fifth one is being brought on scene to assist," said Lt. Justin Westmiller, chief of the Sector Command Center and a public affairs officer for the Coast Guard. "It will take approximately 10,000 horsepower to unground it. We're a little shy of that right now, so we are bringing in the heavy hitter. That tug should be here in a couple hours (around 4 p.m.). "If for some reason this fifth tug isn't able to help us refloat it, we will 'lighter' the barge – take some coal off the barge so that it is lighter – but that is a secondary option," Westmiller said. "Right now, we will use the five tugs to pull on it and see if we can't break it free." Westmiller said there were no injuries reported on the [McKee Son](#) or on other vessels, and that it was not blocking shipping traffic in the area. He also said: "We don't know if there is any damage to the barge, but we will examine after we refloat it. There is no

pollution or oil sheen or anything on the water right now. But we will reassess once we refloat it.” The ship was fully loaded at the time it ran aground about 3:13 a.m., Westmiller said. He said he didn’t know how much coal the ship was carrying. The [McKee Son](#) is a 579-foot-long ship that sailed as a lake steamer until 1979. The ship was converted by cutting off the old freight area so the ship could be used as a pushing tug. The owner/operator of the ship is Grand River Navigation out of Cleveland, Ohio. Westmiller said he doesn’t know how deep the channel is at the point where the ship ran aground, but “it is a navigable waterway, and these types of vessels traverse this waterway all the time.” (Source: [Free Press](#))

DISABLED GERMAN FREIGHTER UNDER TOW TO ALGECIRAS

German general cargo [Forester](#) required assistance after engine failure at 19.45 Dec 22 2010, reporting being adrift 6 nm off Trafalgar, in rough weather. Vessel was enroute from Garrucha Spain to Sweden, laden with stone. Spain Maritime Rescue center sent two salvage vessels, one of them, [Maria Zambrano](#), managed to take Forester under tow to proceed to Algeciras. At 0230 UTC Dec 24 vessel is in Med sea some 10 nm SE off Gibraltar, speed 2.7 knots. (Source: [Maritime Belletin](#); Photo: [R.Montero](#))



REPRIEVE FOR UK'S SALVAGE TUGS?

[Seabrokers](#) reports that talks are ongoing regarding the possible retention of two of the four Emergency Towing Vessels (ETVs) deployed around the UK coast. "The two [Klyne](#)-operated vessels based in the North of Scotland may win a reprieve," said Seabrokers, "if the Government accepts the argument that there is no viable alternative response capability available to react quickly to an emergency in this remote area." (Source: [Seabrokers/OSO](#))

MTB WORKBOATS MALTA – 21ST – 24TH SEPTEMBER 2011

Early registration for MTB Workboats, the networking forum for the tug, towing and offshore market has been very positive. MTB Workboats gives Workboat Owners/Operators the opportunity

Malta MTB Workboats
21st - 24th September 2011

to network effectively over 2 days with manufacturers/suppliers from the market and amongst themselves. The launch of MTB for the Workboat market, in Lisbon September 2010 was well received with owners/operators joining the forum with vessels numbering over 1500 with fleet sizes ranging from 4 jack-up barges to 384 PSV's! Suppliers joined us from around the World to take advantage of the opportunity to meet with the senior decision-makers from these companies in one place over two days. The pre-registration for 2011's forum in Malta has been fantastic with exciting new registrations from the seismic exploration owner Polarcus DMCC Company from the United Arab Emirates, Peter Madsen Rederi A/S from Denmark and Ocean Koper from Slovenia. We anticipate that we will grow the forum to include 60 suppliers and 60 owners/operators. For further information and to be kept up-to-date with new registrations and the buyers you could meet with please email Thomas Cox at thomas.cox@coplandevents.com or visit www.coplandevents.com

OFFSHORE NEWS

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FARSTAD ANNOUNCES TRIO OF CHARTERS

Oslo-listed shipowner Farstad Shipping has announced a trio of charters worth upwards of US280 million with Chevron and ConocoPhillips. AHTS '**Far Shogun**' and AHTS '**Far Saracen**' have both been awarded three years firm contracts by Chevron Australia to support their drilling program off north west coast of Australia with the new semi submersible rig '*Atwood Osprey*'. Chevron also has options to further charter each of the vessels for a total period of three years. These charters are



scheduled to commence in March 2011 and are for the time being trading the spot market in the North Sea. They are expected to depart the North Sea during January. PSV 'Lady Melinda' has been awarded a three years firm contract by ConocoPhillips, Australia for their Bayu Undan operations. ConocoPhillips also has an extension option for a further two years. The charter will commence in late

December 2010 in direct continuation of the current charter. "Entering into a very challenging 2011 for the supply vessel industry, these contracts are important for Farstad Shipping's contract coverage for 2011. The contract coverage for 2011 (including charterer's options to extend contracts) is approx 70 percent," said Farstad Shipping in a statement. (Source: Baird)

ZAMIL 63 LAUNCHED AT KING ABDUL AZIZ PORT

Saudi Ports Authority reports that His Excellency Abdul Aziz Al-Tuwaijri, the President of Saudi Ports Authority, launched a new OSV for Zamil Offshore, **Zamil 63**, on 27 November. The event took place at King Abdul Aziz Port in Dammam. During the ceremony the keel was laid for 10 new vessels - **Zamil 64**, a sister vessel to **Zamil 63**, and nine port service vessels; six vessels for Ras Al-Zour port and three for King Abdul Aziz Port in Dammam. (Source : OSO; Photo: Zamil Offshore)



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HUNTER STAR FOR SALE

Djurgardsvarvet announced the sale of the 1978 built Multipurpose guard supply vessel **Hunter**



Star. (Imo 7719832) (ex; GG Hunter; Utsira I; Utsira; Folla) The vessel was built as a car- & passenger vessel at the Brattvåg Shipyard, Norway. In 1997 and 2007 she was rebuilt. The vessel has a length of 40.52 mtrs. a beam of 9 mtrs and a draft of 3.66 mtrs. She has a grt of 453 tons a nrt of 204 tons and a dwt of 417 tons. Her Caterpillar main engine develops a 949 bhp. The Hunter Star can reach a maximum speed of 12 knots and is

classed Det Norske Veritas. The Hunter Star was originally trading as cargo ship in Norway, later rebuilt into car- & passenger ferry for trade to island Utsira in the North Sea. After latest conversion she has traded in Norway and Namibia as a guard and supply vessel.

MARINE SUBSEA'S SARAH "ARRESTED" AND UP FOR SALE

Seabrokers reports that Oslo-based *Marine Subsea's* construction vessel **Sarah** has been under arrest at Montrose, Scotland since early November with the vessel's financiers demanding immediate payment of outstanding debts. The vessel had been due to undertake an eight-well abandonment contract for Sonagol off Angola but is now warm stacked and being circulated for sale with an asking price in the range of US\$90-130 million against a build cost of some US\$146 million. Newbuild sister vessel **Karianne** remains at the Ulstein Verft yard in Norway after financiers of that vessel withdrew their support. The two SX-121 design well-intervention vessels are said to be attracting considerable interest from rival owners seeking a bargain. Adding to the company's woes, Seabrokers also said that Marine Subsea UK, formerly TS Marine, is in liquidation with KPMG appointed as provisional liquidator. *(Source: OSO; Photo: Wilhelmsen)*



Seabrokers also said that Marine Subsea UK, formerly TS Marine, is in liquidation with KPMG appointed as provisional liquidator. *(Source: OSO; Photo: Wilhelmsen)*

NAMING CEREMONY HELD FOR 'K' LINE OFFSHORE'S FIRST ANCHOR HANDLER

At a naming ceremony held in mid-November at STX Langsten shipyard in Tomrefjord, Alesund, Norway 'K' Line Offshore named the first of two newbuild anchor handlers, **KL Sandefjord**. The AH 12 CD design vessel is targeted at the high-end of the market being designed for operations in ultra deep water and harsh environments. With 34,000 bhp and a bollard pull of 350 tonnes the newbuild is suited for seabed operations, ploughing/trenching and pre-lay work. The vessel's versatility is further enhanced with the installation of an ROV hangar and ODIM LARS system for handling of inspection and work class ROVs. The vessels are fitted with a hybrid propulsion plant (diesel-electric or diesel-mechanical). Transit mode can be diesel-mechanical or



hybrid while DP mode can be diesel-electric. When in bollard pull mode, a hybrid solution is available. The vessel will be officially delivered to K Line Offshore on 7th January 2011, and this delivery represents an important milestone for the company. The Godmother of the vessel was Mrs. Hiroko Yoshida. She blessed the vessels and wished its crew the best of luck. K Line Offshore is confident that **KL Sandefjord**

will further strengthen the success of the company, and will help K Line Offshore achieve both its short and long-term business goals. *(Source: K-Line; OSO; Photo: K-Line)*

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NEW LNG POWERED PSV ORDER FROM EIDESVIK

Eidesvik Offshore has placed an order at Kleven Verft for its fifth **LNG powered Platform Supply Vessel**. The vessel is of Wärtsilä's **VS 489 Gas PSV** design and will be powered by the recently launched Wärtsilä 20DF dual-fuel engine. The contract is worth NOK 440 million and the vessel will be delivered in 2012. The company has earlier this year ordered a newbuilding of the same type. *(Source: Shipgaz; Photo: Wärtsilä)*



EZRA SCOOPS TRICO PAIR

Bankrupt US offshore owner **Trico Marine** has cashed in on two of its multi-purpose platform supply vessels (MPSVs), according to a filing with the US Securities and Exchange Commission.



Trico Subsea Holding, one of the company's Norwegian affiliates, says it has sold the 6,222-hp **Trico Sabre** (built 2009) and the **Trico Star** (built 2010) for \$52.3m to *Lewek Shipping*, a subsidiary of Singapore-listed parent Ezra Holdings. As TradeWinds reported in October, Trico Marine was looking to sell the units to New York-listed offshore giant Tidewater for around \$50m, but the deal fell through when a judge ordered the

ships to be sold at auction to the highest bidder. Shortly after the collapse, the **Trico Star** landed in the middle of a payment dispute between *Trico Marine* and *Norden Maritime* which resulted in the ship's arrest. The unit was later freed, and now Norden Maritime is believed to have been added to the growing list of creditors looking to claw back cash from Trico Marine as it works out a restructuring plan. *(Source: TradeWinds; Photo: MarineLog)*

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SMIT KAMARA

The 2005 on the Keppel Singmarine Pte. Ltd with yard number 285 built **Smit Kamara** (Imo 9322607) operated by Smit Transport & Heavy Lift B.V. – Antwerpen was reported to be handed over to Keppel Smit Towage Pvt. Ltd. – Singapore. The vessel is brought under the flag of Dominica with call sign J7BP9. *(Source: Michel Kodde)*

CAPE TOWN VISITS

SEA TURBOT



The 2008 Cyprus flagged with call sign 5BJY2 built deep sea supply vessel type UT755L **Sea Turbot** (9392963) entered Cape Town last week for a bunker call. The OSV is by Dess PSV Ltd. – Singapore and managed by Thome Offshore Management – Singapore. The vessel has a grt of 2160 tons and a dwt of 3250 tons and she is classed Det Norske Veritas. *(Photo Aad Noorland)*

GECO DIAMOND

The 1993 built Panama flag with call sign 3FYJ3 Research vessel **Geco Diamond** (Imo 9048706) entering Cape Town Harbour last week. The Research Vessel is owned by Gecoship – Gatwick; U.K. and managed by WesternGeco Fleet Management – Gatwick; U.K. She has a grt of 4547 tons and a dwt of 1172 tons, She is Det Norske Veritas classed. *(Photo: Aad Noorland)*



SARAH BAARTMAN



The South African flag with call sign ZRSB Fishery and Environmental Protection vessel Sarah Baartman (Imo 9288679) entering Cape Town Harbour last week. The vessel was built in at the Damen Shipyards Galati - Romania. Her keel laid: July 2003; She was Launched: June 2004 and commissioned 10th January 2005. She has a grt of 1875 tons and a dwt of 560 tons. The vessel is owned by South Africa Government

Fisheries – Cape Town; South Africa and managed by Smit Amandla Marine Pty. Ltd. – Cape Town; South Africa. She is Lloyd's Register of Shipping classed. *(Photo from our Cape Town correspondence Aad Noorland)*

WINDFARM NEWS

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SAMSUNG SETS SIGHTS ON MACEDONIAN WIND FARM

According to a report from The Guardian, South Korean industrial giants target booming East European renewables market. Samsung Heavy Industries (SHI), South Korea's third largest shipbuilder, is set to join with the Korea South-East Power (Kosep) to build a 100MW wind farm in Stip, Macedonia. *(Source: The Guardian)*

WIND MONITORING PLATFORM SEES OIL AND GAS SKILLS TRANSFER



In a further example of the increasing involvement of UK companies in the offshore wind industry, Tyne based McNulty Offshore Construction Ltd has won a contract valued at £4m to £6m from the UK National Renewable Energy Centre (NAREC). McNulty will provide pre-construction services for the proposed offshore monitoring platform at their offshore wind demonstrator site off Blyth on the north east coast of the UK. McNulty will work with NAREC to confirm the

requirements and develop the design of the monitoring platform, which is expected to be constructed and in place by summer 2011. The offshore wind demonstrator facility is aimed at providing the opportunity for global turbine manufacturers to demonstrate their prototypes, including the actual generators and foundations, and will include a 100MW grid connection and capacity for up to 20 large scale prototypes. The monitoring platform is the first phase of the facility and will collect environmental data, including: Wind data from five elevations between 20m and 100m above the platform including the swept area of a 150m diameter turbine rotor. Bird movement monitoring up to a range of 10km including determination of the type of bird. In conjunction with AIS data, monitoring vessel movements up to 10km distance. Bat detection and recording. Subsea mammal type recognition up to 2km distance. Wave data from sensors both on and off the structure. Tidal data using a 'trawler proof' installation sensor. Weather data including temperature, relative humidity, barometric pressure, solar radiation, rainfall and visibility. CCTV facilities for visual observations. Facilities for general visual observations from personnel on board including an enclosed refuge should they be unable to leave for any reason. McNulty has seen steady growth since its origins as a small stevedore supply company in 1906, including the 2005 takeover of Consafe Engineering Services Ltd. Consafe has over thirty years' experience providing modular buildings, including living quarters and utility and process buildings. These are a specific requirement in the development of the onshore and offshore oil and gas industry worldwide. The structural fabrication of energy related modules and structures backed by project management and construction engineering services are main areas within the wide variety of services McNulty offers. The potential natural synergies between the long established oil and gas and the renewable energy industries has already been recognised and with McNulty now also including activity in the renewable energy sector in its portfolio, the transfer of skills from the oil and gas sector will be seen as beneficial to the still maturing windfarm sector. McNulty's involvement in offshore wind is primarily in the completion, fabrication and hook-up of offshore substations and jacket foundation structures. The company has already participated in work on the Thanet, Lincs,

Galloper and Gabbard wind farms. Blyth based NAREC is the UK's leading centre for renewable energy development, using technology led innovation. While providing assistance to a broad range of sectors, NAREC primarily operates in the offshore and onshore wind, wave and tidal, distributed energy and electrical network sectors, providing engineering and industry consultancy, testing and development facilities and support services to developers. *(Source: Maritime Journal by Peter Barker; Photo by Peter Barker Mercator Media 2010)*

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ULTRAPETROL HUNTS CASH

[Ultrapetrol](#) is looking to push deeper into the Brazilian offshore market with a potential \$70m fundraising drive. Nasdaq-listed Ultrapetrol has lined up a \$60m convertible notes offer, which will swell by a further \$10m should options be exercised. In a statement to investors the shipowner says cash from the issue will be tapped to expand its [platform supply vessel](#) operation in Brazil. Its thrust will include either newbuilding or second hand additions, Ultrapetrol explains. Further funds could be diverted to add river vessels and to speed up the construction of barges at its shipyard. Ultrapetrol already has a foothold in the Brazilian offshore market with all six of its PSVs presently working on long-term contracts with Petrobras. It also has four newbuildings on order in India and a couple booked in China. *(Source: TradeWinds)*

ARMON TAKES OVER SPANISH SHIPYARD

IHS Fairplay reports that Armon Shipyard has taken control of the Factorias Juliana yard in Gijon, northern Spain. A judge at Gijon's mercantile court accepted a €12.8 million (US\$16.8 million) bid for the facility from Armon Shipyards on 17 December, which would save Factorias Juliana from closure. Pymar, Spain's yard fund financed by a pool of yards, agreed to allow Armon to pay only part of the facility's debt owed to Pymar. Factorias Juliana, once valued at more than €76 million (US\$99.8 million), filed for bankruptcy in October 2009 after piling up debt exceeding €100 million. It was until now a subsidiary of Factorias Vulcano yard in Vigo, whose owners acquired the Gijon facility more than four years ago during the privatisation Spain's government-run yards. Laudelino Alperi, Armon's managing director, told reporters today that it would take about 2 years to get Factorias Juliana back on its feet. Armon wants to build offshore ships at the facility.

Meanwhile, Spanish yard unions today called for Armon to fulfill an accord agreed by Factorias Vulcano to relocate workers from the Naval Gijon yard that closed in 2008. *(Source: OSO)*

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - [Season Greetings](#)
 - [Damen and Doeksen working on first environmentally friendly ferry design](#)
2. On the photo page the follow pictures are added last week

Tugs:

- [2909 tugs](#) – Galati; December 15, 2010 - Romania

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

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