



TUGS & TOWING NEWS

MACDUFF DELIVERS NEW 16-METRE TUG



Macduff Shipyards, Scotland, have completed construction and trials on their latest newbuilding, and will deliver the recently named 'Sally McLoughlin' to John McLoughlin and Son. The 16-metre general-purpose harbour tug has a gross tonnage of just 46 tonnes with a bollard pull of 23 tonnes. The vessel is powered by twin Doosan 4V222TIH engines, through two Twin Disc MGX5222DC gearboxes to 1700mm Kort propellers. The owners are reportedly very

happy with the newbuild tug, which is designed for towing, pushing, pilotage, plough dredging, surveying and lifting in a compact vessel design. *(Source: Baird)*

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FAIRMOUNT SUMMIT CHARTERED FOR THE TOWAGE OF S/T NORDIC BRASILIA

Fronape International Company, a subsidiary of Petrobras Transport S.A. has selected our 200 Ts Bp AHT **Fairmount Summit** for the tow of the S/T *Nordic Brasilia*. The unit will be towed from Sao Sebastiao in Brazil to a destination in either Portugal or Spain. **Fairmount Summit** has commenced the mobilisation from West Africa to Brasil in the meantime and it is expected that the convov will depart Brasil around 20~25 October. The vovage will take about 20 days weather

permitting. (*Source: Fairmount Marine*)

3200HP TUG & FOUR OCEAN BARGES SOLD

Marcon is very pleased to announce the “en-bloc” sale of four ocean-going petroleum barges by Hornbeck Offshore Services of Covington, Louisiana to a private party for eventual use in West Africa. The U.S. flag, ABS classed, single-hull tank barges will be re-registered on or before their arrival in Lagos, Nigeria. Barges purchased, ranging in capacity between 64,000 and 82,000bbls, are the 7,781dwt “[Energy 6503](#)”,



8,226dwt “[Energy 6505](#)”, 8,256dwt “[Energy 7001](#)” and 11,627dwt “[Energy 8701](#)”. Two of the barges, the 360’ x 64’ “[Energy 8701](#)” and 328’ x 66’ “[Energy 6505](#)”, will be towed by the 3,200BHP tug, “[Guardian](#)”, who’s sale was also just brokered by Marcon, from New York to Nigeria. The 122’ x 30’ twin engine / single screw “[Guardian](#)” was purchased from Express Marine of Camden, New Jersey. The ABS +A1 classed tug was originally built by Wiley Manufacturing Co. of Port Deposit, Maryland as the “[Big Bill](#)” and rebuilt in 1983. She is powered by a pair of Crepelle 8 cylinder diesels through a Lufkin 5.559:1 reverse reduction gear to a 135” x 120” 4-blade stainless steel prop in a kort nozzle. She is fitted with a Clyde single drum tow winch with capacity for 2,500’ 2.25” wire. The other two tank barges, the 300’ x 68’ “[Energy 7001](#)” and 327’ x 62’ [Energy 6503](#)” will be towed from Louisiana to Nigeria by the 151’, 3,900BHP tug, “[Wilbur R. Clark](#)” (ex-“[Pacific Victory](#)”) purchased earlier at U.S. Marshal’s auction in Mobile, Alabama through Marcon. Marcon has handled a number of previous sales and purchases for both Buyer and Seller of the tank barges. This is the first sale brokered on behalf of Express Marine. Marcon acted as sole broker in the transaction.

DEREKTOR LAUNCHES LNG ESCORT TUG

Derektor Shipyards recently launched the 128.4 ft. tug [Independence](#) at its Bridgeport, Connecticut yard. The tug is being built for [Boston Towing and Transport](#). When delivered later this month, it will be based in Gloucester, Massachusetts, under a long term contract with Neptune LNG, an affiliate of SUEZ LNG North America. Designed by Robert Allan Ltd, the vessel features 5,400 hp Rolls Royce CPP-255 Z drives with convertible pitch propellers. This allows the FIFI Class one fire pumps to be driven off the two 16V4000 MTU M61 main engines. This provides significant weight and cost savings by eliminating the fire pump engines found on other FIFI class one vessels. LOA: 128. 4 feet; LWL: 119.6 feet; Beam: 44.4 feet; Draft: 16 feet; Depth 19.5 feet; Hull Material: Steel; Super Structure: Steel; Propulsion: Z Drives: Rolls Royce CPP-255; Fi-Fi-1: Inmar/FFS/Nvius. 425 ft cannon range at 10.500 gal/min; Speed: 13 knots minimum at full



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full power.

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Standfast leaving, goodbye old friend.

Standfast has been sold! Her new owner is Thompson Pile Driving of Port Orchard. Paul Fritts was their contact man and she will be renamed **Fritzy**. Cliff Thompson brought the pick up crew over in his yacht *Triumph* named for the old tug. *(Source: Mark Freeman)*



TUGBOAT CREW RESCUES CAT THAT HAD BEEN THROWN OFF LA. BRIDGE

A tugboat crew rescued a cat that had been deliberately thrown off a bridge over Lake Pontchartrain, the Picayune Item newspaper reported. The vessel crew witnessed the flying feline plunge into the water, and a small boat maneuvered to pick it up. The boaters put the cat on a barge, and one of the tug crewmen has adopted the new pet, which his family named "Buttons."

(Source: Carriere, Miss; via Jan van der Doe)

GOOD TIMES RETURN TO MARTINAC

New tug construction: Tacoma company rebounds after hard years with tuna industry. In the midst of the deepest economic downturn since the Depression, one venerable Tacoma business is busier than it's been in 20 years. The company is hiring. Its backlog of major projects now lasts through at least 2011, and several of its new proposals are on potential customers' desks. For Tacoma's J.M. Martinac Shipbuilding Corp. this rush of activity stands in pleasant contrast to the first years of this decade when the 85-year-old shipyard sat idle for five years with no new construction work. On a recent sunny fall day, Joe Martinac Jr., the third generation president of the family-run ship construction business, surveyed the activity around him from the deck of a tugboat nearing completion. Two new Martinac tugs were tied up to shipyard docks, one for an East Coast company and the other for the U.S. Navy. In the shipyard ways, two other Navy tugs were being built, and materials for a fourth Navy tug were arriving in the yard for preliminary fabrication work. "It's a welcome relief," said Martinac. "We've got work in the yard." Martinac workers swarmed over the more finished of the two boats already in the water, the MV Justice, a 98-foot-long, 5,400-horsepower tug being built for Boston Towing and Transportation



Co. Workers were connecting bundles of wire to their terminals, and the tug was being readied for its first fueling. Within a few days, the high-tech tugboat would be going through sea trials testing whether it was working the way it was designed to perform. The Justice is one of two tugs being built primarily to serve a new liquified natural gas tanker terminal off the Massachusetts coast. A Connecticut shipyard is building the other tug.

This is more work than we've had in 30 years," said Joe Martinac Jr., showing off one of four ship assist tugs being built for the Navy.

OFFSHORE NEWS

GSP PRINCE ARRIVES IN CONSTANTA PORT

GSP Drilling reports that **GSP Prince** completed its voyage from Aalesund, Norway to Constanta Port in Romania on October 13th. The ROV survey/diving and intervention support vessel will be operated by GSP under a bareboat contract with purchase option. **GSP Prince**, which was delivered earlier this year, is outfitted for subsea duties such as ROV operations (pipeline/route survey), bottom mapping, subsea installation work, diving and intervention support, acting as a mother vessel for AUV/UUV operations, and geotechnical survey. GSP Drilling said it believes

that **GSP Prince** is the only ship of this type in the Black Sea area. The new GSP vessel is classified by DNV and bears the notation +1A1 SF, E0, DYNPOS AUTR, CLEAN, COMF c3-v3, HELDK. NAUT OSV, Ice C ERN 99,99,99. (*Source: OSO*)

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BOURBON ARCADIE SPOTTED



The in 2009 on the Bharati Shipyard under yard number 353 built France AHTS **Bourbon Arcadie** (Imo 9390056) from Bourbon Offshore Surf, was spotted in Mumbai Port on the 11th October 2009. The AHTS is 2300 grt. (*Photo: Roger Lim*)

EIDESVIK GETS EXTENSIONS FOR TWO VESSELS

Eidesvik Offshore ASA has secured extended contracts for two of its vessels. ConocoPhillips has extended a contract for the AHTS **Northern Crusader** from November 2009. As a consequence of this Eidesvik Offshore has declared an option for a two-year extension of the bareboat contract it has for the vessel with Trico Shipping. Riise Underwater Engineering has entered into a bareboat contract to the turn of the year 2009/2010 for the subsea vessel **Viking Forcados**. *(Source: OSO)*

A new ship from Romania arrives in Split

A new ship named "**Brodospas Alfa**" (Imo 9451587) was presented by Split "Brodospas", an offshore towing, salvage and shipping company, today (Weds). The ship, worth 35 million US dollars, was built as a type 6615 AHTS in Romanian shipyard "Damen Shipyards Galati" under yard number 552101 and arrived in Split two days ago. The ship will engage in offshore supply, towing, anchor-handling, fire-fighting and oil-recovery operations. The ship has a length of 65 metres and a top speed of 15 knots. A similar ship, the **Brodospas Beta**, also produced in Romania should arrive in Split in two months. Brodospas services include transport/supply of oil rigs with necessary materials, the towing of rigs on long and short routes and the positioning and anchoring of rigs. The offshore services are rendered to many world oil companies. Propulsion power 2 x 4060kW at 1000 rpm; Bollard pull 148 tons. *(Photo: Brodospas)*



OIL SERVICE COMPANY BUYS US\$20 MILLION VESSEL

The PetroVietnam Technical Service Corp. (PTSC) has bought a US\$20 million oil and gas service vessel produced by its Malaysian partner Nam Cheong Dockyard Snd. Bhd. A contract was signed to this effect by the two companies' representatives in Ho Chi Minh City on October 13. The AHTS 8.080 BHP vessel, which is 65.5m in length, 16m in width and 6.5m in height, has a carrying capacity of 2,175 tonnes. According to PTSC, the multi-purpose service vessel is expected to be handed over to PTSC in Singapore on October 20. As an affiliate of the Vietnam National Oil and Gas Group (PetroVietnam), PTSC specialises in providing various types of technical services for the oil and gas industry. The corporation, which owns a fleet of nearly 20 vessels of all kinds, is now a leading provider of oil and gas services in Vietnam, occupying more than 90 percent of the country's market share. With the purchase of Malaysia's service vessel, PTSC hopes to have the biggest fleet of oil and gas service vessels in the Southeast Asian region. It also set a target of possessing over 100 vessels by 2025, thus controlling the domestic market and making up 30 percent of the region's market share.

TWO NEW CONTRACTS FOR DOF SUBSEA

Bergen, Norway-based specialist subsea company DOF Subsea Norway has been awarded a significant call-off contract worth approximately Nkr20-30 million by StatoilHydro to provide construction support activity onboard **Skandi Bergen** on the Morvin field. DOF Subsea Norway will also perform all necessary engineering and will deliver the mobilisation and installation procedures for the project. The project is scheduled to mobilise in October and will continue through to December. Duncan MacPherson, DOF Subsea Norway's General Manager, states "We are pleased to be awarded this call-off and to continue our successful relationship with StatoilHydro." DOF Subsea UK in Aberdeen has entered into an agreement with Noble Energy to provide offshore hydrographic, geophysical surveying and shallow geotechnical investigation. The work will be carried out onboard the company's vessel **Geosund** for the Tamar and Dalit Field Development Project offshore Israel. The company will also be using its AUV and a third party geotechnical spread. The value of the contract is estimated to be around US\$5.5 million and it is anticipated the project will commence in the fourth quarter of 2009 and will last for approximately 60 days.

MV FALCON EXPLORER ACQUIRES BENIN EMBAYMENT 2D SURVEY

DUBLIN, Ireland -- Petroleum Geo-Services (PGS) has acquired a new 2D seismic survey over Oil Mining Lease 113 (OML 113) in the Benin Embayment, offshore Nigeria. The survey was acquired by the vessel **MV Falcon Explorer** and extended over 130 line km (81 mi). OML113 contains the Aje field, which is operated by Yinka Folawiyo Petroleum with Chevron Nigeria Deepwater H as technical advisor. The other partners in the license are Vitol Exploration Nigeria, Energy Equity Resources Aje, and Providence Oil and Gas Nigeria. *(Source: Offshore)*

THE GREENEST AHTS IN THE WORLD



The naming ceremony for Havyard Leirvik NB 099 "Havila Venus" takes place in Fosnavåg, Norway 1 pm on Saturday, Oct. 17th. "Havila Venus" is a Havyard design™, type Havyard 845. This vessel is with its state-of-the-art hybrid propulsion system, modern hull lines, Clean Design Class and exhaust catalysts the most environmentally friendly AHTS in the market. On Sunday the 18th, from 2 to 6 pm Havila Shipping arrange

"open vessel" where anyone who is interested may visit the vessel and take a closer look at its advanced systems. Havyard 845 is a large AHTS with a power station of 18000 kW which via an advanced hybrid propulsion system provides high Bollard Pull, excellent ability for station keeping and ability to carry out advanced operations in extreme conditions. The hybrid system is

the most advanced and environmentally friendly on the market today and is super economic in all of the vessels operating conditions. In transit from A to B the power requirement is low compared to the vessels total power resource. In Dynamic Positioning mode for subsea operations in deep water the power requirement will vary, while demanding anchor handling operations will periodically require all available power. The power station consists of two larger and four smaller diesel generator sets. The hybrid system enables optimising of different combinations of diesel mechanic and diesel electric drive. Advanced systems control the generator sets' operating conditions for minimising fuel consumption and emissions of NO_x and CO₂. The advanced hybrid system on a Havyard 845 operates with 10-15 % lower fuel consumption than other solutions in the market today. Powerful 500 ton AHT winches and equipment for safe anchor handling makes "Havila Venus" a safe working place with superior capacities for anchor handling and towing operations. Launch and recovery system (LARS) for operation of ROV's over shipside in combination with A-frame on the stern enables the vessel to perform advanced subsea operations down to 3000 m. Main particulars for Havyard 845 "Havila Venus": Length: 92 m; Breadth: 22 m; Depth to main deck: 9 m; Speed Approx 18 knots; Bollard Pull: Approx 275 ton; Power station: Approx 18000 kW; AHT winch: 500 ton; Accommodation: 60 persons. The vessel is designed by Havyard Design AS in Fosnavåg, Norway. In addition to the Havyard 845, Havyard Design AS has developed several types of AHTS, PSV, subsea maintenance vessels, diving vessels and construction vessels. Several vessels of different types of Havyard design™ is under construction at shipyards in Norway, India, China and Singapore. "Havila Venus" is built at Havyard Group's shipyard Havyard Leirvik AS in Sogn, Norway. The shipyard has further five vessels under construction, last delivery in 2011.

YARD NEWS

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ULSTEIN VERFT CONFIRMS TWO VESSEL LAUNCHES

Ulstein Verft says two vessels, one its building itself, and one it will complete, yards numbers 287 and 290, were launched earlier this month. Hull yard number 287, **Karianne**, was launched at Zaliv Shipyard in the Ukraine. The vessel, an ULSTEIN SX121, is an offshore construction vessel specialized for inspection, maintenance and repair operations (IMR). The vessel will be completed at Ulstein Verft. **Normand Ranger** was launched at Ulstein Verft, Norway. The VS 490 AHTS vessel is 91m by 22m, and will accommodate 58 people. *(Source: OSO)*

ACERGY HAVILA HULL LAUNCHED



The **Acergy Havila** Project is pleased to announce that the hull being built at Cemre in Turkey (a subcontractor of Havyard) was successfully launched on Saturday (October 10th, 2009) and is now being prepared for tow to Norway for outfitting and integration of the Draeger dive system. Estimated time of arrival in Norway is mid November. The launch ceremony of the world's most advanced DSV was organised as a big event by the Cemre shipyard, with hundreds of people,

folkloric band, fireworks, champagne, etc. The event gathered all the subcontractors, workers and their families together with the Turkish Minister of Transport and Energy and the former Minister of Environment and Forest. *(Source: Bjørn Koi-Project Manager)*

BUSY WEEK IN CAPE TOWN

HAKO 18 MADE A BUNKER CALL



The Singaporean flag tug **Hako 18** (Imo 9520302) from Teras Pacific Pte.Ltd., made a bunker-call in Cape Town. The in 2008 built tug is 370 grt and call sign 9V7496. *(Photo: Aad Noorland)*

WILLIAM R CROYLE II MADE A BUNKER STOP

The under Vanuatu flag, call sign YJW5, AHTS **William R.Croyle II** (Imo 9476862) from Tidewater Marine LLC, arrived last week in Cape Town for bunkers. The vessel is 2200 grt. *(Photo: Aad Noorland)*



SMIT LUMBA VISIT LOCAL CAPE TOWN QUAY



General view of the Smit Amandla Marine kade -Quay 500.spot the following vessels: "**Smit Amandla**"; "**Smit Lumba**"; "**Pentow Skua**"; "**Wolraad Woltemade**"; "**Sarah Baartman**"; "**Osayame**"; "**Kuswag 3**". *(Photo: Aad Noorland)*

GLAS DOWR DEPARTURE



Left is seen the departure of the FPSO *Glas Dowr* from Cape Town under tow of the "**Smit Amandla**". *(Photo: Aad Noorland)*

SHIP OF THE WEEK

SEA EAGLE 1 AHTS VESSEL

Sea Eagle 1 is a 12.000bhp anchor-handling tug supply (AHTS) vessel owned by Norwegian



offshore supplier Deep Sea Supply. It is used to supply oil rigs, tow them to the destination and anchor them up. Deep Sea Supply bought the vessel from ship builder Jaya Holdings in April 2009. Deep Sea Supply had agreed to charter the ship under a bare-boat charter agreement till July 2010 and then purchase it. However, the agreement was renegotiated and Deep Sea Supply purchased the vessel on improved terms, which saved the company approximately \$6m. The vessel is currently hired for anchor handling / towing /

supporting a drilling rig in the Russian island of Sakhalin.

Sea Eagle 1 design

Sea Eagle 1 has an overall length of 75.40m, a waterline length of 71.99m, moulded breadth of 16.80m, and moulded depth of 7.5m. The vertical distance between waterline and bottom of the hull is 6.10m. This enables the vessel to navigate safely. The vessel has a gross tonnage of 2,900t. It has a class notation of A1E offshore support vessel, firefighting class 1 + AMS + DPS2 + ACCU.

Cargo

At 6.1m draught, Sea Eagle 1 can carry a maximum weight of 2,300t without submerging. The 600m² deck area can load up to 800t of cargo. Liquid cargo including 1,230m³ of fuel, 490m³ of fresh water, 10m³ ballast / drill water, 560m³ of liquid mud, 140m³ base oil and 226m³ bulk cement can be stored on the vessel.

Propulsion

The main propulsion of Sea Eagle 1 comes from two Wartsila 9L32s engines. Each of the two engines can develop a maximum continuous revolution (MCR) of nearly 5,440bhp on site. It provides an output of 4,500kw at 750rpm. There are two identical caterpillar 3408DITA main generators producing 410kW at 1,800rpm. Both the generators are rated at 370kW and 440V three-phase 60Hz. An emergency caterpillar 3408DITA generator, producing 60kW at 1,800rpm, is also rated at 60kW and 440V three-phase 60Hz. The ship includes two CP propellers and two Lips 400mm blades. It also includes two 2,300kW at 1,800rpm shaft alternators to provide alternate current to the mains. To improve manoeuvrability, the ship is equipped with two Kawasaki KT-88B3 bow thruster units. The units are 680kW tunnel type and are operated by an electric motor. It produces a propeller thrust of 10.5t.



Performance

The vessel can demonstrate 14kt speed, loaded, and a minimum bollard pull of 140t. At full load, the ship consumes 40m³ of marine gas oil throughout the day.

Equipment

For anchor handling and towing, Sea Eagle 1 is outfitted and equipped with an anchor windlass and winch system. The anchor windlass consists of one Braattvaag BFMG 63046-type drum operated on electrohydraulic power. Suitable for 230m×60mm polypropylene rope, the drum has a

pulling power of 17t at up to 15m a minute. The winch also includes a warping drum and gypsies suitable for 46mm chains. There are two identical bow anchors, two electrohydraulic capstans (each 8t at up to 25m a minute) and a 467.5m-long chain. There are also two 10t tugger winches, operated by electrohydraulic power. The towing winch has one electrohydraulic-operated double towing Brattvaag SL300W/BSL300W drum. The upper drum has the capacity to tow 2,000m×76mm, while the lower drum has an anchor handling capacity of 2,000m×76mm SWR. The brake holding capacity for both the drums is 450t.

Accommodation

The ship is ideal for a crew of 40. There are ten single-berth cabins and 15 double berth cabins. All the cabins are fully air-conditioned and have separate washrooms. There is also a cabin dedicated to hospital needs.

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several daily updates on the News page: Last weeks updates:
 - The [Rescue on to save liner, tug on course to Alang](#)
 - The [Collision in Rybinsk Basin](#)
 - The [m/v Okskiy-62 – aground, waiting for offloading and underwater survey](#)
2. On the *Historica page* there is an update regarding [Rusting relic faces a tight river voyage in Ohio](#)

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

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