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

## TUGS & TOWING NEWS

### JAWAR DUBAI LAUNCHED

On Friday 3<sup>rd</sup> July 2009 the Damen Stantug 2909 design “**Jawar Dubai**” was launched at the Damen Galati Shipyard in Romania with yard number 511621 and Galati number 1159. The tug was lifted out of the newbuilding shed by yards gantry crane. The vessel was set into the water after a small christening ceremony by Mrs Daniela Matei from Damen Galati’s financial department. The next months the tug will be fitted out on the same yard. The tug will be built under Lloyds Register of Shipping Classification Society. Mrs Daniela Matei received flowers and the christening axe from the project manager Daniel Vabrie. Further as seen on the picture Director of Damen Tug and Workboat Galati Mr. Sicco Postma and ship coordinator Lucian Matache. The owner of the tug is Jawar Khilad Shipping LLC – United Arabian Emirate. (*Source & Photo: Hans van der Ster*)



### CROWLEY HELPS TO LOWER EMISSIONS IN PORT

Crowley tugboats used for ship assistance and escort operations in the Port of Los Angeles have begun using newly-installed shore-side electrical power when not on the job in an effort to cut fuel consumption and reduce carbon dioxide emissions. Previously, the tugs tied up at the dock needed to run their generators to provide electrical power. Crowley and the Port of Los Angeles recently completed this initiative, known as cold ironing, at Berth 86. The port paid to run electrical power to the dock, and Crowley purchased and installed the electrical connections to the boats and transformers to decrease the voltage. Crowley expects to conserve fuel used by the generators daily in its Los Angeles operations, and consequently reduce carbon dioxide emissions by more than 486,180 pounds in the first year. (*Source: MarineLink*)

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### HEUNG KONG RENAMED

The former HKST tug '**Heung Kong**' (Imo 9016117) in her new PB Towage colours and renamed '**PB Margaret**'. She was photographed at Leung Wan Kee Shipyard in HK prior to her departure. Destination not known. Photograph courtesy of Ip Kam Wah. (*Source: Alan Loynd*). The tug was built in 1991 and is 188 grt.



### ANOTHER BARGE PARTED FROM HER TOWING WIRE



The barge *GTO XVIV* is battered against rocks south of the Knysna Heads after the tow with the tug **Hako18** was lost in heavy seas at the South African coast Wednesday 24.06.2009. (*Photo: Andrew Aveley/NSRI Knysna*)

### BARGE OWNERS APPOINT SMIT SALVAGE SA TO REMOVE GROUNDED BARGE NEAR KNYSNA

The Singapore registered tug **HAKO 18** was on passage from Maputo to Port Harcourt, Nigeria, towing the barges **GTO XXIX** and **GTO XXIV** when heavy weather was encountered. The barges are owned by a Dutch company. The barges were carrying construction equipment and were unmanned. There are no pollutants onboard. At approximately 02h30 on 24 June the tow wire to

the barge GTO XXIV parted. The barge grounded one mile west of the Knysna Heads on rocks known locally as "Three Sisters". The weather conditions experienced at the time have led to the barge breaking up. There is at present wreckage on the beach and rocks in the vicinity. The owners of the barge were instructed, in terms of the Wreck and Salvage Act, to remove the wreck and all debris. The owners have been proactive in appointing *Smit Salvage South Africa*



to discharge their obligations. Their representatives arrived in South Africa on Monday 29 June and have inspected the area before meeting with Smit and SAMSA yesterday (Tuesday). SAMSA has approved the wreck removal plan submitted by Smit. The salient points of the plan are;

- The area of the wreck is to be marked with red wreck marker buoys to warn water users of the presence of danger
- A survey of the area is to be made by boat, divers and by foot in the area
- Due to the inaccessibility and concerns over possible damage to the dunes and environment; debris will be removed from the seaward side of the location
- Wreckage close to the surface will be cut down to avoid any possible future dangers to water users
- Debris identified and where removed is to be recorded against the cargo manifest of the barges to measure the extent of the cleanup operation
- Financial guarantees have to be put in place to cover the removal of debris that may come ashore in the future, and
- The operation is only completed with the approval of the SAMSA Principal Officer Mossel The cleanup operation will commence as soon as the swell conditions in the area permit the safe operation of vessels. (*(Photo: Andrew Aveley/NSRI Knysna)*

## ACQUAMARINA FIRE ON THE NORTH SEA AT THE DUTCH COAST



In the early hours of Tuesday 1st July, Iskes Towage & Salvage was contracted to render assistance to the product tanker *MV Acquamarina*, which suffered from an internal explosion and fire in the fore peak. The incident happened some 75 nm north of Ijmuiden, Holland. The Iskes Salvage Tug **Triton** (70 tons BP, Fi-Fi 1) was immediately mobilized. Furthermore Iskes called upon Mammoet Salvage to assist with specialist salvage masters. When the **Triton** arrived at the scene, the

ships crew had fortunately managed to put out the fire with the tankers fire monitors. The salvage team was transferred to the casualty to monitor and stabilize the situation. Tug **Triton** remained

stand-by, later on assisted by the Iskes tug **Hercules**. Early afternoon the vessel was escorted into Ijmuiden port and berthed safely alongside at the IJmond harbour. We are sad to have to report that one of the casualty's crew is still missing. (*Source: Iskes Towage & Salvage – Ronala Vergouwen*).

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## YARD NUMBER 511620 FOR SALE

On the Damen Galati Shipyard in Romania the new build Damen Stantug 2909 YN **511620** was spotted at the outfitting jetty. The tug has been build as **Al Jaber L VII**. Due to the current global economic climate the owner has cancelled the delivery. The tug is now for sale for interesting tugboat owners. She has a bollard pull of 68.6 tons and a speed of 13.4 knts (*Photo: Amar Nibou*)



## MEDMA COMMENCED TRAILS IN CHINA



The Damen Shipyard Changde – China newbuild ASD 3111 design tug **Medma** commenced trials last week at a tributary of the Yangtze. The tug is built for Contug – Italy under yard number 511308. The expected bollard pull will be 67.4 tons. Driven by two Caterpillar 3516 diesel engines (*Source: Harry van Nerum*)

## TUGBOAT „FAIRPLAY VIII“ NEW MUSEUMSHIP IN HAMBURG

Thursday the “**Foundation Hamburg Maritim**” took delivery of the 47-year-old Hamburg harbour tug “**Fairplay VIII**” from its previous owner FAIRPLAY-Towage. Just after the 600 BHP tug was moored at its new berth at Sandtorhafen, Hamburg’s new museum-port, Joerg Mainzer, Managing Director of FAIRPLAY-Towage, handed one of the original brass-keys of the tug’s wheelhouse as well as the ship’s papers to Reinhard Wolf, Chairman of the Board of the “**Foundation Hamburg Maritim**”. The tug, built in 1962 on the Theodor-Buschmann-Yard which belongs to the Fairplay-Group since 1957, will forthwith be moored at Sandtorhafen and will be open for visitors. The

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Foundation also plans to operate the tug for tours with special guests for example on the famous annual "Hamburg Harbour Birthday". The Foundation is presently looking for volunteers who shall forthwith be responsible for maintenance and operations. During the hand-over ceremony, Joerg Mainzer gave a short resume of the long history of this tug which sailed the entire 47 years under Fairplay's flag. „We are

happy, that a traditonal harbour tug will not go the breakers but will forthwith serve as information source for tourists and interested groups on the tasks of harbour tugs in those days which are still very much the same in today's modern times.“ The ocean-going tug „**Fairplay VIII**“ was built 1962 at the Theodor-Buschmann-Yard in Hamburg for FAIRPLAY-Towage. Until 2002 the ship was predominantly operated in the Port of Hamburg, occassionally also as a salvage tug. Towards the end of the 90ties, Fairplay changed its colour regime from the then traditional white/brown/black livree to today's more modern blue/white Fairplay house-colours. The tug just passed its intermediate survey at its building yard Theodor-Buschmann where the new owner changed the colours back to the original style. When the ever growing size of ocean-going ships calling the Port of Hamburg outgrew the 12 tons bollard-pull of „**Fairplay VIII**“, FAIRPLAY-Towage re-positioned the tug to the German Baltic Port of Wismar. In Wismar she was active until mid May 2009. Amongst the guests during the hand-over ceremony, many tugboat enthusiasts as well as active and retired Fairplaycrews and office staff were spotted. Especially the FAIRPLAY-retirees were warmly welcome by Reinhard Wolf: „The preservation of the maritime heritage of our city can only succeed with the help of people who have a close affinity to our port and to shipping in



general. We herewith invite you whole heartedly to assist us in establishing the future presentation of this wonderful tugboat. Like for the other traditonal ships of the „*Foundation Hamburg Maritim*“ such as the pilot-schooner „**No. 5 Elbe**“, the „**Schaarhörn**“, the „**Johanna**“ or the cargoship „**Bleichen**“, we intend to establish an own operational unit made-up by volunteers, which will ensure proper maintenance and the operational reliability of the tug“. The „*Foundation Hamburg Maritim*“

was established in 2002 by the „Hamburg Landesbank“ (today HSH Nordbank) on the initiative of the Hamburg Chamber of Commerce with the aim to preserve Hamburg's maritime heritage. Next to historic ships and the „Harbour-Museum“, the Foundation is operating the Sandtorhafen, a revived port basin in Hamburg's thriving new city quarters „*HafenCity*“. (*Source: Clipping News; Photo archive Hans.v.d.Ster*)

## DUTCH POWER LAUNCHED

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On the yard of Gebr. Kooiman - Zwijndrecht; Netherlands the new build tug **Dutch Power** was launched on the 1<sup>st</sup> July 2009. The tug is built for Fa. Hubregtse Krabbedijke; Netherlands (*Photo: P van Roon*)



## WARRIOR LAUNCHED

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The new build URS tug **Union Warrior** was launched last week at the Astilleros Armon Navia yard in Spain. She is built under yard number C-673 and with an expected bollard pull of 80 tons.

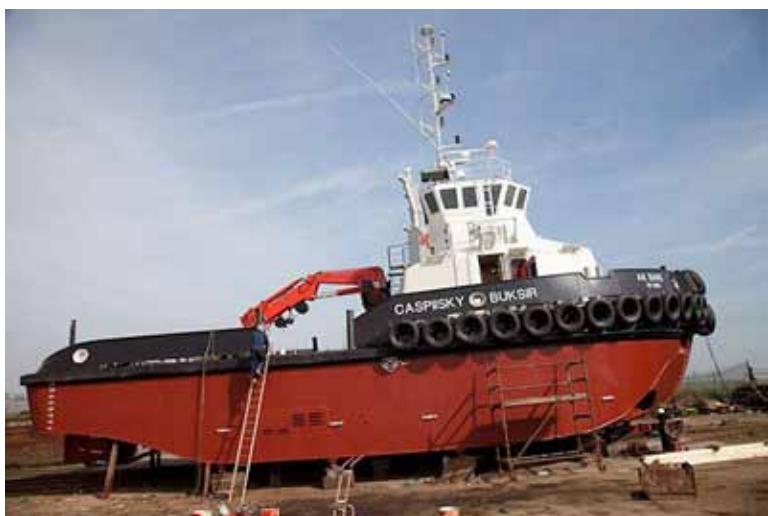


## THE SHALLOW DRAFT TUG 'AK BARS' NEARS COMPLETION AT HEPWORTH

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For well over a decade the names *Holyhead Towing Company* Ltd and Hepworth Shipyard Ltd have become virtually synonymous. The two companies have collaborated closely to produce a succession of custom designed multi-purpose tugs at the Humberside shipyard at Paull. All have been built to fulfil a particular role in Holyhead Towing's continually expanding fleet of vessels required to serve the company's core business; supporting dredging, coastal improvement, windfarm construction, cable-laying, and a host of other marine civil engineering projects. The resulting six vessels have varied in size from 22.5m to 35m in length and the design process has been a joint effort between the shipyard and Holyhead's own technical and operations staff. Named **AK Bars**, the seventh and latest vessel to be constructed for Holyhead Towing breaks new ground on two counts. The tug has been designed entirely 'in house' by the Welsh towage company and is a new 25m, shallow draft, twin screw, ice class vessel capable of fulfilling a wide range of services in the oilfields of the Caspian Sea. A true 'maid of all work', the **AK Bars** is designed and equipped for towing, pushing, anchor handling, cargo and personnel transportation,

and the delivery of fuel and water in and around the shallow waters of the oilfields. The tug will be operated by Holyhead Towing's joint venture company Caspinsky Bksir based in Kazakhstan,



and registered in Cyprus. **AK Bars** is designed and constructed to comply with the requirements of Lloyds Register of Shipping + 100A1 Tug, Ice Class 1B, +LMC, Unrestricted service. The single chine hull has an overall length of 25.00m (excluding fenders), a substantial moulded breadth of 9.50m, a moulded depth of 3.25m and a working draft of 2.00m to 2.50m. The hull was fabricated by Aveco in Middlesbrough and towed down to Paull for

completion. In order to meet the shallow draft requirement and maintain maximum buoyancy for anchor handling and load carrying, the propellers and fixed nozzles of the twin screw propulsion system are located in tunnels beneath the stern. The broad flare of the chine in the bow incorporates a transverse bow thruster and a substantial single 'push knee' is built into the stem. The fendering includes steel rubbing strakes of half-round section around the bow and on each forward shoulder, overlaid with vehicle tyres. A square section rubber moulding encircles the sides and aft quarters, at deck level. The open stern incorporates a substantial stern roller and the bulwarks have openings, just aft of amidships, to allow hoses etc to be taken across the deck. An important feature of this new design is the large clear after deck, intended to afford an ample work space and a useful cargo capacity. The deck has the usual hardwood overlay for protection and has the appropriate fastenings for the carriage of standard ISO containers. Integral tanks are provided for 100cu/m of fuel, 45 cu/m of fresh water, 9 cu/m of sewage and the necessary high performance transfer pumps are provided for the delivery of fuel and water to vessels or plant. The propulsion system aboard **AK Bars** comprises an engine-gearbox package supplied by Cummins. Two KTA 38 M1 engines, each rated 1,100bhp at 1800 rpm, transmit their power to twin fixed pitch propellers via ZF W7500 ice class 1B gearboxes with a reduction ratio of 4.939:1. The four blade propellers measure 1,600mm in diameter and rotate within fixed Kort nozzles. A high lift, fishtail, rudder is mounted aft of each nozzle and is given some protection by a small 'ice knife' located in the top of each tunnel. The steering gear was supplied by WK Hydraulics. Although trials had not been carried out at the time of writing, a bollard pull of 25 tons is anticipated, along with a maximum free running speed of about 11 knots. To aid manoeuvrability a 150hp, hydraulically powered Kort KT150 transverse bow thruster is installed. Electrical power is supplied by two 78kW generating sets, both powered by Cummins 6B5.9D2(M) engines and supplied by Pelican Engineering. One engine is radiator cooled and the other via box coolers along with the main engines and other auxiliaries. Also installed in the engine room is a Cummins 6CT8.3 D (M) diesel rated at 188bhp at 1,800 rpm and used to drive the hydraulic pump supplying the deck machinery and bow thruster. Other items of equipment include a WWT 1 Biopur sewage treatment plant supplied by RWO Marine Water Technology and a H208A fresh water maker supplied by Seafresh Desalinators Ltd. The vessel's electrical system was installed by Hull based Humber Electrical. North Sea Winches supplied most of the deck machinery including the main towing and anchor handling winch. The hydraulic winch has a single 'spilt' drum with a maximum line pull of 45 tons and a maximum brake holding capacity of 80 tons. The largest partition on the drum can carry up to 500m of 38mm diameter steel wire towline and the remainder a shorter 'work' wire. Hydraulically

operated spooling gear is fitted and can be operated automatically or manually. Located aft of the winch are 'Dutch' style bitts which act as a fairlead for the winch wires and form an integral base for the deck crane. Adjacent to the towing and anchor handling winch, on the starboard side is a 9 ton hydraulically power tugger winch and its associated fairlead. Also fitted are hydraulic tow pins and hook from Western Machinery Works and a quick release tow hook. North Sea Winches also supplied the anchor windlass on the fore deck and installed the entire hydraulic system for deck machinery, crane and bowthruster. In common with all multipurpose work vessels of this type, a deck crane is fitted for handling stores, equipment and providing lifting services on site. **AK Bars** is equipped with a HS Marine hydraulic crane type AKC 115 HE4, with four telescopic jib sections and a maximum outreach of 14.01m. The crane is rated at 90 t/m and can lift 18 tons at 4.5m and 6 tons at 12.5m. Accommodation is provided for a maximum of 12 persons in six cabins fitted with air conditioning and heating suitable for operation during the cold north Caspian winter. Insulation, wall boards/deckheads, furniture and outfitting was supplied by Promat UK. The wheelhouse is a compact structure surmounting the single storey accommodation block and affording very good all round visibility. A series of windows overlooking the after deck, extend to floor level and give a particularly good view of the work deck. Navigational equipment installed includes two radar sets, a magnetic compass, auto-pilot, electronic chart plotter, GPS, and echosounder. A communications outfit is installed to the appropriate GMDSS level for the operational area and includes the normal VHF radios, MF/HF single side band radio, Imarsat C, Navtex and an Iridium satellite telephone with Email. The electronics were supplied and fitted by Boat Electrics and Electronics Ltd. **AK Bars** is due for completion and handover in mid-June, after which it will sail for the Caspian Sea. It will operate in the Kashagan oil field around 'D Island', providing a whole range of transportation, towing, anchor handling and other supporting services. Also operating under Caspinsky Buksir is the multi-purpose work vessel **AK Tue**, the shallow draft tug **AK Sunkar**, and the 35m tug **AK Burkut**, delivered by Hepworth last year. Hepworth Shipyard is currently building a sister ship to the **AK Bars**. This further vessel will be built and fitted out entirely at Paull on Humberside and will become part of the Holyhead Towing UK fleet. In most respects it will be identical but the Cummins KT 38 main engines will be uprated to 1,300 bhp, increasing the bollard pull to approximately 27-28 tons. (*Source: Leo Kramer*)

## NEW TUG DELIVERED

Tug Malta's new VSP terminsl-escort tug is expected to arrive in Grand Harbour. The new tug, by Armon Shipyards of Gijon, Spain, has been named **Spinola**. The Voith-Schneider propulsion tractor tug, with an open stern, has two MAK main engines producing a total power of 7,180 BHP, and a Bollard Pull of over 81 tons. **Spinola** is equipped with a Fire Fighting (FiFi) system class 1, and with full Oil Recovery equipment on board to combat any marine pollution. The vessel is on its delivery voyage to Malta, manned by a Maltese crew under the command of Capt. Herman Thornton, Tug Malta's operations manager. She will be based in Malta and will carry out both harbour towage services and salvage/off port towage services. (*Source : Times of Malta*)



## OFFSHORE NEWS

### PSVs DEPART NORTH SEA

Offshore Shipbrokers Ltd says a number of PSVs are departing the North Sea in the very near future. Two of Siem Offshore's VS470 MkIIs are off to ONGC in India for four years in direct continuation from current spot charters. **Toisa Invincible** has just departed for Allseas Canada, with **Toisa Crest** also due to follow close behind. **Asso Trenta** has fixed a long term charter in the Mediterranean, however commencement has been postponed by circa three weeks, so in the meantime the UT755LC will continue to trade the North Sea spot market. (*Source: OSO*)

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### MERMAID TAKES AQUANOS NEWBUILD

Mermaid Offshore Services has acquired from Aquanos Offshore the newbuilding 95m DP2 DSV **Aquanos Endurer** which is scheduled to deliver from Bergen Group during the fourth quarter of 2009. The vessel will be re-named **Mermaid Endurer**. The sale price was approximately US\$91 million

### SEA COMANCHE UNDERWAY TO SINGAPORE

The Sea Comanche is to be exported from Nantong City in Jiangsu Province in China today. She's heading to Singapore for her bollard pull test to round up her newbuilding programme in Keppel Nantong Shipyard. Her design is being MTD 313A and hull number is KNS 008, meant for Gulf Offshore. (*Source: Roger Lim*)



### FAR PAIR ENROUTE TO AUSTRALIA



The AHTS vessels **Far Fosna** and **Far Scimitar** arrived last week in Cape Town to take on bunkers. Boths tugs are enroute to Melbourne Australia (*Source & Photo's: Aad Noorland*)

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### ANOTHER CAPE TOWN VISITOR



In Cape Town arrived, from Singapore, the in 2009 built Liberian flag call sign A8SC8 Anchor Handling Tug Supply vessel **Sanko Beauty** (imo 9427665) from Sanko Steamship Co. Ltd. for a bunker stop. The Vessel was on charter to Petro S.A for 2 months as a substitute for the AHT **Ems** to assisting the rig "Pride South Seas". (*Source & Photo: Aad Noorland*)

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## OFFSHORE SUPPORT VESSEL SINKS OFF QATAR

On June 23<sup>rd</sup> 2009 a QP construction vessel of 40 meter length and with a crane was supposed to install a riser on a jacket in the PS-3 Bul Hanine Field off Qatar, the vessel approached from the wrong side, hit the jacket where the protrusions from the boat fender was and make 2 holes in the engine room. The vessel promptly started to take on water and become unstable. All crew (30??) onboard jumped over on the jacket. The vessel now turned upside down and started to sink. Water depth some 40 meters. On the way down the stern of the vessel hit all cross beams on the jacket until the stern finally came to rest on cross beam at -28 meters and the bow in the mud. No pollution. Well head and 9 (high producers) shut down indefinitely.



## DEMAS VICTORY DEATH TOLL SET TO RISE



SEVEN bodies were today recovered after the sinking of a safety standby vessel close to Doha in Qatar, and the death toll was expected to rise further as 23 of those on board remained unaccounted for, the operator confirmed. Five people — including the master — were rescued because they happened to be either on deck or in the wheelhouse at the time of the sinking. According to the Equasis shipping safety database, ABS had recently rescinded class on grounds of an overdue survey on the 30-year-old vessel, but

subsequently reinstated it. An ABS spokesman said that he was unable to confirm the claim. Meanwhile, the status of vessel in terms of the International Safety Management and International Ship and Port Facility Security codes was unclear at the time of writing. The incident will reignite concerns over the performance of older safety standby vessels, known as SSVs, which according to some experts may find it difficult to cope with some foreseeable weather conditions. The 1979-built, 246 gt, St Vincent and Grenadines-flagged **Demas Victory**, operated by Midgulf Offshore Ship Chartering, overturned in the early hours of Tuesday morning. The cause of the tragedy has not yet been established, although suspicions centre on heavy seas and poor weather at the time of the incident. There are initial reports that two diving support vessels on the scene have found the hull is intact. "It has capsized and sunk," Midgulf representative Manoj Mathew told Lloyd's List in a brief telephone interview. "We have got reports that seven bodies have been recovered but 23 are still missing." According to an email statement from the company, **Demas Victory** was in the process of returning to Doha due to bad weather and was awaiting permission from the port authorities to enter the channel. The master was asked to anchor at the outer anchorage. Survivors say that the vessel was making preparations for anchoring when it was hit by a huge swell and

strong winds leading the ship to capsize within three minutes. **Demas Victory** has worked in Qatari waters since 2005, and was on charter to Qatar-based HBK Power Cleaning. The total number of people on board was 35. The nine-strong crew include six Indians and three Indonesians. The 24 HBK personnel included 13 Indian and 12 Nepali nationals, as well as one Bangladeshi. In addition, two Indians were on the ship working for a contract caterer. The five surviving crew members have been named as the master, Mohd Nasrun, chief engineer Irwan Dedy, bosun V Balakrishnan and seamen Jaison Varghese and Appa Rao. The names of the deceased have not yet been revealed. Midgulf general manager George Mathew said: "Currently, there are four of our crew missing. We have personally informed all the missing crew's families of the tragedy. Search and rescue operations by Doha Port Authority are continuing, but are being hampered by strong winds and choppy seas, according to a communication from the local Lloyd's agent. (*Source: Lloyds*) (*Red*) Exname is *Khamsin I*. Call Sign J8B3179, IMO Number 7827275. Dimensions/Tonnages: Moulded Depth of 3.50 m., Tonnage of 21 International Net. Engine details: Engine Description 4 S.A. 12-cyl., Engine Model SBA12M816, 2 Propellers, 1 Bow Thruster(s).

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## HARVEY GULF PLANS \$200 MILLION EXPANSION

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Harvey, La. based Harvey Gulf International Marine, LLC says that it will commit \$200 million for the construction of new vessels and acquisition of existing vessels with the support of its majority owner, The Jordan Company, L.P. ("Jordan"), a New York based private equity firm with over \$5 billion of capital under management. This capital will be used to support its worldwide expansion of services for Harvey Gulf's deepwater operations. According to Shane J. Guidry, CEO of Harvey Gulf, "We partnered with Jordan to ensure that Harvey Gulf has the resources to continue to provide the vessels and services that meet the requirements of our customers as they evolve. With Jordan's support, Harvey Gulf can now explore opportunities worldwide that would not have otherwise been feasible." Privately owned Harvey Gulf specializes in towing drilling rigs and providing offshore supply and multi-purpose dive support vessels for deepwater water operations in the U.S. Gulf of Mexico. (*Source: MarineLog*)

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## PGS NAMES LATEST RAMFORM VESSEL

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What PGS has described as "the most sophisticated vessel in the seismic industry," the 22-streamer **Ramform Sterling** was named earlier this week the shipyard that built her in Tomrefjord, Norway. The new vessel, a sister ship to **Ramform Sovereign**, is 16m longer than the previous Ramforms. It has significantly higher acquisition and transit speed, 25 per cent longer endurance, and 60 per cent higher production capacity compared to the previous Ramform class. Said PGS: "**Ramform Sterling** is the most powerful seismic ship in the world, with a power plant supplying 30,000hp. The vessel features many new innovations, including the world's first roll compensated helideck, steerable sources, dual workboat capacity and unique gear handling systems. The range of technologies employed is the new benchmark for 3D, 4D and wide azimuth acquisition - in terms of productivity, efficiency, safety and data quality."

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## OCEAN SCOTSMAN SOLD

*Sui Na Mara Offshore Review* reports that Bard Schiffsbetriebs GmbH & Co Natalie KG are believed to be the buyers of the ME202 design, PSV **Ocean Scotsman**, (Imo 8016110) originally delivered in 1982 from the Singapore Slipway yard as **Seaforth Monarch**. The buyers are believed to be linked to Bard Engineering a specialist offshore wind farm installation and service company based in Emden, Germany. The ship has been renamed as **Natalie** and is undergoing conversion into a wind farm support vessel. (*Source Sui Na Mara*) (red:) Exnames are **Scotman Sea**, **Far Scotsman**, **Seaforth Monarch**. Call Sign 8PSI, IMO Number 8016110. Dimensions/Tonnages: Moulded Depth of 7.10 m., Tonnage of 584 International Net and 2,856 Dwt (long). Engine details: Engine Description 4 S.A. 8-cyl., Engine Model 8R 22C D.E., 2 Azimuth Propellers, 2 Bow Thruster(s), 2 Stern Thruster(s),



## YARD NEWS

### SM VIETNAM LAYS FIRST TUGBOAT KEEL

Strategic Marine Vietnam has broken new ground, with the construction of the company's first tugboat now under way. The keel for the 23.8m Tractor Tug was laid on May 20, with delivery scheduled for the third quarter of next year. The vessel, which has a 60 ton bollard pull, has been ordered by the Port of Napier – another breakthrough since the Port becomes Strategic Marine's first New Zealand client. The steel vessel, which will have a deadweight of 105 ton and a free-running speed of 12 knots, will be powered by a Voith Water Tractor. These propulsion systems have become a byword for safety, reliability and precision in ship-handling and escort applications, with 800 Voith tugs currently operating in 120 ports worldwide. The Vietnam yard's other major construction project is well under way, with the two Dive Support Vessels being constructed for Coastline progressing rapidly. "Hull 156's main structure has been completed, and it is currently being fitted out, while Hull 157's structural construction is approximately 75 per cent complete, with the hull blocks fully assembled," said the yard's General Manager Dave McCormack. (*Source: Strategic Marine*)

### TEBMA SHIPYARDS DELIVERS TWO TUGS TO COCHIN PORT TRUST

Tebma Shipyards has recently delivered two 45-tonne bollard pull tugs to the Cochin Port Trust in South India. The first tug was delivered on May 22 while the second tug is currently under going trials. Both tugs were built to IRS classification with notation of + SUL TUG (Specified coastal Area) + I Y of Indian Register of Shipping. Each tug measures 32 metres in overall length on a beam of 10.65 metres and a depth of 4.74 metres and a draught of 5.04 metres. Full load



displacement is 625 tonnes with dead weight of 126 tonnes. Main propulsion power is delivered by pair of Wärtsilä 9L20 marine diesel engines rated 1,800kW at 1,000rpm each. Each tug is propelled by a pair of Voith Schneider 28R5/210-2 propellers. The five-bladed propellers have a 2,800mm orbit diameter and 2,100mm blade length. In addition to excellent manoeuvrability, the vessel achieved a speed of 12.8 knots at 90 percent MCR and a bollard pull of 46.14 tonnes at 100 percent MCR during trials. Twin generator sets consisting of

Kirloskar engines coupled to Crompton alternators of 125KVA each provide power for bilge pump, hydrophore pumps, fuel oil pump, capstan, windlass and general lighting of the vessel. There is also another generator of Kirloskar 62.5 KVA for harbour duties and emergency use. The tug is equipped with two "SKUM" fire monitors with a capacity of 300-cubic-metre per hour each capable of achieving a throw of 120 meters for external fire fighting. These monitors are controlled by joystick from the bridge. The accommodation is for a total of two plus 17. The vessel is equipped with navigational and communication equipment ranging from VHS, radiotelephone equipment, X band radar, magnetic compass and other equipment meeting GMDSS requirements.

*(Source: Baird)*

## ESV LAUNCHED AT YANTAI RAFFLES

Remedial Offshore (Remedial Cyprus PCL) has announced that Yantai Raffles Shipyard Limited has launched the Elevating Support Vessel (ESV) **Guardian**. The vessel will be moored at quayside to enable systems commissioning and legs, thrusters and crane installation to be completed. The shipyard expects to deliver the vessel to Remedial before the end of the year.

## DOF SUBSEA CANCELS NEWBUILDING CONTRACT

DOF Subsea and Tebma Shipyard have agreed to cancel hull number 143 (a VS 485 MPSV). An instalment already made by the owner will be fully repaid by the yard. *(Source: OSO)*

## CSL DELIVERS ITS 11TH PLATFORM SUPPLY VESSEL

BL reported that the public sector Cochin Shipyard Limited delivered a Platform Supply Vessel to an American based owner on last Thursday. This is the 11 Platform Supply Vessel being built at CSL and the third in the Rolls Royce UT755 LN series. The protocol documents of the ship, named **Olivier Tide** were signed by Mr Jose Mathew GM Shipbuilding of Cochin Shipyard and Mr Thomas Davis on behalf of the owners. Cochin Shipyard is currently constructing 13 PSVs for

various foreign owners. Besides, the yard is also constructing 4 Anchor Handling Tugs, 2 for Shipping Corporation of India and 2 for NFC Norway. According to sourced, the yard is entrusted with the construction of the prestigious Indigenous Aircraft Carrier Project for the Indian Navy. These Platform Supply Ships are of the popular UT 755 LN design for the offshore industry. The vessel is designed for satisfying the specific demands of transport of deck cargo, pipes, liquid cargo, cement and barite, etc, and unloading to rigs and production platforms, pipe laying barges, etc. Beside, they are the workhorse of offshore oil field industry which acts as a lifeline carrying all operational supplies and stores to far off offshore installations. (*Source: Business Line*)



## LAMNALCO SIGNS WITH DAMEN FOR NEW ASD TUGS

During the Tugnology 2009 event in Amsterdam, Lamnalco and Damen announced their agreement for construction and delivery of a series of 4 Escort Terminal Tugs of Damen's ASD 3213 type. The agreement also includes an option to build five line handlers of Damen's Pushy Cat 1204 type, as well as one Damen Stan Tug 1606. The ASD Tugs 3213 will be built at the Song Cam yard in Vietnam for delivery late 2010 through to mid-2011. The line handling boats and tug will be built at Damen's partners Albwardy Marine Engineering in Dubai and will be delivered by mid-2010. Lamnalco Group ([www.lamnalco.com](http://www.lamnalco.com)) currently operates some 13 tugs and workboats built by Damen since the early 1990's. (*Source: Damen*)

## ZAMIL OFFSHORE LAUNCHES DSV

Zamil Offshore Services has launched the Diving Support Vessel (DSV) **Algosaibi 51**, which it is building for Khalifa Abdulrahman Al Gosaibi Diving Company. This represents the yard's first contract with the Saudi private sector. The ship is 49m in length with a breadth of 12m and is powered with twin engines each delivering 1,200kW. The DSV is expected to be delivered two months prior to the contract deadline after the completion of outfitting. Two weeks ago, the company delivered **Zamil 54**, the third Rolls Royce UT 733 AHTS for Saudi Aramco. Delivery of its sister **Zamil 55**, is underway. The company recently signed a contract with the Saudi Sea Ports Authority to build a modern shipbuilding and ship repair facility on reclaimed land inside King Abdulaziz Port in Dammam. Zamil's new shipyard will be equipped with a modern shiplift capable of handling vessels up to 5,000 tonnes. The new yard layout includes the construction of nine berths to enable the yard to build and repair nine vessels simultaneously. It will also include extensive outfitting and fabrication workshops. The new shipyard will also provide training and employment opportunities for Saudi workers. (*Source: OSO*)

## *EDDA FREnde DELIVERED*

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Astilleros Gondan in Spain has delivered the PSV **Edda Frende** to Norwegian owner Østensjø. The vessel was delivered on 12 June and was due in Aberdeen on 18 June, where she was expected to release *Edda Frigg* and embark on a five-year contract with Shell.

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## *ONGC ORDERS TWELVE OFFSHORE SUPPORT VESSELS*

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India's biggest oil exploration company, the state-owned Oil and Natural Gas Corp. Ltd (ONGC), is expected in coming days to name the winner of a tender to build 12 ships that will support its oil drilling operations. Pipavav Shipyard Ltd, India's newest private sector shipbuilder, has submitted the lowest price quotation, said a person familiar with the price bids submitted by the eight firms, whose bids have been opened. A Pipavav executive confirmed that the firm was the lowest bidder. An executive at ONGC said the bids were under evaluation and a final decision would be taken shortly. The 12 new offshore support vessels are expected to join ONGC's fleet within two years. In March, ONGC had invited revised price quotes from short listed bidders to take advantage of declining construction costs during the world economic crisis. In the first round of bidding, the lowest price quotation was US\$16.7 million for building each vessel. Some shipbrokers said the vessels would now cost about US\$13.5 million each, as prices have declined following the global economic downturn. Local shipbuilders such as ABG Shipyard Ltd, Bharati Shipyard Ltd and Cochin Shipyard Ltd were also in the bidding for the contract. If successful in winning the ONGC deal, this could be Pipavav's first order for building ships used for supporting offshore oil exploration activities. (*Source: NewShips*)

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## *SAUDI PORTS AUTHORITY ORDERS A TUG AT ZAMIL OFFSHORE*

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Saudi yard Zamil Offshore Services has been awarded a contract by the Saudi Ports Authority to build and deliver a multipurpose harbour/fire fighting tug to Diba seaport. This tug will be fitted with twin engines delivering a total of 2,400 KW and two fire fighting high pressure nozzles. Meanwhile, Zamil has also signed a contract with the Saudi Sea Ports Authority to build a modern shipbuilding and ship repair yard on large reclaimed area inside King Abdulaziz Port in Dammam on the Middle East Gulf. Zamil's new shipyard will be equipped with a modern ship lift capable of handling vessels up to 5,000 tonnes. The new yard layout includes the construction of nine berths to enable the yard to build and repair nine vessels simultaneously. It will also include building of outfitting and fabrication workshops. The design and construction of the new shipyard is planned to be completed in three years. Engineer Sufyan Al Zamil, Zamil Offshore's President, commented: "The new shipyard will be designed to accommodate building and repair of all types of vessels within its ship-lift capacity: Merchant vessels, offshore support vessels, harbour service crafts, yachts, naval vessels and offshore rigs and platforms. It will double the available capacity and will enhance our operational efficiency in shipbuilding and ship repair." He added "Zamil Offshore is the largest of its kind in the Middle East. We have been very active for over 30 years in diversified marine businesses." The marine operation division owns and operates more than 50 modern offshore vessels serving oil company Saudi Aramco.

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## SEALINK DELIVERS NEW VESSEL



At the end of June, Sealink Slipways at Miri delivered a 53.8-by-13.8-m Offshore and Support Vessel to Rederij Groen B.V. of the Netherlands. Unlike Sealink's Venture G, the new **Maria G** is powered by a pair of Cummins KTA50-M2 mains and uses three Cummins QSM11DM-powered 245 kW generators. The vessel also has a hydraulic crane on deck and a Schottel STT 330 LK FPP tunnel type 5-ton bow thruster. (*Source: MarineLink; Photo: Venture G-Rederij Groen*)

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## IS IT THE END FOR BENDER SHIPBUILDING?

Bender Shipbuilding & Repair Co. agreed to seek protection from its creditors, filing a Chapter 11 bankruptcy petition to reorganize. The company announced in a prepared statement that it intended to cut its workforce to about 300 to keep operations, including a ship repair job, running. "I regret very much the impact this decision has on our employees and vendors, and the community," said Tom Bender, President and CEO, pledging to "devote every waking minute" to getting the company through the process and back to business as usual as quickly as possible. Monday, according to a blog on AL.com (<http://blog.al.com>) a U.S. U.S. Bankruptcy Judge reportedly ruled that Seacor Marine was due to collect a \$5 million guarantee from Bender, because Bender had been facing the prospect of involuntary bankruptcy for more than 10 days. Earlier this year, a group of creditors, led by GulfMark Offshore, filed an involuntary petition to force the shipyard into bankruptcy, claiming that Bender owes them more than \$44.6 million, primarily stemming from a contract for three offshore supply vessels that Bender was unable to deliver. (*Source: MarineLink*)

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## KEPPEL DELIVERS ICE-CLASS RESCUE VESSEL TO LUKOIL

Keppel Singmarine Pte Ltd (Keppel Singmarine), the specialised shipbuilding arm of Keppel Offshore & Marine Limited (Keppel O&M), has delivered a multi-purpose rescue vessel to LUKOIL-Kaliningradmorneft (LUKOIL). Over the last four years, LUKOIL has entrusted Keppel Singmarine with specialised shipbuilding projects such as Asia's first icebreakers, two ice-class AHTS and Floating Storage and Offloading vessel which is being completed by sister yard Caspian Shipyard Company in the Caspian Sea. Jointly designed by Marine Technology Development (MTD), the ship design and development arm of Keppel O&M and its consultants, Robert Allan, **Kogalym** is the fifth vessel Keppel Singmarine has delivered to LUKOIL since 2003. Mr Victor Velikov, Deputy General-Director of LUKOIL said, "Heavy-duty support vessels such as **Kogalym** are highly valuable in ensuring smooth offshore operations all year round in the unique weather

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conditions of the Caspian Sea." "Keppel Singmarine has demonstrated its strong capabilities and commitment once again, with the timely delivery of another fine vessel. The company has proven itself over the years as a reliable partner to LUKOIL, and we are pleased that the rest of our vessels being constructed by them are progressing well." The 60-tonne bollard pull vessel will be deployed in the Caspian Sea region to perform supply duties and rescue operations in temperatures as low as -20°C and ice thickness of up to 70cm. (*Source: OSO*)



## *DELIVERY OF MÆRSK TENDER*

On 3 July 2009, Maersk Supply Service took delivery of **Mærsk Tender**, Newbuilding Hull no. 126 from STX Norway Offshore AS Brattvaag, Norway. **Mærsk Tender** is an anchor handling tug supply vessel with 15,300 BHP/173 ts bollard pull. She is the *eight vessel in a series of 10* from STX Norway Offshore AS. (*Source: Maersk Supply*)

## WEBSITE NEWS

[HTTP://WWW.JVDS-MARCOL.NL](http://WWW.JVDS-MARCOL.NL)

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