



TUGS & TOWING NEWS

NEW TUGBOAT CHRISTENED



The new tugboat **Spinola**, was christened by Mrs Catherine Gonzi last week. The new 80 tonnes Bollard Pull harbour and escort/terminal tug is the latest addition to Tug Malta's present fleet of six modern tugs. It was ordered from the Spanish Shipyard Armon S.A. and was primarily designed to operate in the Maltese harbours and their approaches. The tug is fully equipped with Fire-Fighting

Class 1, oil recovery and salvage equipment and Voith Schneider propulsion and twin MAK main engines able to give a total power of 7180 BHP, resulting in the powerful bollard pull of 80 tonnes. Its winch is a double drum in waterfall arrangement, having the upper drum for long distance purposes with a drum capacity of 1,000 metre steel wire rope. The tug also has a lower drum divided into two sections, one for escorting purposes (capacity 250 metres of synthetic rope) and one for harbour towing (capacity 150 metres of synthetic rope). The vessel was delivered to Malta from Spain under the command of Capt. Herman Thornton, Tug Malta's operations manager and manned by a Maltese crew. She will be based in Malta and will carry out both harbour towage services and salvage/off port towage services. Tug Malta chairman John Sullivan said that since Rimorchiatori Riuniti Group acquired the majority shareholding in Tug Malta, they invested over €100 million to acquire all shares and to place orders for this tug and two Anchor Handling Supply vessels currently under construction in Spain and expected to be delivered in the second quarter of 2010. Prime Minister Lawrence Gonzi said the €10.7 million investment would further enhance Malta's potential in the maritime sector. He promised that the government would continue to create the right conditions leaving the private sector to invest and grow in other areas of the maritime sector. It would also be seeing to the further regeneration of Grand Harbour. The government was also investing €10 million in dredging works for the ports to continue to fulfil their function. *(Photo: Mercator)*

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TOS'S NEW WEBSITE

Informative, internationally orientated and more user friendly; only a few words used to describe TOS's new website. From this week the Transport & Offshore Services new site is online. "Now the website suits our company better for our extended services and the globalization of TOS. The website is our shop window to the world and is adapted specifically for TOS now. The new site of TOS also offers the opportunity for more interactive contact with our employers.", stated Marleen Stuurman (Executive Manager Operations) In the past years TOS has developed itself more and more into an international maritime service provider. In January 2009 TOS opened its third foreign branch office in Odessa (Ukraine). The units Ship Delivery and Offshore continue to grow despite the bad economic situation. The number of foreign visitors to the website has noticeably increased, which was reason enough for updating the website.

BARGE THREATENS PIER AT SANDBRIDGE

A barge (*La Princesa*) carrying hazardous materials that broke free from the tug *Sentry* is closing in on Little Island Pier at Sandbridge. The barge is aground on the beach at Sandbridge, and winds are pushing it toward the pier. The Coast Guard said Saturday that the barge is about 135 yards from the pier. Crews were able to slow the barge's progress toward the pier by filling ballast tanks with water. The barge has moved 7 yards in the last 12 hours. Officials are now working on a salvage plan. A boarding party of about a half-dozen men went aboard Saturday. The team climbed up into the ship using a ladder from the beach. The boarding team included Coast Guard personnel and men from Ft. Lauderdale-based *Titan Salvage Company*. The team was looking for damaged containers, leaking containers, and anything that might have broken loose while the barge was adrift in heavy seas or aground on the beach. The Coast Guard instructed the boarding team that if they discovered any chemical leaks or toxic spillage, they were to exit the barge immediately and notify the Virginia Beach HAZMAT team, which was on scene and standing by. A command center was set up in the Little Island parking lot, and park was closed to the public. Hundreds of people were gathered outside the police lines to get a look at the barge. According to the ship's manifest, it carries 84 HAZMAT loads, containing products such as syrup for soft drinks, alcohol, empty cylinders formerly



containing water purification chemicals, etc. are on board, according to ship's owner Crowley Puerto Rico Service, Inc. The company says Titan Salvage has been engaged and a salvage master is on site. A naval architect and assistant salvage master are en route and removal plans are being developed. Officials expect improving weather conditions to enhance salvage and removal efforts. Just after noon Friday, a Coast Guard helicopter from Air Station Elizabeth City hovered over the barge just after noon and two crewmembers were dropped to the deck to stabilize it with ballast in hopes of keeping it in place. They were hoisted from the deck about an hour later. By noon Friday, the 570-foot barge had moved about 600 feet closer to shore, causing much concern to people in nearby condos. The ultimate goal is to stop the ship from moving further and to save the pier, but it's a race against the clock and one officials aren't sure they'll win. The barge left San Juan, Puerto Rico on November 6 and was headed to Pennsauken, New Jersey (in the Philadelphia area). Ogle says there's "very minimal exposure to the public and no evacuations are necessary." The company says the barge and its cargo are intact and security is being established to prevent entrance to the barge by unauthorized personnel. *(Photo: M. Gellash)*

CEREMONIAL WELCOME TOS SHIP DELIVERY



On Saturday 14th November, the **Patriot** arrived safely in Odessa (Ukraine). TOS performed turnkey management in close cooperation with Damen for the delivery from Shanghai (China) to Odessa. A ceremonial welcome took place at the passenger terminal. This event is very significant for the port of Odessa, because the **Patriot** is the first new

build tug in the last 27 years which will work in the harbor of Odessa. It is also the first time that Odessa Marine Merchant Port purchases a tug. The **Patriot** is a new build ASD-tug (project 2310), built by Damen Shipyard Changde in China. *(Source: TOS)*

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PORTLAND PORT'S NEW TUG NAMED "MAIDEN CASTLE"

MINI mayor Katherine Paisley performed the honours when Portland Port's £2.5million tug was named. She helped her dad, Portland Town Council Mayor Richard Paisley, launch the new boat at the former naval dockyard. They unveiled a plaque on board the tug to officially name it **Maiden Castle**. Katherine, aged seven, who goes to St George's Primary School, said: "I liked pulling the flag away. "I have told all of my friends at school about it."



Katherine, who is dubbed 'mini-mayor' by her family, has accompanied dad Richard and mayoress mum Corinne to several official functions during his year in office. They include the opening of the Portland Marina and the launch of the 1,000 days countdown to the Olympics. Richard said: "It is a special year. Part of my focus is to involve younger children and Katherine enjoys coming along." He added: "Normally an adult would pull the flag away for the naming of the tug, but they asked Katherine to do it." He added: "The addition of the tug is excellent for the port. There's nothing they can't handle now." The addition of the tug to the Portland Harbour Authority and Portland Port's fleet means more ships may visit. Steve Davies, who is chief executive for Portland Harbour Authority, said: "With the arrival of the **Maiden Castle** we can now look to handle even larger vessels within the harbour waters and have the confidence that we can deal with any eventuality, whatever the weather." The **Maiden Castle** is the port's fourth tug, but her arrival more than doubles the towage capabilities of the harbour. The boat has a greater towing capacity than the harbour's three existing tugs combined. The tug will also be available to other businesses as well as the Maritime and Coastguard Agency. Mr Davies said: "The **Maiden Castle** will effectively be helping to protect the Jurassic Coast." *(Source : Dorset Echo)*

ICEBREAKER STUCK IN THE ICE



More than 100 people, mostly British tourists, have been trapped in the ice off Antarctica aboard a Russian ice-breaker cruise ship but are in no danger, a Russian shipping official said on Monday. "Today is the fourth day and that's not long," German Kuzin, an official with Far Eastern Shipping Company that operates the vessel, **Kapitan Khlebnikov**, said in

comments broadcast on Russian television. It was not clear whether Kuzin meant the ship had

been stuck in the ice for four days, and no one from the company could immediately be reached to clarify the situation. "There's nothing to worry about there," Kuzin said. "To put it plainly, the ship got stuck between an island and an ice massif." "The wind will soon change and it will leave," Kuzin said of the ice breaker. Russian media noted that it was springtime in Antarctica and the weather was often capricious. The Kapitan Khlebnikov was currently at the north-eastern extremity of the Antarctic Peninsula, next to Snow Hill island, a landmark in the area, Interfax news agency reported from Vladivostok citing the vessel's operator. The Maritime Bulletin, a Russian website specialising in shipping affairs, said there were 105 passengers aboard the vessel including members of a BBC television crew who were filming in the region. Scientists aboard the vessel were entertaining the tourists with "additional lectures" to pass time, the website said, citing information it had received from South Africa. It provided no further details. *(Photo: G. Markham)*

NEW SOUTH AFRICAN STANDBY TUG CONTRACT AWAITED

Ian Shiffman, who took the accompanying photographs of the Smit tug **Wolraad Woltemade** in Cape Town harbour, points out that the tug has had her Smit funnel insignia painted out, and speculates that this is in preparation for the famous tug's final voyage to the breakers. If so this marks the end of an illustrious career for the former South African tug,



although her immediate future may also be dependent on the outcome of the new 'Standby Tug Contract', which is due to be awarded at the end of November. The contract requires the presence of just one tug in a South African port at any given time, a duty that has for some years been taken up by her sister tug **Smit Amandla** (the former JOHN ROSS). When these pictures were taken yesterday the **Wolraad Woltemade** was riding high in the water and showing evidence of wear and tear. At the time the tug was moving across from Duncan Dock to Quay 500 where a number of fittings were reportedly being transferred to her twin, **Smit Amandla**. The advent of these two tugs in 1976 was of more than passing or localised interest. Not only were they the most powerful tugs in the world, but they were being introduced as part of a then unique concept that has since been duplicated in several places around the world. This was the idea of having powerful standby tugs permanently on the coast capable of dealing with any emergency especially involving the super tankers that plied their trade around the Cape of Good Hope. Until that point countries were reliant on foreign tugs that may or may not be present when an emergency occurs. Facing the prospect that it was only a matter of time before South Africa became a victim of massive pollution from a disaster involving one of the giant VLCCs (South Africa had already had a close call with the grounding of the tanker WAFRA near Cape Agulhas in 1971), the decision was taken by Safmarine to build two 24,000 horsepower salvage tugs capable of handling the biggest ships and oil rigs afloat. These tugs would be available to alternate on standby on the South African

coast with the second tug available to compete for charters internationally. [SA Wolraad Woltemade](#) was built on the yard of Robb Caledon - Leith in Scotland, under yard number 516, while the second tug named [SA John Ross](#) was built at the Durban shipyards of Elgin Brown & Hamer, under yard number 29. Safmarine (subsequently Pentow Marine and then Smit) operated the tugs on the basis of a 'Standby Tug Contract' – an arrangement with the South African government that has more or less continued to this day. However, the most recent contract expired earlier this year and has since been extended on an ad hoc basis but even that comes to a close at the end of the month. SAMSA has yet to announce the tender for the next five years, without which the country stands the risk of there not being a standby tug available for the first time in over 30 years. After the breakup of Safmarine in the late 1990s and the sale of the tug and service vessel division of Pentow Marine to the Dutch group Smit, the new owner entered into a joint venture with black economic empowerment partners forming Smit Amandla Marine, at which time the John Ross was transferred to this company and renamed [Smit Amandla](#), becoming the regular standby tug on the coast. *(Source: Ports & Ships Maritime News)*

WORKBOAT "BIGGADA" CAPSIZED IN THE PORT OF FREMANTLE

Svitzer's 1977 build 16.7 metre; 458 hp and 10 tons bollard pull '[Biggada](#)' capsized whilst assisting a smaller vessel away from North Quay shortly after midday today. Two crew members on board - a Master and a Deckhand - abandoned the vessel and were retrieved from the harbour by a pilot vessel and a dive support boat. Neither of the men - aged 61 and 19 - were injured, but were taken to the hospital for a safety check. A SVITZER Tug - '[Wambiri](#)' - assisted the stricken [Biggada](#) to a berth at the eastern end of the inner harbour. [Biggada](#) was stabilised and surrounded by containment booms as a precaution, given that there is a quantity of diesel, hydraulic and engine oil on board. There are no reports of environmental harm. "We are relieved that both colleagues are safe," SVITZER Managing Director Anders Egehus said. "We are taking this incident extremely seriously." "We will continue to work cooperatively with local authorities to ensure that the environment remains protected." *(Source: Svitzer)*

TUG NEAR STRUMBLE HEAD IS SAFE, SAY MILFORD HAVEN COASTGUARDS

A tug which has been circling the Strumble Head area today (Monday) has prompted several calls to coastguards. The vessel named [The North](#) has a barge in tow but is unable to continue her journey due to weather conditions. She cannot manoeuvre into Fishguard shelter because of her size and shape so is cruising round the Strumble area until conditions improve. She was first reported as a possible capsized vessel at 9:52am today. Milford Haven coastguard HQ said that they have received several subsequent calls about her today from other people thinking she was in distress. "We have spoken to the crew and there is no problem," said a spokesman. "They are just killing time until conditions improve." *(Source: MCA)*

PUBLISHING "GONDAN BUILD TWO TERMINAL TUGS FOR NERI"

Herewith be informed that the source of the above mentioned article in the last Tug Towing & Offshore Newsletter nr 46 of 15 November 2009 was from the website of www.maritimejournal.com and written by **Jack Gaston**. Herewith I make apologize for not mention the source under this article.

TUG TOWED BACK TO SAFETY

An Immingham based tug which was in danger of grounding on rocks off Flamborough Head is being towed to safety. The "**Jadie**" with a crew of four lost power around 6.30am today in gale force winds which threatened to blow it onto the headland. Lifeboats from Bridlington, Flamborough and Filey were called out and a nearby Belgian naval ship "**Crocus**" also stood by. After attempting a tow by lifeboats the "**Jadie**" managed to drop anchor. The other vessels stood by in case it slipped anchor until another tug from the Humber was able to reach her around six hours later. The "**Jadie**" is currently being towed back to Immingham and is not expected to arrive there until the early hours of tomorrow morning. *(Source: Bridlington Freepress)*

PORT OF BEYROUTH INTO RAZOR BLADES



The **Port of Beyrouth** was spotted at the scrape yard of Treffers in Haarlem. She was pulled on the slipway to cut into pieces. The tug is the former Imsem from the URAG in Germany. Later renamed in Kugelbake, Stern and Zeehond. She was build in 1955. *(Source and photo: Willem Koper)*

DESIGN PRIZE NOMINATION

Last September, in the Museum Boijmans Van Beuningen Rotterdam Design Prize nominees for 2009 published. The prize is awarded on November 29 axis. As you know, Damen Shipyards nominated for this award with the design of the ASD tug 3213. There is also a public prize awarded, which many have already voted, we are now in second place ... currently with 693 votes (# 1 now has 776). We can not let that happen! So you have not yet cast your vote, do it now via www.designprijs.nl



The ASD Tug 3213 submitted by Damen Shipyards Gorinchem is an example of Dutch innovation and applied engineering. It is a pragmatic combination of technical entrepreneurship and commercial insight, the result of many years of experience and craftsmanship. The Damen Tugs & Workboats design team comprises fifteen technical specialists, an industrial designer and an interior designer. Damen Shipyards Group, shipbuilders since 1927 and now a worldwide concern, develops its products using proven techniques and standardised components and delivers approximately 200 ships each year according to the 'Damen Standard'. Damen develops designs that are functional, ergonomic, user-friendly, durable and easy to maintain. The inventiveness of these designs resides in the unique way in which the components are assembled. Nothing is redundant and all the forms are governed by function. The boat is designed in line with Damen's design philosophy that every component is a requirement. The ASD Tug 3213 towboat is a 5420 kW-strong monster with a pulling power of almost 95,000 kg. The tug was developed to escort tankers and container ships offshore and to function in the most extreme weather conditions on the open seas. The ASD Tug 3213 is designed to guide ships while mooring and to assist with anchoring, salvage and extinguishing fires. The tug can turn full circle in 10 seconds and can accelerate in a few seconds from 0 to 14.7 knots. The ASD Tug 3213 is broad, short and low and its upper section is narrow allowing the tug to pass 'under' a ship and retain good vision from the deck. Its efficient work deck and automated engine room enable the tug to be used quickly and safely with minimal manpower. The Damen Tugs & Workboats design team worked for three years on the design and produced approximately 9,000 3D computer sketches and 682 technical drawings. All the components were specified, bought in and shipped to the shipyard in Vietnam, where the entire ship was assembled. Now, three years later, the ASD Tug 3213 'Smit Panther' is in use in Rotterdam's harbour. *(Source: website Rotterdam Design)*

OFFSHORE NEWS

DELIVERY OF MÆRSK LIFTER

On 13 November 2009, Maersk Supply Service took delivery of [Mærsk Lifter](#), Newbuilding Hull No. 478 from Volkswerft Stralsund, Germany. [Mærsk Lifter](#) is an anchor handling tug supply vessel with 23,500 BHP/255 ts bollard pull. She is the third vessel in a series of 6 from Volkswerft. *(Source: Maersk Supply)*

3 NEW LONG TERM CONTRACTS AND PURCHASE OF VESSEL

DOF have been awarded three new long term contracts with total firm duration of 8 years. Total contract values for the firm duration is approx NOK 365 million. [Skandi Stolmen](#) is awarded a contract with Petrobras. She will redeliver from her present term contract with Statoil end November 2009. Commencement with Petrobras is expected to be end December 2009 or early January 2010. [Skandi Captain](#) is awarded a contract with Petrobras. She is presently on a long term contract with Shell UK. She will commence the new Petrobras contract upon redelivery from Shell in 2010. The third new contract is with Fugro. To serve this contract DOF have reached an agreement with Fitjar Mekaniske Verksted AS to buy a vessel of MT 6009 L design ([Skandi Olympia](#)). The vessel is an advanced diesel electric support vessel with 44 men accommodation.

Delivery of the vessel to DOF is expected within 2009. Skandi Olympia will commence it's charter with Fugro early March 2010. Purchase price for the vessel is approx NOK 230 million. (*Source: OSO*)

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MAC TACKLES 'BOURBON DOLPHIN' SINKING CASE

Safety depends on everyone being on the same page, sometimes from the moment a vessel's keel is laid suggests, the latest premium podcast from the Maritime Accident Casebook (MAC), "The Case of the Toppling Tug". Based on the AHTS 'Bourbon Dolphin's' capsizing with the loss of eight lives on Friday April 12, 2007, in the Rosebank oilfield to the west of the Shetland Islands, Scotland, the two-part story explores the underlying causes of the incident and the importance of everyone understanding that what they do affects safety. "'Bourbon Dolphin' and her eight crew, including the master's 14 year-old, son were the victims of a system that didn't quite work," said writer-presenter Bob Couttie. "It had an enormous impact on the offshore industry. There were shortcomings at every level that, by themselves wouldn't have caused a problem but taken together with the necessary conditions that tipped the balance led to an event that could have been avoided. "The safety net of policies, regulations and procedures, that should have protected those aboard 'Bourbon Dolphin' from harm, failed. We hope that by telling the story it will highlight the need for everyone to be on the same page when it comes to safety." Like all Maritime Accident Casebook podcasts, "The Case of the Toppling Tug" and draws on real-life incidents to enhance safety awareness aboard ship and help make seafarers, their ships, and the seas safer.

(Source: Baird)

GREAT OFFSHORE TAKES DELIVERY OF NORTHERN CLIPPER

Great Offshore have taken delivery of the ex Trico 1994-built UT 745 design PSV **Northern Clipper**, now renamed **Malaviya 7**. Seabrokers said the sale price was US\$25 million and the vessel is expected to join the already crowded North Sea spot market. *(Source: OSO)*

NEWBUILD FIXED



Deep Sea Supply AHTS joining Petronas for up to three years at “very acceptable” rate. Deep Sea Supply has secured a long-term contract for one of its new anchor handlers. Petronas has hired the 80-tbp **Sea Weasel** for two years with a further one year option, a statement says. *(Source: Tradewinds)*

VLADIMIR IGNATYUK IN CAPE TOWN

The icebreaker **Vladimir Ignatyuk** (ex "Arctic Kalvic") built in 1982 at the Victoria Yard located in Victoria, British Columbia, Canada, arrived in Cape Town to take on bunkers. She was built to be used for anchor handling and ice breaking in the Beaufort Sea. At present she is on charter to the Indian Government and will assist the "**Ivan Papanin**", arrival Cape Town on Monday, through the ice. *(Source: Aad Noorland)*



DOF SUBSEA SECURES CONTRACTS FOR ‘GEOBAY’



Norway-based DOF Subsea has won contracts worth US\$22 million for its multi-role support vessel, ‘**Geobay**’. The vessel will be deployed for construction work on Australia’s northwest shelf until mid December. ‘**Geobay**’ is a DP 2 vessel with a length of 85.45 metres, a beam of 15.6 metres and a draught of 6.9 metres. The 3,502GT vessel can achieve a maximum speed of twelve

knots and a service speed of eleven knots. Twin Caterpillar 3516B and two Mitsubishi S12R-MPTK engines drive the vessel to give it a total power output of 6,000kW. Accommodation is available for 66 persons. *(Source: Baird)*

EMSA ADDS FINNISH ICEBREAKER TO ITS FLEET

The European Maritime Safety Agency (EMSA) has entered an agreement to add the Finnish icebreaker **Kontio** to its readiness fleet of oil recovery vessels. **Kontio** has a tank capacity of 2,033 cbm of recovered oil. Wintertime the vessel will be dedicated to ice-breaking for approximately 130–140 days. The remaining part of the year she will be based in Helsinki with her crew placed on stand-by. During the icebreaking season the oil recovery equipment of **Kontio** will be stored in the port of Oulu. **Kontio** will be modified for EMSA duty and is expected to enter operational service during the second half of 2010. *(Source: Shippaz; Photo collection Leo Kramer)*



HIGHLAND PRINCE



STX Europe delivered its newbuilding No. 726 **Highland Prince** from the Søviknes yard to Gulf Offshore N.S. The vessel is designed as a platform supply vessel for world wide operations and for transport of general cargo for the offshore industry. *(Source & Photo STX Europe)*

YARD NEWS

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SINGAPORE: PENGUIN MARINE BUILDS 17 CREWBOATS



The design and building of a modern aluminium crew boat involves a lot of people and careful planning. At Penguin Marine in Singapore, the 17 vessels of their 36-metre crewboat demonstrate their success in working closely with key members of the supplier team. Penguin's recently delivered Hull Number 162. In coordination with Penguin's expectations, the people at Cummins Sales and Service Singapore have a detailed procedure for meeting vessel requirements with the

appropriate power solutions. Confirmation of a sale by Marketing Manager, Andy Wong, is the beginning of the process. Even though there have been a number of the 36-metre vessels built, the procedural format is followed to assure that even minor changes are properly addressed. Under the direction of Customer Engineer Manager, Tan Chin Beng, the project team, support team and application team undertake a series of meetings to assure that each requirement is met with the appropriate solution. Meetings with the customer, in this case Penguin, occur at pivotal points in the engine supply. The support team assures that all required certificates are in place, for both main and auxiliary engines, to meet classification requirements. Optional components, from cooling to control panels, to be up-fitted are selected to meet customer requirements the engines are tested in the shop prior to delivery. By the time that the engines are to be delivered there is typically a paper file, matched with an electronic file, documenting every aspect of the engines. Project Engineer, Chan Yijing has been active in the process up to this point and, once the engines are delivered, she works closely with Penguin's Design Manager, Bi Wei Bo, and the shipyard crew on the installation and fitting of the engines. The most recently delivered of the 36-metre crewboats is powered by three Cummins KTA38 engines each delivering 1,000kW at 1,900rpm turning 1.1-metre propellers through Twin Disc 6690 gears with 2.93:1 reduction. Auxiliaries are a pair of Cummins 6B-powered generators. This vessel also has 70 owner-specified aircraft style seats for workers. "This is a well proven vessel," explains Penguin's Design Manager, Bi Wei Bo. "We make layout changes as required by the owners but the engineering is the same." (*Source: Baird*)

ASL MARINE BUILDS TUG SERIES FOR ESVAGT

If there is a slowing in the marine industries, no one told the people at ASL Marine in Singapore. Among other projects the shipyard is building a series of Roto tugs, a series of large PSVs and a 60-metre dive support vessel. In November, ASL was nearing completion of another in their series of diesel-electric emergency vessels for the Danish firm, Esvagt. These spectacular red boats are powered by five Cummins KTA19D 485kW generators. This series of vessels carry C-names. Earlier vessels



included the 'Esvagt Carina', 'Cassipeta, Carpathia', 'Champion', 'Caroline', 'Contender', 'Cobra' and 'Castor'. On her raised fo's'sle the new vessel carries the name 'Esvagt Capri' ahead of her official naming ceremony. *(Source: Baird)*

INCAT CROWTHER TO DESIGN 29M UTILITY CATAMARAN



Australia: Incat Crowther has been awarded a contract to design a second utility catamaran for Offshore Unlimited in Tasmania. The contract comes after Incat designed the 24-metre utility catamaran, 'Unlimited' for the same operator. The new vessel will be a 29-metre high-speed catamaran capable of

carrying 50 tonnes of deadweight. The aft deck, with a cargo capacity of 24 tonnes, is configurable for multiple uses. It includes a large moon pool for exploration services, securing points for two 20-foot containers, a Heila deck crane capable of lifting 6.7 tonnes and a removable hydraulic 5 tonne A-Frame including a reel winch. The vessel will have a beam of 8.5 metres and a draught of 1.2 metres. Two Caterpillar C 32 ACERT engines power the vessel. The catamaran will be built in survey to the rules and regulations of Marine and Safety Tasmania (NSCV 2A). As with 'Unlimited', the new vessel will feature a towing hook enabling the vessel to undertake lightweight tug duties. The vessel will have a bollard pull of twelve tonnes. The vessel will have an extended range, allowing the operator to reposition the vessel far more effectively. Like its predecessor, the vessel will be built at Richardson Devine Marine in Hobart, with delivery expected in early 2010. *(Source: Baird)*

ASL BUILDS BIG AND COMPLEX

The application of diesel electric technology gives a remarkable flexibility to vessels in the larger offshore market. In November Singapore's ASL Shipyard completed work on the 90 by 22-m diving support vessel **Mermaid Asiana**. Destined for service in Mermaid's extensive Thai fleet, the DP2 classed vessel has redundancies well beyond the basics. With three Kawasaki bowthrusters the vessel could maintain DP2 status even if one thruster was down. This is but one example of the importance placed on maintaining position, as the ship's primary function is to support and maintain the safety of divers working at maximum depth. Divers for situation diving descend up to 300 m in a 6.3-cu. m. diving bell that is lowered through a mid-ship moon pool. After working a shift at depth they are brought up in the pressurized bell that is then attached via an air lock to one of two large accommodation pressure chambers. The chambers are equipped with bunks and other amenities to support up to 12 divers at pressure between dives. A third small



decompression chamber is provided for bringing divers back to surface pressures when the job is completed. With three bowthrusters, two Niigata azimuthing propulsion drives and massive electrical requirements for everything from cranes to accommodation, the need for flexibility and redundancy in the power supply is important. To meet these requirements, the vessel has six 1900 kW Cummins QSK60 (D) powered generators each capable of delivering 1600 kW into the main buss. In reality all electrical requirements can be met with only five generators so that one is always on standby. An additional Cummins KTA38-powered emergency genset is installed on a higher deck level. In addition to the diving capabilities, the vessel is also fitted out and equipped for ROV support. On the after deck there is a 100-ton knuckle boom crane as well as a ten-ton auxiliary and a two-ton stores crane. Accommodation for up to 100 workers and crew is provided in a range of one, two and four-berth cabins. A helipad is mounted forward rated for a Sikorsky S-61 N, Super Puma. *(Source: Marine Technology; Photo credit: Alan Haig-Brown)*

TOPAZ SHIPBUILDING LAUNCHES TWO 35-METRE CREW BOATS



Topaz Shipbuilding has launched the 'Araz' and 'Khudaferin' at the Fujairah shipyard. These 35-metre Incat Crowther monohull crew boats are the first two of up to five vessels to be delivered to Caspian Marine Services, with the third already under construction. The vessels are to be operated on the Caspian Sea from the Azerbaijan city of Baku. The vessels are capable of carrying 62 passengers and 50 tonnes of deck cargo at a service speed of 18 knots fully loaded. The vessels' hulls are constructed of

high tensile steel, whilst the superstructures are marine grade aluminium. The two structures are joined with Triclad explosion bonded composite strips. The main cargo deck has an area of approximately 134 square metres and has been arranged to carry three 20-foot containers. Powered by three Caterpillar C32 ACERT main engines, each producing 1,080kW, the vessels have a service speed range between 16 to 18 knots depending on load conditions. The vessels are designed to DNV R2 restriction, meaning they fully meet HSC/IMO damage stability criteria. *(Source: Baird)*

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1. Several daily updates on the News page: Last weeks updates:

- **SMIT achieves a net profit of over EUR 75 million.**
 - **MAC tackles 'Bourbon Dolphin' sinking Case**
2. On the fleet lists page there is an update regarding the new building for Smit in Romania
- **Newbuilding 2008-2009 Romania "The Galati Ten"**

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SPOTLIGHT

AICIRTRON



The [Aicirtron](#) imo: 8828393 109 g.t. built in 1967 by Dok and Werfmaatschappij Wilton-Fijenoord, Schiedam (792). Ex names: Smit Amerika-88, Bartel Wilton-84 (*Source: J.Jones; photo: K. Smith*)
