

Tugs Towing & Offshore Newsletter

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BUYING, SALES, NEW BUILDING, RENAMING AND OTHER TUGS TOWING & OFFSHORE INDUSTRY NEWS

TUGS & TOWING NEWS

PUSHBUSTER ARRIVED ON THE ROTTERDAM NEW WATERWAY



On the 9th of June the new built casco **Pushbuster 1615** with Imo: 9548897 arrived from Poland on the New Waterway. The hull was towed by the Polish tug **Herakles**. The Pushbuster will be towed to the Damen Shipyards for outfitting the next months. (*Source & Photo: R.Zegwaard*)

DE ZHOU ARRIVED IN CURAÇAO



On the 7th June the in 2007 built Liberian flag call sign A8KE6 tug **De Zhou** (Imo 9350575) from Shanghai Salvage Co. made a bunker stop in Curaçao. The other day she departed from Willemstad round noon. The tug delivered the Oil rig Mærsk Developer into the Caracas Bay which will stay for approximately one month. Hereafter she will make some tests in the North of the Island. After the tests the rig will sail to the Gulf of Mexico. (*Source & Photo Kees Bustraan*)

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SMIT HUMBER GOES BAHAMAS

It is reported that the Damen ASD 3111 tug **SMIT Humber** (imo 9190406) last week has been transferred from Rotterdam to the Bahamas. After her dry docking in Antwerp she was re-flagged to the Bahamas. The tug sail on the 3rd June from Antwerp to Porto Delgado – Azores for a bunker stop and hereafter to continue her voyage to Freeport – Bahamas. The **SMIT Humber**'s hull was build by Stocznia Polnocna S.A. (Northern Shipyard), Gdansk. On 28-9-1999 she was launched and on 8-11-1999 she arrived on the New Waterway and towed to the Damen Gorinchem Shipyard for outfitting. Under yard number 7938. She sailed on 17-4-2000 from the Damen Gorinchem Shipyard to Europoort for her maneuvering trials and bollard pull tests. On 28-4-2000 she was handed over to Smit Havensleepdienst B.V., Rotterdam. (*Photo: Teun van der Zee*)



ISKES PURCHASE THE BUGSIER 8



The IJmuiden towing company Iskes Towing & Salvage has recently bought the **Bugsier 8** (imo 7719052) from the Bugsier-, Reederei- und Bergungs A.G. – Hamburg. The new tug was renamed **Saturnus** and arrived on the 10th June in her new homeport. The tug was built on the Max Sieghold Yard – Bremerhaven under yard number 180. She has 2 x 4tew 6 cyl. SBA6M528 Deutz diesel motoren developing 2000 bhp and a bollard pull of 30 tons. (*Photo: Hans Windhorst*)

FAIRMOUNT TUGS CHARTERED BY FRENCH ACCIDENT INVESTIGATION AUTHORITY

Fairmount's super tugs **Fairmount Expedition** and **Fairmount Glacier** are presently mobilizing to a Brazilian port where immediately upon arrival search equipment and personnel will be put on board for the search for the so called black box of the French airliner that was lost over the Atlantic Ocean a week ago. The Fairmount sister vessels have a large aft deck suitable for all search equipment, supplied by Phoenix International, and ample accommodation facilities, necessary to house the search specialists of Phoenix as well as the French and US Navies. Henk van den Berg, Fairmount's CEO commented: This order, with such a background, gives all of us here at Fairmount, at sea and in the office, deep sense of commitment to assist in the process of unraveling what happened. As a subsidiary company of Louis Dreyfus Armateurs and with ongoing operations in Brazil with many French and Brazilian friends and colleagues, we feel very much connected with the many victims of this disaster. I hope that our men at sea will quickly succeed with their mission. (*Source: Fairmount; Photo Joop Marechal*)



NEWBUILDING UNION KOALA DELIVERED TO URS



The URS took delivery of her latest newbuilding **Union Koala** (9502714) from the Turkish shipyard Dearsan in Tuzla yard number 2056. The **Union Koala** is a 65 TBP ASD RAMpart 3200 Tug and will join and strengthen the URS fleet in the Port of Antwerp. Her sister vessel the **Union Panda** was already delivered end of February. In 2007 URS received already two tugs of the Robert Allan RAMpart design which are the **Union Kodiak** and **Union Grizzly**. Both tugs are also part of the URS fleet in Antwerp. (*Source : URS*)

WÄRTSILÄ COMBINES ITS SHIP DESIGN UNITS

Wärtsilä, the marine industry's leading ship power system integrator, is to combine all its ship design units into a single entity, to be known as Wärtsilä Ship Design. The units involved in this re-organisation include the recently acquired naval architect companies Vik-Sandvik of Norway, Conan Wu & Associates (CWA) of Singapore, and SCHIFFKO of Germany, as well as the company's conceptual ship design unit in Finland. The new set up will generate a variety of new designs, from simple, low-cost, standard vessels to more high-end, ground-breaking tonnage. Wärtsilä, with a broad and high quality offering of ship design services, expects to increase its share of the ship design market, with the main focus being on a full design scope approach. "There will be close collaboration between our Ship Design unit, other parts of the Ship Power organisation, and other Wärtsilä businesses. Our long term ambition is to create standard proven designs with predefined solutions, and to provide operational services with performance guarantees and fixed prices. This may also include extended services, such as yard selection and supervision support in the construction phase," says Arne Birkeland, Vice President, Ship Design, Wärtsilä Ship Power. "We will gradually launch a series of designs developed as a result of the knowledge sharing between the different units, and

these will be branded as Wärtsilä Ship Designs," said Birkeland. "It is our goal to establish Wärtsilä as an independent ship design brand, which will become the customer's first choice". The expansion into ship design is in line in Wärtsilä's strategy to strengthen its position as a total solutions provider, and to be the most valued partner for its customers. Through ship design Wärtsilä can offer competitive solutions that will lead to better total efficiency, improved environmental performance, and reduced life cycle costs for its customers. New Wärtsilä tug design One of the first designs to be fully accredited as



a Wärtsilä Ship Design is the **W Tug 80**. This is a compact, high performance escort tug of 35m, capable of carrying out ship assist duties at offshore terminals, as well as high-speed escorting, push-pull operations, and coastal towing. The **W Tug 80**, designed for 80 ton bollard pull, can attain a speed of 14.5 knots. Due to its compact size and two Wärtsilä steerable thrusters, the tug is highly manoeuvrable. The rounded bow profile with moderate flare is optimised for pushing and reduces the risk of slamming. A large skeg, combined with the forward hull shape, results in a steering force of 250 ton during escorting. It is powered by two 8-cylinder in-line Wärtsilä 26 engines, each rated at 2600kW at 1000rpm. A modular propulsion concept with various engine arrangements can be configured within the same basic design. The towage and escorting duties are served well with a forward 112t towing/anchor winch. A 91t towing winch is sited aft of the superstructure. The tug can be equipped for fire-fighting duties, and can operate 200 nautical miles from the coastline.

BOGAZICI 5 LAUNCHED

We are pleased to announce that our M/Tug "**Bogazici 5**" has been successfully launched on the 11th June morning. The tug from the Cintranaval-Defcar design was built on the GeTa Shipyard in Tuzla – Turkey under yard number 010 for Bogazici Shipping – Istanbul. The tug is a sister of the earlier **SMIT Europe**; **SMIT Africa**, **San Nicola AT** and **San Francesco AT** all built for SMIT International – Rotterdam. The tug is designed for a bollard pull of 68 tons. (*[Source & Photo; Bogazici Shipping](#)*)



TUGBOAT CAPZISED



A Small Tugboat capsized and sank during a rescue operation yesterday 11th June. It was supposed to hold the rope at the front of the grounded



trawler while the coastguard towed the trawler from the reef. When the trawler suddenly got loose it gained speed so fast the crew (2 men) of the tugboat couldn't react fast enough to prevent them from capsizing. "I was watching this as it happened, and thankfully both men were rescued, one of them after getting down with the boat, but he was able to get out and surfaced after 1-2 minutes." This event took place in just out of Sandgerdi, Iceland. (*Source: Liveleak*)

ATA 202 ON THE MOVE

Jun. 9--OLYMPIA -- A World War II vintage ocean-going tug anchored in Budd Inlet in Olympia since January 2007 has moved back to Tacoma. The 143-foot-long **Comanche**, which is owned by a nonprofit group, was ordered by the state Department of Natural Resources to move from its Butler Cove anchorage by June 5.

The state agency allows vessels 30 days anchorage at any one site in Puget Sound and 90 days per year overall, DNR state aquatic lands manager Shannon Soto said. "They've exceeded both limits for 2009," Soto said, adding that the site in Butler Cove is not an authorized anchorage site. Joe Peterson, a founding member of the Comanche 202 Foundation, said the ship motored to the Foss Waterway Seaport Working Waterfront



Maritime Museum and Boat Shop on Friday, but that is only a temporary moorage. "We're still looking for more permanent accommodations," he said. "We'll see what happens." The steel-hulled ship is the last of a class of 89 large, seagoing auxiliary tugs built for the Navy in 1944 to assist warships in theaters of action in World War II. The **Comanche** served in the invasion of Okinawa and earned a battle star for towing damaged ships from the line of fire. The vessel was acquired by the Coast Guard after the war and later worked as a commercial ocean tug based in Tacoma. The ship was donated in 2007 to the Comanche Foundation, whose volunteers have logged more than 4,500 hours refurbishing the vessel while they look for a permanent home. During its stay in Budd Inlet, it was moored at a Port of Olympia marine terminal, and then anchored near Gull Harbor, and for the past eight months, in Butler Cove. While the ship has its fair share of supporters, it has detractors, too. Several Butler Cove residents complained to DNR about the vessel as an eyesore and a potential safety hazard anchored so close to the Budd Inlet shipping channel. "My concern was that it was certainly a navigational hazard and an environmental hazard," Butler Cove resident Margaret McPhee said (*Source: Jan van der Doe*)

Redactions. Info: The tug is a former Sotoyomo Class Auxiliary Fleet Tug

- Planned and authorized as Rescue Ocean Tug (**ATR-129**)
- Reclassified Auxiliary Fleet Tug (**ATA-202**), 15 May 1944
- Laid down, 24 August 1944, at Gulfport Boiler & Welding, Port Arthur, TX.
- Launched, 10 October 1944

- Commissioned, **USS ATA-202**, 8 December 1944
 - During World War II **ATA-202** was assigned to the Asiatic-Pacific Theater
 - Decommissioned, 27 October 1947, at Orange, TX.
 - Named **USS Wampanoag (ATA-202)**, 16 July 1948
 - Laid up in the Atlantic Reserve Fleet, Texas Group, Orange
 - Loaned to the US Coast Guard, 25 February 1959,
 - Commissioned **USCGC Comanche (WMEC-202)**
 - Struck from the Naval Register and permanently transferred to the US Coast Guard, 1 June 1959
 - Decommissioned by the Coast Guard, 30 January 1980
 - Sold for commercial service, date and owner unknown
 - Laid up at Tacoma, WA. in 2000
 - An attempt to acquire **Comanche** by the American Fleet Tug Museum was not successful in 2006
 - Donated to the Comanche 202 Foundation to serve as a non-profit historic and educational vessel in the south Puget Sound area
 - Current status, moored at Olympia, WA. during restoration
 - **USS ATA-202** was awarded one battle star for World War II service
-

A STAR IS BORN

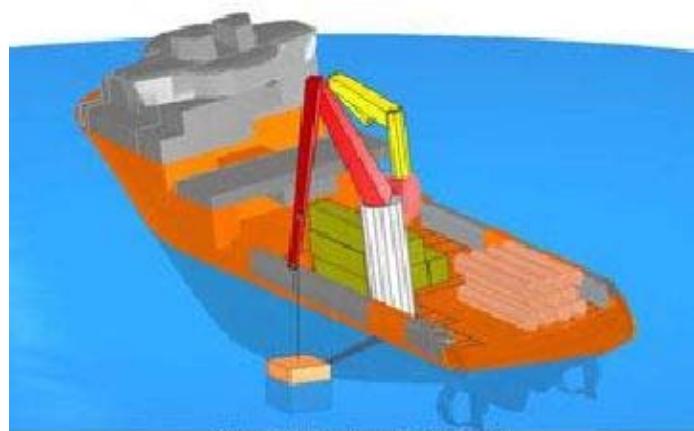


The **Smit Star** from Smit Marine Canada was spotted approaching Prince Rupert (*Source & Photo: G.Markham*)

OFFSHORE NEWS

AUTOLOAD STABILITY SOFTWARE ON OLYMPIC ZEUS

Autoshop Systems Corporation (ASC) of Vancouver, Canada announced the sale of their onboard stability software, Autoload, to Olympic Shipping AS for their latest environmentally friendly new-build, **Olympic Zeus**. Olympic Zeus is an anchor handling tug supply construction vessel designed by Ulstein Design AS and one of the biggest vessels of this type built by Ulstein Verft AS. Developed for advanced operations in deep sea conditions, Olympic Zeus operates with a new type of optimum fuel saving hybrid propulsion machinery which was developed by Ulstein Design AS ASC's Autoload Stability and Load Planning software is installed on over 500 vessels world-wide. It is a robust, intuitive, easy to use program that offers a simple to understand display of key hydrostatic values that are critical for safe vessel loading. With minimal input from the user, the program provides a quick and accurate picture of vessel's current stability status, loads and important margins. The user can then make critical decisions, while leaving the mathematical complexity to the computer. ASC is a leader in the development of load planning software, loading instrument software and integrated CAD/CAM programs



Olympic Zeus shown in Autoload

BUNKER STOP IN CAPE TOWN



In Cape Town the in 2009 built Liberian flag call sign A8RQ4 Anchor Handling Tug Supply vessel **Sanko Bay** (imo 9427653) from Sanko Steamship Co. Ltd. made a bunker stop. The Vessel was on charter to Petro S.A for 45 days as a substitute for the AHT **Eems** (Ex Normand Titan). She is heading to Pointe Noire for a rig tow (West Manang) then off to Brazil for a Bare Boat Charter for 5 years. *(Source & Photo: Aad Noorland)*

OFFSHORE MARKET TO REMAIN HEALTHY

Market research firm Infield Energy Analysts has released a new report on the state of the specialist offshore vessel market through to 2012, in which it claims that despite the current recession the offshore sector should remain strong. "The offshore market is perceived to be under significant pressure, as the fleet has experienced exceptionally high utilisation and consequently high day rates," the company said. "The market view set out in the report in the short term is that the current economic climate will temper demand. However as the specialist vessel market remains vital to the production of offshore oil and gas, the long term view is that the perceived buoyancy of demand is expected to

continue. The global offshore market is predicted to see extensive investment throughout the years between 2009 and 2012. The whole offshore oil and gas market is expected to peak in 2011 when over US\$103bn is expected to be invested."

BEE MAR ENTERS PSV MARKET



Van C. DeWitt, former President of Sea Mar, is now heading a newly formed marine transportation company, Bee Mar LLC, as President and CEO. The company is to introduce a fleet of state of the art, environmentally friendly DP-2 Platform Supply Vessels (PSV's) in the Gulf of Mexico and international markets. The Bee Mar newbuild fleet will consist of five 210 ft and three 234 ft ABS classed DP-2 PSV's, currently under construction at the Lockport, Louisiana shipyard of Bollinger Shipyards, Inc. Each vessel has high cargo carrying capacities and meets or exceeds the customer requirements and demands for offshore marine support applications. The 210 ft x 56 ft x 18 ft vessels will have a cargo capacity of 2,700 LT, a clear deck measuring 150 ft x 47 ft, 6,300 barrels of liquid mud capacity and 6,000 cu. ft. of dry bulk capacity. The vessels are rated at 4,000 BHP. The first two vessels, M/V **Busy Bee** and M/V **Worker Bee**, will be delivered by late this month for service in the Gulf of Mexico, with a sister ship being delivered every 60 days thereafter. The first of three 234 ft x 56 ft x 18 ft PSV's, with 3,000 LT of cargo capacity, is set for delivery from Bollinger in March 2010, with two additional vessels to be delivered within the third quarter of 2010. The clear deck on this class of vessel --essentially a stretched version of the 210 ft design will be 175 ft x 47 ft, with 9,000 barrels of liquid mud capacity and 6,000 cu. ft. of dry bulk capacity. Bee Mar says its fleet will be equally at home supporting deepwater oil drilling and production, deep shelf E & P operations, offshore and sub-sea construction, in addition to providing geophysical/seismic, and special well service support. "The technical design, station keeping and cargo capabilities of the new Bee Mar fleet are responsive to the demanding service requirements here in the Gulf of Mexico and in the global marketplace," noted Mr. DeWitt. Bee Mar LLC is a privately held company with corporate headquarters in Houston. An operations office will also be opening soon in the Lafayette, Louisiana area. (*[Source: MarineLog](#)*)



UTILITY VESSEL SAMSON SUPPORTER SETS SAIL

Samson Maritime's utility vessel **Samson Supporter** has launched from Strategic Marine's yard in Singapore. The vessel has a top speed in excess of 25 knots, business class seating for 50 passengers, accommodation for twelve crew members, 120 sq m (1,292 sq ft) of deck space, as well as a central deck house. The vessel features dynamic positioning to enable ROV work and a 1-sq m (11-sq ft) moon pool to allow hydrographic survey equipment to be deployed in a secure housing. It also has an A-frame crane installed on the aft of the cargo deck and FiFi 1 for firefighting, including a vessel deluge system.

FARSTAD SHIPPING WINS HEYERDAHL AWARD

The Norwegian Shipowners Association has announced that Farstad Shipping is the winner of the

Heyerdahl Award 2009 for its commitment to improving the environmental standards in the shipping industry. The Award was launched in 1999 by Thor Heyerdahl (1914--2002) and the association. Its purposes are to contribute to an improvement of the global environment and to promote the environmental benefits of shipping as a mode of transportation. The innovative technical solutions implemented in Farstad's newbuilds were the main factor behind the jury's decision to name it this year's winner. Farstad Shipping has over the years invested heavily in environmental friendly solutions for our new ships. The two vessels particularly mentioned by the jury are the construction support vessel Far Samson and the platform supply vessel Far Serenade, both vessels delivered to Farstad Shipping in March 2009. "We are very honoured to be publicly recognized for our work to reduce the environmental impact of our business," said Karl-Johan Bakken, CEO of Farstad Shipping ASA. "This award will definitely encourage us to undertake further efforts and reach further environmental achievements in the future." (*Source: MarineLog*)

SOMALI PIRATES RELEASE NIGERIAN TUG, CREW HELD SINCE AUGUST



MT Yenagoa Ocean in her former incarnation as MT Nico Shindagha. (source: Tugster.wordpress.com)

The pirates earlier demanded a \$10 million ransom. Somali pirates are holding at least 15 foreign vessels and 210 crew members, according to Nairobi-based Ecoterra International, a group that tracks piracy. "My brother is on the sea close to Yemen," Egbide said. "He called my older sister in Chicago so we know he's been released." The pirates holding the Yenagoa were members of the Siwaqron clan, and kept the ship in Habo, a port in Somalia's northern Puntland region, said Jamal. The ship's owners had no money, he said, to pay for freeing the boat, and the pirates were simply worn down from almost a year of having to feed their hostages. "The business of piracy is not as fruitful as it has been," Jamal said. "We said you have been holding these people 10 months, there is no chance for you to get a penny anymore, so you might as well release them." The Nigerian Embassy in Washington couldn't be reached for comment.

Somali pirates released a Nigerian oil field tugboat with its 11 crew, held captive since August, after friends and relatives of the hostages raised a \$43,000 ransom, the Somali-American who led the talks said in an interview. The M/V **Yenagoa Ocean** is expected to arrive in Yemen this weekend, said Omar Jamal, director of the Somali Justice Advocacy Center in St. Paul, Minnesota. Jamal said that after a week of negotiations, he and Jeffrey Egbide, brother of the captain of the Yenagoa, Graham Egbegi, sent the money to the pirates through an Islamic Hawala-transfer service. Money The ship was captured as it travelled down east the coast of Africa from

PSA INVESTIGATES BIG ORANGE XVIII, EKOFISK COLLISION

The Petroleum Safety Authority Norway (PSA) has launched an investigation following the collision of Wilhelmsen well stimulation vessel **Big Orange XVIII** with ConocoPhillips' 2/4-W installation on Ekofisk in the North Sea on June 8. The incident caused damage both to the structure, bridge and well equipment on 2/4-W and to the vessel. **Big Orange XVIII** was heading towards the 2/4-X installation to carry out well stimulation work on its long-term contract with Schlumberger when it suffered an engine breakdown. It avoided collisions with 2/4-X and 2/4-C by using its bow thrusters. While passing under the bridge between the installations, however, it also lost thruster power and hit 2/4-W. The incident, which occurred at 4:17 a.m. local time, has been followed up by the PSA with the launch

of two activities. One involves monitoring the normalization work being carried out by the operator, while the other is its investigation of the actual incident. The goal for the normalization team at the PSA is to check that ConocoPhillips takes the necessary steps to secure the installation before it returns to operation or is removed. The investigation will seek to clarify the sequence of events, the direct and underlying causes, and the actual and potential consequences. Also covering emergency preparedness aspects and possible violations of the regulations.

HALLIBURTON CHRISTENS NEW GENERATION WELL STIMULATION VESSEL



In Oslo at Norshipping 2009 Roll-Royce debuted an innovative wave piercing design for the offshore market, the new UT 790 CD vessel design? "With the UT 790 CD, we can support offshore exploration and production further and deeper while at the same time improving safety and minimizing the impact on the environment," said Svein Kleven, Rolls-Royce Chief Design Manager – Offshore. The unique hull piercing design is designed to allow the vessel to run

continuously at service speeds regardless of the sea state reducing fuel consumption and improving crew comfort. This technology reportedly eliminates slamming and allows for a smooth ride even in extreme weather conditions. At speeds of 14 knots and violent storm conditions (9 m significant high waves), tank tests have shown no water above forecastle deck level. The UT 790 CD vessel presented in Oslo is a deep-water anchor-handling vessel. The vessel meets all existing regulations from the Norwegian Maritime Directorate and all latest international regulations such as SOLAS2009 and Special Purpose Vessel codes and regulations. (*Source : MarineLink*)

SIEM DORADO TO PERFORM IRM OFFSHORE MEXICO

Siem Offshore has agreed a charter contract for a multi-purpose ROV support vessel to work for Pemex in the Mexican sector of the Gulf of Mexico. The **Siem Dorado** will be delivered shortly from a yard in Norway and will work for a local contractor in Mexico, performing inspection, repair, and maintenance duties. The contract is for an initial period of six months, with options to extend for a further 12 months, at a rate of \$6 million for each half-year.

YARD NEWS

SHIPPING CORP PLANS TO BUY SEVEN VESSELS

Mumbai-based Shipping Corp. of India Ltd (SCI) has placed orders for two ships with Cochin Shipyard Ltd and plans to buy five more, an official said. India's biggest ocean carrier by fleet size and revenues, 80.12% owned by the Union government, is buying these ships to replace its ageing fleet of 10 vessels used for towing, moving anchors and hauling supplies, which have to be withdrawn from

service by 2013. "We have board approval to buy seven offshore vessels," said a SCI executive, who asked not to be named. The contract with Cochin Shipyard is for two of these vessels. "Orders for the remaining five will be placed in due course," the official added. U.C. Grover, SCI's director for technical and offshore services, said the contract with Cochin Shipyard, India's biggest under state-control by capacity and order book, involves an option for building two more similar vessels. Grover did not disclose the value of the contract signed on Thursday for the two vessels, which are scheduled for completion by March and July 2011. At current prices, these vessels could cost \$30-35 million (Rs140-165 crore) each to build, depending on specifications. The fleet of 10 is working on a five-year contract with state-run oil explorer Oil and Natural Gas Corp. Ltd (ONGC). These ships are used as support and supply vessels in offshore oil drilling operations. They are deployed to carry water, food, cement and chemicals to oil drilling rigs and help to position drilling rigs appropriately, thus providing key support to offshore oil exploration. In January, SCI's board approved the purchase of four such ships that are capable of pulling 80 tonnes, two that can pull 120 tonnes and another that has traction to pull 200 tonnes. The two ships Cochin Shipyard would be building would be able to pull 120 tonnes. Pulling power is a measure to compare the strengths of tugboats. In October 2007, SCI ordered four of these support ships, each with pulling power of 80 tonne and worth about Rs351 crore, at Bharati Shipyard Ltd, India's second biggest private shipbuilder. "The orders placed with Bharati Shipyard and Cochin Shipyard totalling six ships, along with five more to be acquired as per board approval, would help us maintain market share in the offshore sector even after the current fleet of 10 ships are scrapped by 2013," SCI executive quoted first said

'GULMAR ATLANTIS' AND 'GULMAR DA VINCI'



Two of Bahrain-based Gulmar Offshore's newbuild dive support vessels (DSV), currently under construction at Hanjin Shipyard in Korea, are confirmed for delivery later this year. '[Gulmar Atlantis](#)' and '[Gulmar Da Vinci](#)' are both latest generation multipurpose DSVs of MT-6022-XL design to be delivered during the fourth quarter 2009. '[Gulmar Atlantis](#)' and '[Gulmar Da Vinci](#)' each measure 115 metres by 22 metres by seven metres. Each vessel is equipped with an 18-man built-in saturation system, two three-man diving bells and two eight-man hyperbaric life boats. The vessels will also include one subsea crane of 140 tonnes AHC with a 2,000-metre cable, one subsea crane of 40 tonnes and accommodation

for 120 persons. The vessels will be classed by DNV with the following notation: DNV +1A1 SF- EO, DYNPOS-AUTR-DK(+), HELDK-SH, CLEAN COMF-V(3), FiFi2- DSV-SAT. Meanwhile, Gulmar has also announced an additional order for a newbuild DP2 DSV of MT-6024S design to be constructed at the Sekwang Shipyard in Korea. These vessels will join Gulmar's existing fleet of DP2 DSVs which currently includes '[Gulmar Falcon](#)', '[Gulmar Eagle](#)' and '[Gulmar Condor](#)', as well as the DP2 cable lay/accommodation support vessel, '[Gulmar Badaro](#)'. (*[Source:Baird](#)*)

MASTER MARINE COMPLETES 135' SUPPLY VESSEL

Master Marine in Bayou La Batre, Ala., recently delivered an offshore supply vessel to Gulf Resource Management, New Iberia, La. The [Luke Thomas](#) was designed by Sterling Marine, Gulf Breeze, Fla., and is nearly identical to the [Andrew Charles](#), another Gulf Resource Management OSV from Master Marine. Both of the steel OSVs measure 135'x34'x12'6" and have a 12' draft. The house arrangement is a distinguishing feature of both boats. "The way the owner arranged the house and used the space was clever. Most boats have a walk-around on the outside of the house. This goes out to the side and utilizes the space for the crew," said Sterling Marine's Travis Carver. "I could never see the function the foc'sle walk-around served," said Chuck Crochet, owner of Gulf Resource Management. "I thought about it and worked with Travis, and we have gotten a good response from everyone that's worked on

the boat or been on the boat." Crochet said the increased accommodation area allows for a larger head and a bigger lounge. "Some vessels in our class have a sitting area like a mock galley for a lounge. We have nice big couches in the sitting area and a flat-screen [television]. The guys can watch movies or the news and forget about where they are for a couple of hours," said Crochet. There are accommodations for four crew and 16 passengers. Down in the engine room is a pair of Tier-2 compliant Cummins QSK19-M3 main engines. Each one delivers 660 hp at 1,800 rpm. The Cummins diesels are hooked up to Twin Disc marine gears with 5:1 reduction ratios that spin 65", 4-bladed props. The power package should give the Luke Thomas a top speed of 12 knots. A 340-hp Cummins QSL9 powers the bowthruster and the pump for a Crane Denning firefighting monitor. A pair of 88-kw gensets powered with Cummins 6BTA5.9 diesels provides ship's service power. Tankage for the Luke Thomas includes 53,000 gals. of fuel, 14,000 gals. potable water and 99,000 gals. rig water. There is no tankage for either liquid or bulk mud. The cargo deck measures 88'x30' and has a capacity of 350 tons. (*Source: Jan van der Doe*)

DAMEN GALATI DELIVERS JUMBO JUBILEE

The Damen Shipyards Galati, Romania, delivered the '**Jumbo Jubilee**' to Netherlands-based Jumbo Shipping on June 8. After final outfitting and voyage preparation the vessel leave Galati this morning 12th June. The '**Jumbo Jubilee**' is the fourth J1800-class vessel. Her first destination is the quayside at Huisman Equipment in Schiedam, the Netherlands. There, her two 900-tonne mast cranes will be installed. (*Photo: Amar Nibou*)



GEO SHIPYARD DELIVERS 3,200-HP TOWBOAT

In April, New Iberia, La.-based Geo Shipyard Inc. delivered a steel-hull, aluminum-superstructure pushboat to Orca Marine LLC, Lafayette, La. The 100'x34' **Orca One** was designed by Glenn Ring of Advanced Fabricating, Kemah, Texas. Orca Marine is a new company, according to David LeCompte, Geo's vice president. "It was a great experience working for them." The vessel's main propulsion comes from twin Cummins QSK50 diesels, producing 1,600 hp at 1,800 rpm each. The mains are connected to stainless-steel 84"-dia. wheels on R.C. Schmidt and Sons' 8" shafts through Twin Disc MG-5600 marine gears, with 6.01:1 reduction ratios. Ship's service power is the responsibility of two Cummins 6BTA5.9-DM diesels, generating 75 kw of electricity each. "This boat has plenty of electrical power," said LeCompte. The boat's retractable wheelhouse is powered by a 25-hp hydraulic system from Hydro Force Inc. ZF Marine, Miramar, Fla., supplied the marine electronic controls and the marine shaft brakes, and Engine Monitor Inc., St. Rose, La., provided the boat's dual steering system needs. C&S Safety Systems of Louisiana LLC, New Iberia, La., handled the built-in fire suppression system, with MP Pumps, Fraser, Mich., supplying the twin 2", 5-hp fire pumps. MP also supplied the two 3", 7.5-hp ballast pumps. M&M Bumper Service LLC, Bourg, La., manufactured the fendering system that surrounds the new pushboat. **Orca One** has accommodations for a crew of eight and capacities that include 41,000 gals. of fuel; 7,500 gals. potable water; and 822 gals. lube oil. LeCompte said Geo is also building a 40'x12', 13-passenger aluminum crewboat for Orca Marine, which will be delivered later this spring. LeCompte said the recession is taking its toll on the industry, and now more than ever, diversification is key. "We're versatile," he said. "If you look on our Web site, we don't have two boats that look alike. We'll build whatever the customer wants." (*Source: Ken Hocke*)

BRODOSPAS BETA READY FOR LAUNCHING

On the Damen Galati Shipyard the **Brodospas Beta** was moved to the yard's slipway last week. The Damen 6615 Anchor Handling Tug Supply vessel is ready for launching the coming week. She is the sistership of the **Brodospas Alfa** which was launched in April and is currently on the outfitting yard. Brodospas, the well established Croatian Supply boat and Tugboat Company will operate the vessels worldwide. The Damen AHTS 6615 is one of the latest designs from the Damen Offshore Series. The Damen Brodospas 6615 series have a length of 67 mtrs, beam of 15 mtrs draft design of 5 mtrs, a speed of 15 knots and a bollard pull of 120 tons with a AH Winch holding force of 250 tons. The 120 tons bollard pull will be the highest ever achieved by Damen. Both vessels are Bureau Veritas classed and Croatian Register. The notation includes FiFi-1, oil recovery and DP-2 (*Photo: Nickel Nijman*)

BOATBUILDING BITTS

A dual ceremony was held on the New Orleans riverfront, as Chem Carriers christened its first new towboats and also celebrated the company's 15th anniversary. The 80'x30'x9', 2,400-hp **Frank W. Banta**, named after the company's president, was delivered in March 2008 and the 70'x28'x10', 1,700-hp **Dorella Banta** was delivered in November 2008. Both towboats were built at Rodriguez Boat Builders, Bayou La Batre, Ala. The towboats will push barges loaded with caustic soda, ethylene and other chemicals primarily on the lower Mississippi River and Gulf Intracoastal Waterway. The Sunshine, La.-based tank barge operator now has a fleet of six towboats and 27 tank barges. Crowley Maritime has also been christening new vessels. In late March, the company christened the newest of its heavy-lift series deck barges, the 455-4, as the 400'x105' barge was launched at Gunderson Marine in Portland, Ore. Crowley plans to build up to 13 of these high-capacity barges by 2013. The 455 series has 25' side shells to accommodate large drilling and production equipment for offshore energy exploration and development. Crowley also took delivery of another ATB combination: the tug Commitment and the barge 650-6, both built at VT Halter, Pascagoula, Miss. The 185,000-bbl. ATB is the 10th in Crowley's growing fleet. Crowley was also scheduled to take delivery in April of the first of two shallow-draft tugs being built at Diversified Marine Industries, Portland, Ore. The second tug will be about a month behind the first. Both new tugs will push petroleum and freight barges in Alaska rivers. Described by Rolls-Royce as the most powerful offshore vessel ever built, the **Far Samson**

recently entered service in Europe following a naming ceremony in Edinburgh, Scotland. The new boat is owned by Farstad Shipping in Norway. Built by STX Europe Langsten (formerly Aker Yards), the 400'x85' vessel has demonstrated a continuous bollard pull of 423 metric tons using all available power and 377 MT using the main propulsion system. Top speed is over 19 knots. The **Far Samson** is powered by Rolls-Royce diesel engines and combines diesel-electric and diesel-mechanical propulsion (*Source: Jan van der Doe*)

DELIVERY OF MÆRSK TRANSPORTER

On 9 June 2009, Maersk Supply Service took delivery of **Mærsk Transporter**, Newbuilding Hull no. 125 from STX Norway Offshore AS Brattvaag, Norway. **Mærsk Transporter** is an anchor handling tug supply vessel with 15,300 BHP/173 ts bollard pull. She is the seventh vessel in a series of 10 from STX Norway Offshore AS. (*Source: Maersk Supply*)

DELIVERY OF SAMID SHIKHAR DELAYED

Seabrokers reports that Indian owner Great Offshore is to delay the delivery from Bharati shipyard of its newbuild MSV **Samid Shikhar** from this summer until potentially 2010 or later. Seabrokers said the reason stated was to undertake "amendments in the design incorporating improved safety requirements for enhancing marketability of the asset globally". (*Source: OSO*)

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Last weeks update has been a major improvement for the website. Since Tuesday the 9th of June 2009, the complete archive of the **TT&O Newsletter** is available online! The archive can be found under "**Recent Newsletters**". Please take note of the following: formerly the TT&O Newsletter was called the **Sleepvaart & Offshore Nieuwsletter**, therefore the major part of the newsletters in the archive is written in Dutch!

Under **Historica** you find the oldie **Daniel McAllister** and under **Verhalen** you will find a new one called **De Smokkelreis**

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