



## TUGS & TOWING NEWS

### ANDERS GOEDKOOP SPOTTED



Last week at the breakers yard Treffers at Haarlem i have seen this tugboat. She is a former Goedkoop tug, **Bernardus Goedkoop**, She has a imo nr. 2006023, Ex *Multratug 3*. (Source: *Jan Plug*)

### STEINER DELIVERS FOURTH Z-DRIVE PUSHBOAT

Steiner Shipyard in Alabama, USA, has delivered the final in a series of four 2,385kW Z-drive towboats for Southern Towing of Memphis Tennessee. As with the other three vessels the '**Arne Christiansen**' is powered by a pair of Tier 2 compliant Cummins QSK50 mains, each rated for 1,193kW at 1,800rpm. The two engines are mounted aft on the main deck level. They turn short 1.2-metre shafts to HRP Z-drives carrying 190cm propellers in steerable nozzles. The 'Arne Christiansen' has a length of 36.5 metres and a beam of 10.4 metres. (Source: *Baird*)



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### GALE FORCE BOUGHT BY THE BANK



The US tug **Gale Force** will be made ready for sailing. She was drydocked on the Ijmuiden shipyard and bought by the Bank. She will sail back to the United States where she will be public sold. Within three weeks she will sail to Harlingen to pick up the **Alois** for towing back to the United States also. (Photo: Joop Marechal)

### GALAL DESOUKY COMMENCED TRAILS

This week the Damen Gorinchem - Netherlands built Stantug 2208 **Galal Desouky** commenced trails in the Europoort. *Source: Ruud Zegwaard*



### TUG BOAT SINKS, CAUSES DIESEL SPILL IN HILLSBORO

HILLSBORO (CBS4) —The Coast Guard is working to contain a diesel fuel spill in the Hillsboro Inlet after a tug boat nearly sank Tuesday morning. A Coast Guard prevention team is monitoring



refloating operations of the partially submerged tug at the mouth of Hillsboro Inlet. The 30-foot vessel, owned by the City of Hillsboro and used for dredging operations within the channel, had about 200 gallons of diesel fuel onboard. A containment boom was placed around the vessel to trap the fuel from continuing to spread. Tow Boat U.S. is working to refloat the vessel. The vessel is not obstructing boat traffic at the inlet, but boaters are asked to keep a sharp lookout. *(Source: CBS4)*

### GEORGI MAMARCHEV GROUNDED

The pusher **Georgi Mamarchev** grounded according the lock Straubing from the 9<sup>th</sup> September above Straubing port at kmr 2312,7. The pusher grounded just outside the traffic lane. It is expected that she will stay there for a long period after the water level is going down. *(Photo: A.Zwiggelaar)*



### TOBI COMMENCED TRAILS



The Icebreaker **Toby** departed the Keppel Verolme Shipyard, The Netherlands, last week after a warranty docking and some repairs. *(Source & Photo S.v.d.Meer)*

### TAMPA'S NEW FIRE BOAT FREED AFTER RUNNING AGROUND NEAR ST. AUGUSTINE

A Tampa Fire Rescue boat was freed by a tugboat Thursday after it ran aground Wednesday night near St. Augustine, officials said. The boat was coming from Ontario, where it was built, to Tampa. As the crew tried to navigate the vessel through a channel into a St. Augustine marina, it ran aground at about 11 p.m. Officials spent two hours trying to free the stuck boat. A tugboat pulled it off the sand shortly after noon Thursday, according to Tampa Fire Rescue. The boat is still the

property of the builder, Metalcraft Marine, so the company bore all costs of freeing the boat. It is operating fine, officials said, and should be in Tampa on Monday. *(Source: St.Petersburg Times)*

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### ANTWERP TOWAGE STRENGTHENS ITS TUG FLEET

From October 1, 2009, Antwerp Towage will strengthen its tug fleet in the Port of Antwerp. Antwerp Towage is relatively recent but successful 50/50 joint venture between Hamburg-based Fairplay Towage and Terneuzen-based Multraship Towage & Salvage. On September 18, 2008, Antwerp Towage, acting as agents for its shareholders, started a new towage service in the Schelde river port offering clients competitive rates with the established reputations of Fairplay and Multraship. Both tug operators allocated two tugs to this new venture: 'Multratug-5' (65 tonnes bollard pull), 'Fairplay-22' (52tbp), 'Fairplay-17' (52tbp) and 'Multratug-16' (38tbp). The tugs of both companies are assisting seagoing ships into the various Antwerp locks or at adjacent terminals on the River Schelde. The successful start of this new towage service has encouraged both operators to strengthen the fleet by exchanging 'Fairplay-22' against the 70-tonne bollard pull 'Fairplay III' which belongs to a series of four tugs under construction at Spanish shipbuilder Astilleros Armon for the German operator. To date, 'Fairplay III' has been employed in Fairplay's Rotterdam fleet but with the recent delivery of the third of tug in this series, the Antwerp set-up can now be upgraded. Since the start of operation, Antwerp Towage has experienced a steady increase in the number of signed contracts. The variety of clients reaches from small tramp operators up to "clockwork container clients". The latest major advance is the recently signed multi-year contract with German container operator Hapag-Lloyd, which will start on January 1, 2010.



### NEW TOWAGE COMPANY IN VIETNAM

*Svitzer and Saigon Shipping joint stock company joining forces.* In connection with the official

visit to Denmark by H.E. the Vietnamese Prime Minister Mr. Nguyen Tan Dung, SVITZER and Saigon Shipping Joint Stock Company yesterday signed a joint venture contract with a view to establish a new towage company in Vietnam of the highest international standards in order to accommodate the strong port development taking place in the country. The joint venture will be named *Svitzer Vietnam* and will provide towage services to container terminals, container lines and other shipping operators in the Ba Ria, Vung Tau and Cai Mep area. *Svitzer Vietnam* will operate a number of Azimuth Stern Drive (ASD) tugs, which will be fully capable of handling all types and sizes of vessels calling Cai Mep. *Svitzer Vietnam* will recruit and train Vietnamese officers and crew to the highest international standards in the operation of ASD tugs. General Director of Saigon Shipping and vice chairman of the Vietnamese Shipowner's Association Mr Do Viet Trieu says: "We know that there is a current demand for towage services in and around Cai Mep provided by a company like *Svitzer* with solid experience in operating ASD tugs. We also know that the success of Cai Mep as an important Asian deep sea port is amongst others dependant on world class marine services being available to the customers of the port. Such demand is urgent as vessels of unprecedented size are already calling Cai Mep with several more to come in the very near future." Chief Operating Officer of Svitzer A/S, Mr Soren N. Thomsen says: "With the signing of our joint venture contract with Saigon Shipping, we have reached an important milestone. We look forward to implementing our operations in Cai Mep in the interest of the safety and effectiveness of Cai Mep as a leading Asian deep sea port." The signing was witnessed by H.E. Mr. Nguyen Tan Dung and followed by an official lunch at the head office of A.P. Moller-Maersk, hosted by Mr. Nils A. Andersen, Group Executive Officer of A.P. Moller-Maersk. *Svitzer* is the World's largest towage company with operations in more than 35 countries and some 100 ports. *Svitzer* is part of the AP Moller-Maersk Group. Saigon Shipping Joint Stock Co. provides shipping, ship agency, freight forwarding, logistics and other services in and around Ho Chi Minh City. The majority of the shares of Saigon Shipping is held by SAMCO, belonging to the People Committee of Ho Chi Minh City.

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### *NEW ROBERT ALLAN TUG, 'SPINOLA'*

Tug Malta, a subsidiary of Rimorchiatori Riuniti of Genoa, Italy, took delivery of a new tug, '*Spinola*', the latest AVT 36/80 Class tug designed by Robert Allan of Vancouver, Canada. The vessel was built by Astilleros Armon of Navia, Spain, and was delivered in July. This vessel is the second in a series built for this owner, but this edition incorporates a number of significant changes from the previous vessel of this class, '*Messico*'. '*Spinola*' measures 36.65 metres by 13.6 metres with a



moulded depth of 4.8 metres. The '*Spinola*' was classed by RINA and will be suitable for a wide range of duties including harbour towage and ship-handling, coastal towing, salvage and escort operations and, rather uniquely for a VSP tug, is also equipped for heavy duty anchor-handling. Design features of the AVT36/80-class tug include a large aft deck to facilitate oil recovery operations, a removable escort towbitt to ensure a clear deck during non-towing activities, and oil dispersant spray capabilities. Fire-fighting is to Fi-Fi 1 Class, complete with water spray and dewatering eductor. The vessel has been outfitted to accommodate a crew of up to 14. On trials

this combination delivered a sustained bollard pull of 81.6 tonnes and a free running speed of 14.1 knots.

## SMIT BULLDOG COMMENCED TRAILS



Last week the DMPT 2500 / IHC Design new building **Smit Bulldog** commenced trail in the Europoort The pusher/tug is built under yard number 571611 for Smit Transport Europe and brought under management by Smit Vessel Management Services B.V. – Rotterdam. She is the first of a series of three followed by the **Smit Buffalo** and **Smit Beluga**. *(Photo via: R. de Bruijn)*

## OFFSHORE NEWS

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## SIEM OFFSHORE TAKES DELIVERY OF FIRST VS 491 CD ANCHOR HANDLER

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Siem Offshore has taken delivery of its first VS 491 CD AHTS **Siem Pearl** from the Norwegian yard Kleven Maritime. The vessel is the first of eight similar vessels to be delivered to Siem Offshore from the same yard. An additional two vessels will be delivered to a partner of Siem Offshore, but operated by Siem Offshore as part of a fleet of 10 sister vessels. **Siem Pearl** is a large AHTS, with a length of 91m and a beam of 22ms. She is designed for towing and anchor handling, deep water inspection and construction support with a focus on safe operations and on the environment. The vessel has approximately 28,000bhp, a continuous bollard pull of 285 tonnes, winches of 500 tonnes, accommodation for 60 and regular supply and support capacities. The vessel was designed with focus on safe operations and is equipped with a Triplex Muli Deck Handler (MDH) system for safe and man-free anchor handling operations. The engine configuration will enable both diesel-mechanical and diesel-electric propulsion which, in combination with selective catalytic reduction and efficient hull design, will enable low fuel consumption and low emissions. The vessel will commence its operations in the North Sea spot market. *(Source: OSO)*

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## SIEM CONSUB SECURES CONTRACTS WITH PETROBRAS

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Siem Consub in Brazil has been awarded a time charter contracts by Petrobras for two Oil Spill Recovery Vessels (OSRVs). The contracts are for firm periods of eight years, with options for Petrobras to extend with an additional eight-year period. The value for the firm period is US\$157 million for both vessels. The two ORSVs will be built in Brazil under the Merchant Maritime Fund (FMM), which provides up to 90 per cent long-term debt financing. The time charter contracts will commence in the second half of 2012. Siem Consub owns and operates nine vessels in Brazil. Its fleet is to be extended with six vessels to be built in Brazil and operated on long-term charter contracts for Petrobras. *(Source: OSO)*

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## NAMING CEREMONY HELD FOR NORMAND SUBSEA

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Solstad and Subsea 7 have held the official naming ceremony for **Normand Subsea**, a newbuild ROV support vessel, one of the largest and most sophisticated of its kind. Owned and built by Solstad and chartered by Subsea 7, the vessel was officially named at Stavanger Harbour in Norway on 17 September. **Normand Subsea**, which will be delivered to Subsea 7 later this year, is a state-of-the-art dynamically positioned life of field vessel, specifically designed for inspection, repair and maintenance work. *(Source: OSO)*

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## TGS SIGNS LETTER OF INTENT FOR 3D VESSEL

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TGS-NOPEC Geophysical Company has confirmed that it has signed a conditional Letter of Intent

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with Polarcus Limited to utilize their first released vessel, the 12 streamer **Polarcus Nadia**. The charter will begin in December, 2009 and last for approximately three months with options for TGS to extend the charter in two six month increments under fixed commercial terms. The vessel incorporates many new and innovative features ranging from the distinctive ULSTEIN X-BOW hull to a Selective Catalytic Reduction (SCR) system, designed to minimize emissions. The sophisticated double hull design also incorporates a range of advanced safety features including a DP 2 dynamic positioning system. "We are excited, looking forward to work with this new, promising vessel provider when expanding our multi-client data library further." commented Robert Hobbs, TGS Chief Executive Officer.

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### *TRICO MARINE SUSPENDS FOUR TEBMA NEWBUILDS*

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Trico Marine Services, Inc. (Nasdaq:TRMA) has suspended delivery of the last four in a series of eight subsea services vessels from India's Tebma Shipyards. Suspension of the newbuild contracts was one of a series of moves announced yesterday by Trico, which has previously disclosed its intent to concentrate on improving its balance sheet, reducing outstanding debt and strengthening near term liquidity. In addition to renegotiating its contract with Tebma, Trico has inked agreements for the sale of two North Sea class vessels for an aggregate sales price of approximately \$40 million. The first sale is currently scheduled to close in early October. The second sale is set to close in late October, subject to delivery and inspection in Hong Kong. Trico will utilize the proceeds to repay European bank debt outstanding. Both vessels will be sold to buyers in Asia. The company also announced that it had reached an agreement regarding the delivery of seven remaining subsea services vessels from what it identifies only as "the shipyard in India." The ships in question are a series of eight VS470 MPSV's on order at Tebma Shipyards, the first of which, **Trico Sabre**, was delivered from Tebma's Malpe shipyard on May 20. Trico Marine says the first three of the remaining vessels will be delivered as currently scheduled between December 2009 and July 2010. The construction contracts for these three vessels have been amended to reduce the purchase price. Approximately \$40 million of additional capital expenditures will be incurred between October 2009 and July 2010 to complete these three vessels. Delivery of the last four subsea service vessels has been suspended and Trico Marine says it "preserves the right to cancel its obligation to take delivery of such vessels" and that "preserving the option to construct the remaining four vessels allows the company flexibility in developing its strategic growth plans for subsea services to adjust for market conditions and liquidity needs at a future date. The effect of the indefinite suspension of delivery is to reduce previous committed capital expenditures for 2010 and 2011 by approximately \$80 million." Trico says the vessel sales, which are in the North Sea spot vessel market, reduce debt, improve liquidity and are consistent with its strategy to reduce both its spot OSV exposure and its dependence on the supply vessel market. The amendments to the subsea service newbuild contracts ensure capacity for subsea services growth with the delivery of three subsea services vessels and also reduce 2010 and 2011 committed capital expenditures. The company -- which earlier this year was embroiled in a bitter proxy battle with major shareholder Kistefos -- also announced what it called "steps its Board of Directors has taken in its continuing effort to have the Company's governance provisions reflect best practices, including some revisions to governance provisions dating back to 2005. The Board will seek stockholder approval to declassify the Board, with stockholders voting on declassification at the 2010 annual meeting."

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## *CRAIG GROUP'S LATEST NEWBUILDS ON LONG-TERM CHARTER TO TALISMAN*

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Talisman Energy (UK) Limited has chosen The Craig Group's latest newbuild vessels to support operations in its Northern Business Area in the North Sea. The two IMT 948 designed vessels, currently under construction at the Balenciaga shipyard, will go on long-term charter next year to provide emergency response and rescue services to the Piper B, Saltire, Tartan and Claymore installations. These latest vessels are part of a £130 million investment programme in the group's North Star Shipping fleet which commenced in 2003 and represents the largest investment in North Sea emergency response and rescue vessels by a British company. On delivery next year, they will bring the total number of newbuild vessels in the North Star fleet to 12. Craig Group division, North Star Shipping, now owns and operates one of the most modern and the largest wholly British-owned fleet of offshore support, ROV survey and emergency response and rescue vessels in the UKCS. The charters, for five years with five one-year options, are the 12th new contract for North Star since the investment programme began. North Star managing director, Callum Bruce, says: "We are delighted to have won this new contract with Talisman, who already has two identical sister vessels on long term contract. "We have now secured long-term charters for all our new vessels delivered so far, justifying our confidence in both the market and our customers' appetite for modern, high quality and cost effective tonnage." The new vessels, still to be named, will be 48m long with an 11.8m beam and are designed by IMT of Montrose. They will be fitted with all the latest rescue and response technology, and both will be configured for 'Daughter Craft' operations.

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## *FIRST PSV LAID-UP*

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Sartor Offshore has become the first owner to lay-up a PSV in the North Sea during the present downturn. Its 2,461-dwt [Ocean Mainport](#) (built 1976) is heading back to Norway where it will be the first PSV placed into lay-up in the region for nearly 10 years. Roy Wareberg, managing director of Sartor, tells TradeWinds the move is possible as the Ocean Mainport is an old vessel with no bank debt. "When you have a vessel like that you can survive with a very low day rates, but now we have a situation where we don't cover our cost," he explained. He says the vessel, which will be stationed near Bergen, will maintain a limited crew so it can re-enter the market within a couple of days. "This is not a cold lay-up," he said. Brokers say the move comes as little surprise as it is thought the vessel is a sales candidate. Wareberg denies suggestions the ship has been circulated for sale, but adds it could be sold at the right price. Talk of PSVs being laid-up has been rife for a couple of months as spot earnings in the North Sea have slipped to under £3,000 (\$4,794) per day, way below operating costs. The last PSVs to be laid-up in the North Sea were in 1999/2000. Brokers say the laying-up of a single vessel will do little to aid the greatly oversupplied market where 54 ships are currently competing for work. This figure is around double what it was this time a year ago. Sartor is also laying-up its 1,287-dwt Standby/rescue vessel [Ocean Star](#) (built 1975).

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## IRAQ TO BUILD TWO OSVs UNDER ACCELERATED NEWBUILD PROGRAMME



The US Navy has released an urgent tender to build two OSVs for the Government of Iraq. The contracts call for the building of two vessels under Iraq's future procurement programme, which the US Navy intends to expedite. Indeed, the US Navy is calling for an accelerated delivery schedule for the newbuild vessel and has specifically said that it would not consider converting existing vessels. The first OSV must be delivered by July 2011, and the second must be delivered by November 2011. The US Navy said that it

would not be involved with any discussions between Iraq and any shipyards interested in the tender. However it stipulated that all discussions between the builder and Government of Iraq would be non-binding and would not obligate the US Government to enter into any contract. The tender calls for a steel monohull design based on an ABS unrestricted service under ABS' Steel Vessels Under 90M Rules, A1, circle E, AMS and DPS-2. Over all hull length should be over 55 metres but less than 65 metres. The speed should reach a maximum of 16 knots fully loaded. Two or three marine diesel engines are expected to drive the vessels. *(Source: Baird)*

## YARD NEWS

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## STX OFFSHORE AIMS FOR US\$2 BILLION ORDERS

The Chief Operating Officer of STX Offshore & Shipbuilding (STX O&S), South Korea, has said that the company is aiming to double offshore orders in 2009. According to a report by *Vinamaso*,



YH Chung said that the company was eyeing orders worth some US\$2 billion. "We have many deals to win at our yards in Brazil, China and South Korea," the Vietnam-based publication quoted Mr Chung as saying. He added that there were also potential orders to win from Russia and Africa. Another large contract that the yard is aiming for

is the lucrative Petrobras contract for 28 drilling units. Petrobras has previously said that the first lot of orders, a contract for seven units, would all be placed at one yard. Finally, Mr Chung outlined the shipyard's vision to build FPSOs by the end of 2010. Currently building FPSO hulls, the yard hopes to cash in on the growing momentum of exploration and production spending as the world began its slow recovery from the global financial crisis.

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### *JAYA CUTS BACK ON NEWBUILD PROGRAMME*

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Jaya Holdings, Singapore, is reportedly rationalising its newbuild programme by cancelling or delaying new vessels. Jaya is a vessel operator as well as a builder, with shipyards in Singapore, Batam (Indonesia) and Nantong (China). According to Offshore Shipbrokers, Jaya has secured a debt moratorium until the end of next month from the courts in Singapore for its three main subsidiaries, Jaya Shipbuilding and Engineering, Java Marine Lines and Airia Jaya Marine. (*Source: Baird*)

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### *HALIFAX SHIPYARD CELEBRATES 120 YEARS AND STEEL CUTTING OF NEW OFFSHORE SUPPLY SHIP*

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Halifax Shipyard today celebrated 120 years of continuous shipbuilding. The men and women of the shipyard were joined by Premier Dexter, who marked the milestone with the cutting of steel for a new state-of-the-art offshore supply vessel to serve off the coast of Sable Island. "I congratulate the men and women of the Halifax Shipyard as they celebrate 120 years of shipbuilding excellence," said Premier Darrell Dexter. "Today I also want to recognize how important it is that the Irving family is securing the future of Halifax Shipyard through their continued investments and support," said Premier Dexter. "Today we take pride in our past and uphold Halifax Shipyard's commitment to excellence in the 21st century with the construction of a new state-of-the-art offshore vessel," said Steve Durrell, President of Irving Shipbuilding. "From the age of sail to the engineering and construction some of the world's most advanced commercial and military vessels, the Halifax Shipyard has helped Canada preserve the peace and deliver "made-in-Canada" products to markets around the globe. Today the 589 skilled men and women of the Halifax Shipyard are focused on continuing this proud tradition through superior quality, value and customer service. The future is bright and over the next 12 months we look forward to doubling our workforce as a result of existing and new contracts we have won." [Atlantic Towing](#) is very pleased to be supporting Encana's efforts to grow Nova Scotia's offshore oil and gas industry with a world-class offshore supply vessel built by skilled Nova Scotians," said John Murphy, Vice President of Irving Transportation Services. "We thank the Premier for his strong commitment to ensuring that Nova Scotia's workers and suppliers realize the most benefit from harvesting the Province's offshore resources. "Our Nova Scotian crews look forward to serving this contract with a world-class offshore supply vessel from our base in Halifax," Murphy said. "This long-term contract will also provide a multi-million benefit to several Nova Scotian suppliers of Atlantic Towing. We appreciate the vote of confidence from Encana and are committed to delivering the best value and service to this important customer." "As a third-generation shipyard worker, I am proud to celebrate the 120 years of great history at this yard. Today, the hard work of the men and women at this yard are continuing to secure a strong future for the next

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generation. Orders for new ships from valued customers like Atlantic Towing and the Government of Canada are the best tribute to the quality workmanship we are committed to delivering to customers," said Karl Risser, President of Local 1 of the CAW Marine Workers Federation. "On behalf of our members, we thank Premier Dexter for his commitment to ensure the maximum number of Nova Scotians are benefitting from our offshore oil and gas developments." The building and commissioning of the new vessel will employ 180 shipyard workers at the project's peak and will provide 425,000 person hours of employment. The building of the new ship will generate an estimated payroll of \$20 million and will result in about \$14 million in purchases of goods and services from approximately 50 Nova Scotian suppliers. Atlantic Towing will operate the new vessel's long-term contract with Encana. In serving the Deep Panuke platform, the vessel will provide over 50,000 person hours of work per year for Atlantic Towing, employing 22 crew members in Nova Scotia. Delivery of the offshore supply vessel is forecasted for the fourth quarter of 2010. The Halifax drydock celebrated its opening 120 years ago with the arrival of the HMS Canada, a three-masted frigate. The Halifax graving dock was the largest in North America and took three years to build at a cost of \$1 million

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### *KEEL LAYING OF DIVING VESSEL AT YAROSLAVL SHIPYARD*

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The Yaroslavl Shipyard in Russia has recently laid the keel for Project DSD08, which will be a diving vessel. Yaroslavl Shipyard won the contract to construct the shipyard after the Federal Agency of Sea and River Transport released a tender in which there were 14 competing shipyards from Russia. Designed by Russian naval architectural bureau, JSC Marine Engineering Bureau-Design, the vessel is intended for diving operations to depths of 60 metres. The vessel will also be operational in Grade 3 storms. The Director of the design bureau said that the vessel would be a new generation diving vessel with rescue, ship-lifting and hydro-technical capabilities. The construction phase is a relatively short 14.5 months. Cost of the vessel is estimated to be around US\$16.47 million.



### *GC RIEBER TO ACQUIRE SEA4 SUBSIDIARIES*

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GC Rieber Shipping has entered into an agreement with Sea4 to acquire Sea4's subsidiaries Sea4 I Shipping Ltd and Sea 4 II Shipping Ltd. The acquisition implies a total investment of approximately NKr 800 million. Sven Rong, CEO of GC Rieber Shipping, said: "This acquisition gives us ownership of two advanced and modern Inspection, Maintenance and Repair (IMR) vessels currently under construction. The acquisition also constitutes a part of our fleet renewal process, and the price will give us a competitive edge." Sea4 I Shipping Ltd and Sea 4 II Shipping Ltd have contracted two IMR subsea vessels of Skipsteknisk *ST-254L CD design*. The vessels are currently being built at Freire Shipyard (Spain) with expected delivery dates in the second half of 2010 and in the first half of 2011 respectively. Both vessels have a length of 110.6m and beam of 20m. Each is fitted with a 150 tonne offshore AHC crane, 120 person accommodation and has 1,000m<sup>2</sup> of deck space. The vessels both have Clean Design notation and will be built to IMO SPS

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