



TUGS & TOWING NEWS

BOGAZICI HAVE SOLD TWO TUGS TO HONG KONG OWNER



Shipping)

Bogazici Shipping – Istanbul announced that they have sold their CintranaVal-Defcar design and on the Genel Tasarim A.S. in Tuzla new build tugs **Bagazici 5** and **Bogazici 6** to Henford Logistics Limited – Hong Kong. The under yard number Ge-Ta 10 and Ge-Ta 11 built tugs are renamed **Diamond N** and **Agat** resp. Both tugs are Panama registered and will operate in the Yuzny Port of the Ukraine Compare with the earlier built vessels for Smit, on this tugs there is only a 2 story deck as you can see. *(Source: Bogazici*

TOWBOAT CAPTAIN INDICTED FOR PORN

Tuesday, August 4, 2009; A West Tennessee towboat captain has been indicted on federal child pornography charges. Larry Dale Henry of Scotts Hill admitted taking sexually explicit photos of himself in his home last year standing over a sleeping 14-year-old girl, FBI agents said in court documents. Agents said Dale had the photos on his laptop computer and also had CDs and



DVDs containing the photos aboard his towboat, the **Orleanian**. The girl's mother told agents she believes the photos were taken in January or February last year without her daughter's knowledge. A seven-count indictment alleges that Henry possessed more than 600 computer images and movie files containing child pornography. *(Source:Lawrence Buser)*

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TUGBOAT OWNER



If you love tugs, than you sometimes dream to have your own tugboat. Jan van der Doe in Canada spotted a very lovely **Tammy Lynn**. See her here in the sunshine and continue dreaming to be the owner someday. Jan thanks for this beauty. Maybe some one knows more of this tug from Peats Marine Construction and Reg. Nr. 54E-7614 *(photo: Jan van der Doe)*

PIRATES ATTACK TUG IN SOUTH CHINA SEA

A *SINGAPORE*-flagged tug call sign 9V7016 has become the seventh vessel to be attacked by pirates in the South China Sea this year. The 249 gt tugboat **Tahir**, (Imo 9463798) owned by Orchard Maritime Logistics, was attacked by five pirates armed with knives on August 2 at 0130 hrs local time while transiting the South China Sea, *(Source : Lloyds List)*

CATHERINE C. MORAN LAUNCHED

East Boothbay, Maine, shipbuilder Washburn & Doughty has launched the **Catherine C.Moran**, a 98 ft, 500 Ton, Z-Drive Tug under construction for the Moran Towing Corporation. Construction The building of the **Catherine C.Moran** began shortly after a fire in July 2008 destroyed W&D's main construction building. The vessel was built outdoors through the winter in the company's East Yard. Constructing the vessel in the East Yard necessitated a crane launch, which was a first for the shipyard. Donjon Marine of Hillsdale, New Jersey provided the *Chesapeake* 1000 for the launch. *(Source: Marine Log)*

DAMAGE FROM VOLGA OIL SPILL COULD EXCEED \$450,000 - WATCHDOG

SAMARA, August 4 (RIA Novosti) - The damage from a mid-July oil spill on the Volga River has been estimated at 14 million rubles (over \$450,000), a spokesman for the Russian consumer watchdog Rospotrebnadzor said on Tuesday. The spill occurred on July 13 when the Saratov-registered tugboat, the **Shlyuzovoi-130**, which was towing a barge, ran aground 67 km downstream from the city of Samara spilling around 9.5 tons of oil into the river. "The initial cost of the damage has been put at 14 million rubles but the investigation is continuing," the spokesman said. The Russian Ministry of Natural Resources declined to put a figure on the environmental cost and that of the clean up operation citing an absence of data. Investigators said the accident occurred when the tugboat captain fell asleep. A criminal case has been launched against the captain of the vessel, who faces up to three years if found guilty.



SOMALI PIRATES FREE CREW AND TUGBOAT

04 August 2009; *SOMALI* pirates yesterday released a Malaysian-owned tugboat and its 11 Indonesian crew safe and sound after an undisclosed ransom was paid. The tugboat **MT Masindra 7** was towing a barge back to Malaysia from Yemen when it was seized off the Yemeni coast on 16 December.

OMKOPERIJ BIJ BOUW ZEESLEPERS



Opnieuw is **MAN Ferrostaal** in het nieuws wegens verdenking van omkoperij. Deze keer betreft het een order voor de bouw van een serie zeeslepers voor **Ulrich Harms**. Hiervan zijn er inmiddels door de Mützelfeldtwerft al zeven opgeleverd. Hierbij zou voor een bedrag van 15 miljoen euro aan steekpenningen zijn betaald. Het omkopschandaal wordt onderzocht door het Openbaar Ministerie in München. Deze

heeft invallen laten doen bij de kantoren van MAN Ferrostaal in Essen, Harms Bergung in Hamburg en de Mützelfeldtwerft in Cuxhaven. Ook zijn huiszoekingen verricht bij individuele

medewerkers van deze bedrijven. De omkopingsactiviteiten hebben betrekking op de afgelopen vier jaar. Een periode waarin Harms Bergung, via MAN Ferrostaal als projectmanager, opdracht gaf voor de bouw van een serie zeeslepers. Van deze serie zijn er intussen zeven opgeleverd en twee nog in aanbouw. Het nieuws over de omkoperij komt net na de oplevering van de sterke zeeslepers [Pegasus](#) en [Centaurus](#) die over een trekkracht van 100 ton beschikken en in de offshore windenergiesector actief zijn. Directieleden van Harms zouden zijn omgekocht om de orders voor de bouw te plaatsen bij de Mützelfeldtwerft, een dochter van MAN Ferrostaal. Vorig jaar waren er ook al berichten over omkoperij bij de levering van drie Duitse onderzeeboten aan Zuid-Afrika. MAN Ferrostaal maakte toen deel uit van het German Submarine Consortium die de U-boten aan dit land leverde. Ook zijn er vraagtekens geplaatst bij de deal die het moederbedrijf MAN begin dit jaar sloot. Hierbij kreeg International Petroleum Investment Company uit Abu Dhabi 70 procent van de aandelen van MAN Ferrostaal in handen. Woordvoerders van de betrokken bedrijven geven geen commentaar zolang het onderzoek naar de vermeende omkoperij nog voortduurt. *(Source: Schuttevaer/PAS; Photo Ronald Ribbe)*

COAST GUARD, TUGS FREE THE TALL SHIP UNICORN FROM THE ROCKS OFF WOODS HOLE

Sixteen women and the 118-foot tall ship they were aboard are safe after the vessel ran aground on rocks in Great Harbor near Woods Hole, Mass., Wednesday. The tall ship [Unicorn](#) is safely anchored in Vineyard Haven, Mass., after two Sea Tow tugboats freed it from the rocks and the commercial tug *Jaguar* towed it. A 41-foot boat crew from Coast Guard Station Woods Hole removed nine teenagers and one adult chaperone from



the *Unicorn*, leaving six adult crewmembers aboard to assist with freeing it. No injuries or pollution have been reported and a commercial dive team will perform an underwater assessment to inspect the hull for damage. The all-female crew and passengers were en route from Boston to Martha's Vineyard, Mass. The crew of the Asbury, N.J.-based, tall ship teaches young women how to sail. The cause of the incident is under investigation.

LA MARITIME MUSEUM RAISING FUNDS TO REPAIR 1944 TUGBOAT



The Angels Gate tugboat has coasted through the Port of Los Angeles for more than 50 years and functions as a hands-on classroom for high school students. But the historic tug, built in 1944, may be grounded if the Los Angeles Maritime Museum in San Pedro can't raise \$30,000 for a series of overdue repairs. An overhaul is usually completed every 18 months to keep the retired tug seaworthy, but work has

already fallen six months behind schedule, said said Mary Frances Trivelli, director of the Los Angeles Maritime Museum. "The city told us that the money isn't available right now due to budget cuts, so now we're raising money so the tug can continue operating," Trivelli said. "We know that times are tough for a lot of people, but we are accepting donations in any amount, no matter how small, because it all adds up." Trivelli said the Los Angeles Department of Recreation and Parks had traditionally paid a bulk of the costs to keep the tugboat shipshape, but the agency pulled the funds a few months ago amid citywide budget cuts. However, Recreation and Parks officials said that while they provided about \$3,000 annually for small repairs and maintenance at the museum, the department had never paid for the tugboat's full \$30,000 overhaul. Under a deal reached 17 years ago, the Recreation and Parks Department agreed to pay for the tugboat's upkeep as an exhibit. The museum and its nonprofit foundation are responsible for any additional maintenance costs to keep the boat operational, said Mark Mariscal, regional superintendent for the Recreation and Parks Department. "The Maritime Museum didn't receive a reduction in funding this year, but clearly \$2,000 or \$3,000 isn't going to foot the overall improvement the tugboat needs," Mariscal said. "They asked us to pay the entire amount this year, but we told them that we didn't have that kind of money, and we never previously paid for those repairs." The tugboat was originally built for service during World War II, but was completed just as the war came to a close and was declared surplus property by the federal government. A short time later, the Port of Los Angeles purchased the tugboat and christened it Angels Gate. The boat towed large cargo barges into the harbor and was used for pleasure cruises for guests of the port. The boat was retired in 1992 and donated to the Los Angeles Maritime Museum. In recent years, the boat was used for students taking maritime studies courses at the Port of Los Angeles High School. After learning how to operate boats in the classroom, the students drive the tugboat around the harbor twice a month, under the supervision of a licensed captain and crew. Museum officials hope to quickly raise the money so that the weeklong maintenance can be completed by October. Donations are tax- deductible, said Reid Crispino, the museum foundation's secretary. "Our plans are to think big and raise enough funds to keep this going more than once," Crispino said. "We just have to get this done soon so the tugboat can get back into operation for the kids." (*Source: Jan van der Doe*)

Details/History of the tug: She is an US Army ST tug Design 327 of 155 GRT with a length of

26.40m and a beam of 7.04m her draft is 2.971m, She has a fixed propeller driven by a 2 stroke single acting 6cyl Fairbanks-Morse type 37E14 with an output of 650bhp and a speed of 9.5kn. She is built as **ST 695** in 1944 on the "Decatur Iron & Steel Corp" Yard at Decatur, Ala. under yard number (YN 695). In 1944 delivered to the US Army (USA). Sold to the "City of Los Angeles Harbor Dept." and renamed **L.A.H.D. No 10**. Later in the 50 's renamed **L.A.H.D. Angels Gate**. Hereafter again renamed in **Angels Gate**, only. In the 90's for preservation to the "Maritime Museum" at San Pedro, La. *(Source: Marcol Database)*

NEW TUG FOR TANKERS IN KOLA BAY

The Russian company Sovkomflot has received its third tug-boat especially designed to support the fleet of oil-tankers sailing in the Kola Bay. Sovcomflot's (SCF) newest tug, "**Kapitan Reutov**", had her naming ceremony at the construction yard in Turkey last week and will soon be ready to serve the oil-tanker fleet in Murmansk, SCF writes in a press release. The 2460 kW "**Kapitan Reutov**" is the last in a series of three vessels designed to secure safety for



oil tankers serving the floating oil terminal "Belokamenka" in the Kola Bay. The two other tugs, the 2660 kW "**Kapitan Popov**" and "**Kapitan Adyukov**", were delivered earlier this year. As BarentsObserver reported, 9 million tons of oil will be reloaded at Belokamenka in 2009. Sovcomflot Group is Russia's largest shipping company and a top five global tanker company. Its fleet comprises 138 vessels with a total deadweight of 9.6 million dwt. *(Photo: Barents Observer)*

OFFSHORE NEWS

DEEP SEA SUPPLY HAS ACQUIRED THE AHTS VESSEL "SEA EAGLE 1"

The vessel, delivered from the shipyard Jaya in April 2009, was originally chartered on a bareboat charter until July 2010 when the Company would acquire the vessel. Due to the present special market conditions, Deep Sea Supply was able to renegotiate this agreement for an earlier acquisition at improved terms. The purchase was beneficial as it reduced the total price of the vessel by approx. USD 6 mill. compared to the original agreement. The Company has used its own cash resources to acquire the vessel.

DEEP SEA SUPPLY FREIGHT REVENUES

In July 2009 Deep Sea Supply's AHTS fleet all 11 AHTS Vessels larger than 12,000 BHP) had an average gross income of approximately USD 29,500 per ship per day compared to USD

30,000 in June.1 of the large AHTS has been off hire for the whole month. The Company`s 2 AHTS-vessels in operation smaller than 12,000 BHP and 8 Platform Supply Vessels in operation are not included in the above calculations

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CARLO MARTELLO ARRIVED FOR THE FIRST TIME IN ROTTERDAM



The recent delivered Italian Anchor Handling Salvage Tug UT514L design “**Carlo Martello**” (Imo 9442275) arrived last Tuesday in Rotterdam. The on the Rosetti Marino - Ravenna; Italy shipyard built tug was built under yard number 92 for Augustea Imprese Marittime – Italy. The tug has a grt of 1658 tons, Italian flag with call sign IBCO. *(Photo: Leen van der Meijden)*

MERMAID MARINE TAKES DELIVERY OF AHTS

Mermaid Marine Australia (MMA) has taken delivery of a new DP II 8000 BHP AHTS, [Mermaid Vision](#). Mermaid Vision is MMA's first vessel with the size and equipment levels necessary to operate as a front line anchor handling tug supply (AHTS) vessel in the Australian market. The vessel is equipped to provide both construction support services and work as an AHTS for offshore drilling operations. This is the company's first foray into the AHTS market and is part of a five year strategy of expansion for the Mermaid Marine. Mermaid



Vision was constructed at the Dry Docks World shipyard in Batam, Indonesia. The 67.8 by 15 m (222.4 by 49.2 foot) vessel has Dynamic Positioning Class 2 (DP II), clear deck space of 425 sq m (4,574 sq ft), a Rolls Royce electro-hydraulic Waterfall winch, two 4,000 bhp main engines and accommodation for 32 personnel. The vessel's port of registry is Singapore. MMA stated that it was able to take advantage of the current uncertainty in the market to purchase the vessel at a very competitive price. The purchase will be funded through a combination of debt and existing cash reserves, with MMA's major banking partner National Australia Bank supplying the debt facility. MMA has received a Notice of Award to charter the Mermaid Vision for over 180 days to support an offshore oil and gas construction project in the northwest of Western Australia working directly for a multi-national construction company. The vessel is currently mobilizing in Singapore for the contract. MMA Managing Director Jeffrey Weber said, "The purchase of the Mermaid Vision is a clear example of MMA's growth in capability. This is the largest and most sophisticated vessel in the MMA fleet and it is particularly encouraging to see the support we are receiving from our clients as we provide increasingly complex and value-added services." (*Source: Energy Current*)

BOURBON LIBERTY 100 AND 200 SERIES



Of the 22 PSV Bourbon Liberty 100s on order at the Sinopacific Shipyard, China, twelve are already in operation, and the remaining ten will be delivered between now and the end of 2010. Delivery of the AHTS Bourbon Liberty 200, of which 54 vessels have been ordered, began in February and continues according to schedule. "It was an unprecedented challenge to mass produce 76 offshore vessels in four years," said Frank Dambrin Executive Vice President of Bourbon Offshore. "But so far... the delivery schedule is rolling out at a steady pace." "Feedback from the first twelve PSVs in the Bourbon Liberty 100 series that are already in operation has been very positive, both in terms of reliability, ease of handling and operational performance," continued Mr Dambrin. "Feedback from the crew who work on the diesel-electric is also unanimous. They find the machines clear and the circuits easy to follow. Everyday usage and maintenance are made much easier."

Meanwhile, tests on the Bourbon Liberty 200 series have also been met with satisfaction. These compact AHTS, slightly bigger than the Liberty 100s, have more powerful engines and a winch for towing platforms. They are very versatile, with their massive capacity and open deck, and they can also be used for standard PSV assignments. The commissioning stage (technical tests) is being conducted according to a standard schedule: circuit tests, engine and alternator tests, propulsion tests, and lastly the sea trials. The first tests of the 200 series recorded a bollard pull of nearly 85 tonnes, even though only 80 tonnes were specified in the contract. Ten vessels are now in operation in Africa, Asia, the Mediterranean and the Middle East.

CHOUEST, NEW SERIES OF DIESEL ELECTRIC OSVs

The Edison Chouest Offshore family of companies announced plans to design and build a series of a dozen 300-ft., 5,300 DWT deepwater diesel-electric offshore supply vessels. "Since 2003, the core of our newbuild program has been a series of 42 new generation, 4,750 DWT deepwater 280-ft. offshore supply vessels," said Gary Chouest. "Those vessels revolutionized the industry and have performed remarkably well for our many customers in the U.S. Gulf of Mexico and in Brazil." But with the 280-ft. series winding down (30 currently in operation, another 12 under construction and scheduled for completion by the second quarter 2010), Chouest sought a different and more diverse option for its customers. "Our diesel-electric design complies with all new emissions standards and IMO regulations. This flexible design represents an efficient means of propulsion, resulting in improved fuel efficiency, increased control and lower maintenance costs," said Gary Chouest. The current Chouest 280-ft. supply vessels feature two CAT diesel engines, rated at 7,200 hp. The new 300-ft. design will feature four 1,700 kW generators providing power to two 2,500 kW variable speed electric motors. A total of four 1,050 kW tunnel thrusters are featured, two at the bow and two at the stern. The new design features an increased length of 20 feet over the current series, while the beam remains at 60 ft and the depth increases from 24 to 26 ft. The deadweight tonnage increases from 4,750 LT to 5,300 LT, and the deck cargo capacity increases from 10,000 to 11,000 sq ft. Tank capacities also increase in several instances: Liquid mud capacity increases from 13,000 barrels to 16,000, and rig water available onboard increases from 105,000 gallons to a staggering 571,000 gallons. The new design also features increased tankage opportunities for specialized chemical products. "This new clean design also provides the necessary flexibility for subsea support for our many customers," noted Dino Chouest. He refers to Chouest affiliate C-Innovation (C-I), headquartered in Mandeville, LA. Established in January 2007, the company provides innovative ROV solutions, parts redundancy, training and safety. "From its inception, C-I has had a strategic fit in extending the Chouest services spectrum to the subsea arena, while complementing and increasing capabilities of Chouest vessels and adding customer value in an integrated ROV/vessel solution," added Dino Chouest. C-I has already contracted and installed over 20 highly specialized Schilling UltraHeavy Work-Class (UHD) ROV systems to a growing customer base. Gary Chouest stated that all necessary equipment for the first six diesel-electric vessels has been ordered, with equipment for the second half of the new OSV fleet currently being negotiated. His intention is that steel will be cut for the first vessel in the series by September 1, 2009. Ten of the new diesel-electric OSVs will be constructed at Chouest's U.S.-based shipyards, while the remaining two will be constructed at the Chouest-owned Navship yard in Navegantes, Brazil.

VROON GETS MAERSK EXTENSIONS

Vroon has secured an extension to a two vessel charter with Maersk Contractors. Braemar Seascope Offshore said **VOS Runner**, which is supporting the *McCulloch* FPSO and **Dea Challenger**, which is supporting the *Curlew* FPSO, have both been extended for a year. The vessels are now expected to be working for Maersk until around July 2010. **VOS Runner** is a 1978-built Category B ERRV. **Dea Challenger** is a 1975-built multi-role vessel that was rebuilt in 1990. Both of the vessels have capacity to deal with 50 seated survivors and 20 survivor bunks.

GULF VENTURE SOLD

United Salvage and Towing (Phils) Inc. of the Phillipines have sold their 1979 built supply vessel "**Gulf Venture**" (ex - Ribardi Tide, Southern Maid) to Middle East Buyers on private terms. Constructed at Halter Marine of Patterson, Louisiana, USA; the 166' x 38' x 13' depth vessel has been working in the Middle East for most of 2009. Buyers were able to inspect and take delivery with minimal travel and repositioning. "Gulf Venture" is powered by twin GM 16V149NA diesels producing a total of about 1,860BHP at 1,800RPM, driving twin fixed pitch propellers via Twin Disc MG 540 gearboxes. The vessel can attain a speed of between 8kn (economical) and 10.5kn (max) whilst consuming between 40 and 75 gallons per hour. She is also equipped with a Bird Johnson 300HP tunnel bow thruster creating 3.4mt of thrust. On deck, the vessel can carry close to 500 tons of cargo on a clear aft deck of 202m² rated at 2.6mt/m². Below decks, the vessel has the capability to carry 670 tons cargo water, and 85m³ dry bulk in 4 tanks. She can berth up to 34 persons, including 23 passengers in fully air-conditioned accommodations. United Salvage had been owners/managers since mid-to-late 2002 when they purchased the vessel from Tidewater. "Gulf Venture" is classed with the American Bureau of Shipping with notation (+)A1, (+)AMS with validity on certificates at time of purchase for another 11 months. It's expected the flag will change from Belize to a local Gulf state registry within the coming months. Marcon acted as the sole broker in the transaction. *(Source: Marcon Int.)*



MERMAID COMMANDER BUNKER STOP IN CAPE TOWN



The **Mermaid Commander** (Imo 8601513) enroute from Rio de Janeiro to Singapore made a bunker stop in cape Town. The **Mermaid Commander** is an offshore Support vessel from Mermaid Offshore Services. She is sailing under the flag of Panama with call sign 3EQK5. The OSV is built in 1987 as **CSO Marianos**. *(Photo: Aad Noorland)*

SMIT LUMBA DRYDOCKED IN DAKAR

The in 2008 built Singaporean flag, with call sign 9VBS5, **Smit Lumba**, (Imo 9380178) was spotted at the Dakarnave Dockyard in Dakar, Senegal. She was there on 23rd July for her bow thruster repairs. The Smit Lumba built on the Keppel Nantong Shipyard and is one out of a series of seven. She was ordered by Hadi Offshore Pte.Ltd ; Bahrain at Keppel Singmarine under yard number 321. On 22nd February 2008 launched and christened by Mrs Lalita Mathavan spouse of Mr. Chandran Mathavan of



Smit Salvage. Delivered June 2008 to Smit Singapore Pte.Ltd. – Singapore. In charter at Total Gabon as from August 2008. *(Photo: Roger Lim)*

YARD NEWS

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VIETNAM: SONG THU LAUNCHES DAMEN-DESIGNED VESSEL

Da Nang City, Vietnam: The Song Thu Company has launched a new multipurpose rescue vessel. The 'Sorscem' was designed by Dutch shipbuilding group, Damen Shipyards, and can perform a variety of roles including: fire-fighting, search and rescue, and oil spill protection. The vessel has a length of 52 metres, a beam of twelve metres and a height of 5.5 metres. The 2,600kW vessel has an endurance of 30 days. The US\$16.8 million vessel will operate as a freighter carrying materials and processed oil products to and from a local oil refinery between duties. *(Source: Baird)*

WASHBURN AND DOUGHTY OPENS ITS DOORS TO THE PUBLIC



EAST BOOTHBAY (NEWS CENTER) -- After a fire leveled the home of the Washburn and Doughty Shipyard in East Boothbay a year ago, the owners wasted no time in constructing a new headquarters. The public got its first glimpse of the new shipyard Sunday at the boat builders festival. Owners Bruce Washburn and Bruce Doughty led tours through the new building, showing off the tugboat currently under construction. A year ago, fire gutted the building when sparks from a cutting touch hit some plywood. There were two

tugs inside when the fire happened. Both were salvaged. The shipyard stayed open and workers did their jobs outside through the winter to finish what they had started. Washburn and Doughty is currently working on 5 tugs. When completed, those tugs will work with oil tankers up and down the east coast and in the Gulf of Mexico. *(Source: News Center)*

SEISMIC VESSEL POLARCUS NAILA LAUNCHED IN DUBAI

The seismic vessel **Polarcus Naila** has been launched at the Drydocks World - Dubai. **Polarcus Naila** is the second vessel in the Polarcus fleet, purpose built for the 3D marine seismic market and capable of towing up to 12, 8,000-m (26,246-ft) streamers. The vessel features an ULSTEIN X-BOW hull and selective catalytic reduction (SCR) system, designed to maximize operational performance and minimize emissions. Fit out of the vessel will continue at Drydocks World - Dubai. The vessel is scheduled for delivery in the fourth quarter.

NOORDHOEK CONSTRUCTOR LAUNCHED

At the *Niigata Yard* in Japan the De Hoop 76M DSV design **Noordhoek Constructor** was launched, the newbuilding is expected to arrive in during the last quarter of 2009 in The Netherlands for the final outfitting, together with the **Noordhoek Pathfinder** both vessels will be operational the first quarter of 2010 *(Photo: Cor Vermeer)*



LAST GPA 670 MKIII PSV BY SINOPACIFIC

On July 13 another offshore vessel series, designed by Naval Architect and Marine Engineering Firm Guido Perla & Associates, Inc. (GPA) was completed at Zhejiang Shipyard in China with the delivery of the fourth vessel of this series. The GPA 670MKIII PSV vessels measure 240 ft in overall length and are equipped with three 1,825 kW main diesel generators, two 2,000 kW Azimuthing Z-Drive units, two 746 kW tunnel bow thrusters, as well as one 170 kW emergency generator. The use of environmentally friendlier diesel-electric propulsion, a standard for all GPA-designed offshore vessels, results in excellent fuel efficiency, lower emissions, as well as lower operating cost for the owner as one or more of the generators can be shut down for stand-by or slower moving operations. Such benefits have been proven in recent years by other GPA offshore vessel series equipped with the same engine configuration. The GPA 670 MKIII is the latest version of the original GPA 670 PSV, which was GPA's first series of PSVs built in China more than six years ago. A total of 22 of these vessels have been constructed and are now successfully operating globally, including these four GPA 670 MKIII PSVs, four GPA 670 MKII Special Products PSVs, four GPA 670 MKII ROVs and the ten original GPA 670 PSVs. "This will be the last one of this very successful design. A new design has been developed to replace this design in order to meet the new clean hull and other recent regulations. It is sad to realize that, but things in this life are always evolving and we all are getting older. I certainly believe this design will be an excellent addition to the fleets for years to come." says Mr. Guido F. Perla, chairman of GPA. While the GPA 670 MKIII PSVs are designed for worldwide operation, these vessels are primarily developed to engage in the transport of stores, materials and equipment to offshore installations in tropical areas. The DP2- and FFV1-certified vessels, which can accommodate 22 crewmembers, also provide the capability to carry 255 m³ of bulk material, 1,083 m³ of liquid products, 965 m³ of fuel oil cargo, as well as 800 m³ of cargo fresh water. The vessels are classified BV1, + Hull, + Mach, Unrestricted Navigation Supply Vessel/Oil, Firefighting Ship 1 and AM-AT-R (Class 2). By applying the highest safety standards and comfort levels, offshore operations are being conducted without risk to the health or security of crewmembers. *(Source: MarineLink)*

STRATEGIC MARINE BUILDS CREW BOATS FOR MEXICO



Australia-based boat builder Strategic Marine has operated a boat building facility in Singapore for a number of years. In May and June they launched a pair of the 40-metre crew boats there. In February this year they held the official opening of a new yard in Vung Tau City, Vietnam. At the same time, their new yard, a joint venture with Servicios Industriales Navales, in Mazatlan, Mexico, has a pair of 52-metre by ten-metre crew boats under construction for a 2009/10 delivery.

The boats are being built for Blue Marine to meet a Pemex supply contract in the Gulf of Mexico. They are the largest crew boats that Strategic Marine has built at any of their locations to date and will have 223 square metres of open cargo deck space. Seating for 60 rig workers will be in the forward cabin. The new boats have a complete suite of Cummins engines. Main engines for each

vessel will be four Cummins 16-V turbo-charged and after-cooled KTA50-M2s each delivering 1,340kW at 1,900rpm into Twin Disc MGX6848-SC gears to turn propellers. The main engines are fitted with titanium plate-type heat exchangers. A Cummins 6BTA engine will power the Wesmar hydraulic bow thrusters. A second 6BTA will power the 99kW generator-sets to provide ship's power. The 5,370kW vessels are designed to achieve 20 knots when loaded with 100 tonnes of cargo, rig workers, crew and one-third full fuel and water tanks. The boats are being built in accordance with American Bureau of Shipping rules and will be classed by ABC to X A1HSCXAMS HSC. Delivery of the first vessel is scheduled for this northern fall with the second to follow in early 2010. *(Source: Baird)*

SHIP OF THE WEEK

FLUSHING 1937 STILL AFLOAT



On a lovely sunny afternoon Jan Plug spotted the [Flushing](#) on the Bahamas. The oldie was reported sank. But the photo, taken last Wednesday, shows that she is still alive. Missing a little bit of paint and some maintenance but still strong. She was built by "Ira S. Bushey & Sons Inc" at Brooklyn, NY in 1937 and delivered to "Red Star Towing & Transportation Co Inc" at New York. Registered in Bridgeport with ON236068 and call sign WOXD. In the 50's she was sold to LMC; Lake Michigan Contractors Holland; Mi. Hereafter she was sold to Acushnet Towing in Boston. In 2004 she was sold again to Mike McDevitt, and later that year to New Providence Towing at Nassau; Bahamas. As seen on the picture she is still in service after reporting that she was sank by a hurricane. Her first engine was a 2 stroke single acting 7 cyl. Fairbanks-Morse engine. Later she was re engine by a 10 cyl. Fairbank-Morse type 38D-8-1/8. She is 129 grt; 87 nrt and 83.0' in length 22.5' beam and 8.4' draft. *(Spotted by Jan Plug)*

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Furthermore, Towingline.com is active on Twitter, sending updates to Twitter when new pages and post are added. When an old post is updated Twitter is notified as well. Towingline.com is active under the name towingline or follow this [link](#). For those not familiar with Twitter, more information can be found on [Wikipedia](#).

Last week there have been new updates posted:

1. A new sponsor has been added ([Dutch Marine Trading](#).)
2. Several updates on the News page regarding the grounding of the bulker [Full City](#) on the Norwegian Coast

On the [Historic page](#) there is an update regarding “[Transported Retired Navy Flat Tops](#)”

On the [Story page](#) you find a Dutch story regarding “[De Smokkelreis](#)”

Finally on the [Fleetlist page](#) there have been added the complete “[US AT Class Fleet Ocean Tugs](#)”. With thanks to Gary Pirolo and Jaap Bijl for their support

Please note that my e-mail address has changed also jvds@towingline.com

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