



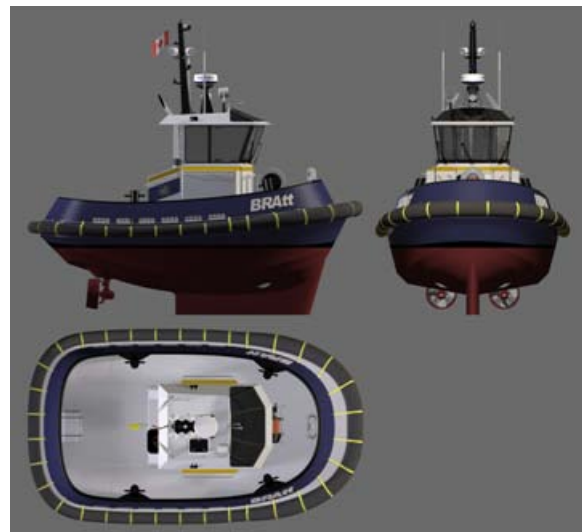
TUGS & TOWING NEWS

THE BRAtt WORLD DEBUT



Robert Allan Ltd., Western Maritime Institute, and Corvus Energy Limited are very pleased to announce that a contract will be signed for the design and construction of the world's first "Green" Training Tugs at the International Tug & Salvage (ITS 2010) Conference, to be held in Vancouver in May 2010. Western Maritime Institute (WMI) is an accredited marine training institute located near Ladysmith on Vancouver Island, providing a wide range of operational and safety training courses for marine personnel at all levels. WMI is scheduled to take delivery of two **BRAtt** Class training vessels, one fully electric, and one hybrid-electric in 2011. This will coincide with the introduction of its DNV certificated, advanced tug and pilot ship-

handling courses, offering to the tug operators of the world the first such commercially certified training program with an international focus. WMI will be the first such institute anywhere in the world with dedicated Z-drive training vessels. The **BRAtt** training tugs are the brainchild of Ron Burchett and Robert Allan Ltd., the result of a collaboration that recognized the global need for cost-effective Z-drive training vessels for today's commercial and naval ship Masters. These vessels are designed exclusively by Robert Allan Ltd. Naval Architects of Vancouver, and will be built by Adrenalin Marine Ltd. of Delta, BC, which has been selected as the licensed builder for all **BRAtt**s in North America. The very first **BRAtt**, a direct diesel-powered version, will be on display at ITS 2010, and will be available for demonstration to all ITS registrants. The 7.8 metre long, 450 horsepower **BRAtt** features most of the same technology and operating systems as its full-size sister Z-drive tugs, so that operators can be trained to safely handle the more expensive and larger tugs that



have become common in the world's major ports, without putting those major assets at risk. Although primarily intended as a training vessel, the **BRAtt** is also designed to be an affordable alternative to full-sized tugs for harbour duties such as boom deployment, yarding, and line-handling, etc. Corvus Energy designs and manufactures Lithium-ion battery systems for vessels from the size of a **BRAtt** to commercial ocean-going vessels. Corvus has developed the electrical propulsion power systems for both these vessels in close collaboration with Robert Allan Ltd. These design options offer the best of both worlds, one fully emission free, electric-powered vessel and one fuel-efficient, diesel-electric hybrid vessel. By incorporating Corvus' battery technology, WMI has made a strong statement that the future of the commercial marine industry is tied to a commitment to the environment and the reduction of pollution and harmful emissions. With Corvus batteries and systems, the reality of safer, more environmentally friendly vessels are here today. For more information on the **BRAtt** training vessels, contact Robert Allan Ltd at www.ral.ca or rgallan@ral.ca. For more information on the Training Classes offered by Western Marine Institute, contact www.maritimeed.com or bob.kitching@maritimeed.com. For more information on Hybrid and Electric Vessel systems and Lithium Ion Marine Batteries, contact: www.corvus-energy.com or bperry@corvus-energy.com.

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MUSTANG CHANGED OUTFIT



The **Mustang** sold on March 24 by G. Bouwman to Ippo Marine Towage – Cyprus and currently located in Ridderkerk is seen with a new logo in the funnel and with homeport Limassol on her stern. It is expected that the tug will departed this week (see also T.T.&O issue 14) *(Photo: Michel Kodde)*

TWO DAMEN HARDINXVELD TUGS CHRISTENED

On the 27th April 2010 the Shoalbuster 3511 **DMS Osprey** and the Multicat 2409 **DMS Pelican** delivered to Damen Marine Services B.V. The christening ceremony took place at the Damen

Shipyard – Hardinxveld; Netherlands the **DMS Pelican** by Mrs Sabine Woudenberg and the **DMS Osprey** by Mrs. Danique Vonk. *(Source: Michel Kodde)*

RT ADRIAAN

The new building harbor tug **RT Adriaan** arrived in Cape Town earlier this week en route from the Japanese builders to Bremerhaven, Germany, where she will take up duties with Kotug. Two other tugs have already entered service with the Dutch tugboat company Kotug GmbH and have been deployed in Bremerhaven, Germany, where they are named **RT Rob** and **RT Peter**. A fourth tug remains on order. The tugs were built at the Niigata Shipbuilding and Repair yard in Niigata, Japan. The tug is on a delivery voyage by a Redwise crew. The 32m long tug has a beam of 12m and is propelled by three Caterpillar 3512C diesels producing a total of 7,200bhp (1,765kW) to power three fully azimuthing Schottel SRP1215 propulsion units via TwinDisc 3000LD slipping clutches. This unique propulsion system gives the Rotor Tug RT80-32 exceptional manoeuvrability, a bollard pull of 85 tons and a free running speed of 13.5 knots. On the aft deck is installed a heavy duty, twin drum Plimsoll hydraulic towing winch with a brake force of 200 tons. *(Source & Photo: Aad Noorland)*



ANOTHER TUG HIGHJACK, SOUTH CHINA SEA



On 27 April tug **Atlantic 3** towing barge **Atlantic 5** left Tanjung Ayam, Johor, Malaysia, for Kitnap, South Kalimantan, Indonesia. Later that day company lost contact with Atlantic 3 and didn't hear from tug ever since. Last known position 1.12.38N 104.45.9E, 11 nm east off Pulau Bintan, Indonesia, South China sea. All authorities and vessels in the area informed and asked for help and

cooperation. Atlantic 3 IMO 9476628 Flag Malaysia build 2007 DWT 203. *(Source: Maritime Bulletin; Photo: RECAAP)*

KPT INDUCTS TWO NEW TUGS IN ITS FLEET

The **Karachi Port Trust** has recently inducted two more tugs in its fleet, taking the tally to eight, an official said. The recently inducted tugs from Turkey are on a trial period of one month and the crew is getting training these days. The new tugs, **ASD Ghauri** and **ASD Sheraz**, have 70 tonnes bollard pull. It offers 360 degrees of propeller rotation and quick movement in the sea. The tugs

have enabled the KPT to write-off its old and obsolete tugs, he said. The new tugs will replace the conventional tugs, MT **Bahadur** and MT **Sohrab**, which were procured in 1978 and 1981, and VSP Sindbad tug, the official said. The trust has been effectively using its Kort Nozzle tugs, MT **Taqatwar** and MT **Shehzore**, along with Vyemuth Stern Propeller (VSP) tug **Shanawar** for most of its port operations. Induction of these tugs will lift the performance of the port, besides raising the confidence of port users, he said. It will enable the KPT to safely and efficiently handle large-size deep draft vessels also, he said. Highlighting the salient features of the tugs, the official said that they were built at *Uzmar Shipyard Koceli*, Turkey under Bureau Veritas (BV) Classification. The main dimension length, breadth and depth are equipped with two caterpillar marine diesel engines each, delivering 2000bkw. Both the tugs are of 30.25 metres length, breadth of 11.75 metres and depth of 5.25 metres. The bridge ensures all round visibility and availability with full controls for machinery in the engine room and deck with video display of forward, aft and engine room of the tug. The tugs will be able to combat fire with two nozzles fixed on each starboard and port sides throwing water up to 25 metres, he said. The berthing of the newly acquired PNSC oil tanker, MT Lahore, at the Karachi Port during night time has become possible due to ASD Ghauri. This is the first time after a lapse of seven years that the KPT has handled an oil tanker of this magnitude during night shifts, he said. Induction of two new tugs would surely pave the way for handling larger oil tankers even during night times, he added. (Source: The News)

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SUBTECH TUG REIER PLAYS CRITICAL ROLE IN SEARCH FOR SHIP'S CAPTAIN AND WIFE

Additional details of the tragic death of two people from a Eukor car carrier at anchor off Durban can now be revealed. The South Korean couple who died were the master of the ship, the car carrier *Morning Composer* (57,542-gt, built 2008) and his wife and died as a result of what appears to be a family disagreement. Shouting "You don't love me anymore" the woman threw herself overboard late on Sunday night. The ship's master sounded the alarm and according to witnesses jumped overboard as well, in what appears to be an effort to rescue his wife. The ship at the time was



approximately six miles from the port entrance lying at anchor. Following the alarm crew mustered and a call was sent to port control advising them of the drama, which was followed by an appeal for assistance from the search and rescue authorities who quickly responded. This included deploying the port marine helicopter and two rescue boats of the National Sea Rescue Institute. Another vessel to respond was the Subtech tug **Reier** which was on a return voyage from Richards Bay, when at 02h30 she overheard the Morning Composer reporting to Durban port control that they had a Man Overboard situation. Captain Pieterse, the master of **Reier** immediately altered course towards the vessel and informed Port Control that as they were the nearest vessel able to respond he would begin the surface search while assisting with the co-ordination of the search. All the crew was posted as lookouts and searchlights were deployed. The **Reier** made contact with the car carrier to determine how many people had gone overboard, when this had occurred and what clothing and floatation devices they had on. On closing the vessel Capt Pieterse slowed down and after determining the set and drift in the area continued with a search pattern. At this stage the NPA helicopter joined the search with the **Reier** providing a datum and the helicopter covering the outer search grid. At 03h30 a number of lifejackets were found which the **Reier** recovered. The helicopter then had to return to the port while the **Reier** continued the search and maintained a datum for the helicopter's return. On the return of the helicopter the first body was spotted 70m from the **Reier** which is testimony to the accuracy of the datum provided by the tug. The NSRI was then called in to recover the body. Shortly thereafter the second body was discovered which the NSRI subsequently also recovered. The professionalism of Capt Pieterse and his crew on the **Reier** can only be commended. *(Source: Ports & Ships Maritime; Picture by Grant Bairstow)*

PB TOWAGE ADDS NEW TUGS TO TOWNSVILLE SERVICE



MORE than \$20 million worth of new tugs will be tooting in Townsville with the handing of an exclusive new contract to tug operator PB Towage (Australia) Pty Ltd. The first of the new tugs, the **PB Leichhardt**, is due to arrive in port today. "PB Towage welcomes the award of a five-year licence to provide harbour tugs in the Port of Townsville," PB Towage

Australia managing director Tony Cousins said yesterday. "We look forward to working closely with the Port of Townsville and the local shipping community to ensure the on-going growth and success of the port as an integral part of the regional and state economy." PB Towage will take over the towage contract at the port from Svitzer on July 1. The company is deploying two brand new sister vessels, **PB Leichhardt** and **PB Herbert**. The 28m ocean-going tugs were built in Changde, China, by leading international tug designer Damen Shipyards of the Netherlands and boast an impressive 59 tonnes pulling power with bow and stern winches providing salvage, emergency response and fire fighting capability. The tugs, powered by two Caterpillar engines

with a total of 5000 brake horsepower, are worth more than \$10 million each. "These are very powerful tugs, modern (and) state-of-the-art that will safely and efficiently cater to increasing trade on larger ships calling into Townsville for years to come," Mr Cousins said. He said the two primary tugs would initially be supported by a third vessel, **PB Endeavour**, (see picture) while the new vessels were commissioned. The **PB Endeavour** is due to arrive later this week and be joined by **PB Herbert** next month. "Ship spotters will see them around the port conducting extensive trials and training exercises in preparation for the new contract," Mr Cousins said. The vessels are named after Queensland rivers with strong links to the Port of Townsville and their export cargo base. PB Towing is wholly owned by Hong Kong listed dry bulk specialist Pacific Basin Shipping which operates a fleet of more than 150 ships throughout the world. *(Source: Townsville Bulletin by Tony Raggatt; Photo: Ed Barten-Damen)*

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the Tugs Towing & Offshore interested people at sea and ashore.

Send your press releases, news, articles and/or pictures to

jvds@towingline.com

SARGASSO SEA SOLD

Two U.S. flag ocean tank barges and a twin screw tug were sold by K-Sea Transportation LLC of New York to a private U.S. West Coast Buyer in an "en-bloc" sale. "**Sargasso Sea**" (ex-Chesapeake, Gulf Wind II, OPI Captain Andrew, Captain Andrew, Kelly, Kelly Candies) is a 105' x 29.6' x 15' deep, twin screw, conventional, 3,000BHP tug. The raised foc'stle bow tug is powered by a pair of EMD12-645E2s, Western 4.12:1 reduction gears and 117"



propellers on 11" shafts providing an estimated bollard pull of 35 tons. Towing gear consists of a Markey double drum TDSD-32 tow winch with a 125,000lb. of linepull and a capacity of 1,800' of 2" wire on each drum. Tank capacities include 72,000g fuel, 12,000g potable water and 10,000g ballast. "**Sargasso Sea**" was originally built in 1973 by Houma Welders, Inc. of Louisiana for Otto Candies, Inc. She had worked many years under different owners as far afield as India and the Middle East. The tug was laid up with a cracked starboard main engine block at the time of the sale. *(Source: Marcon Int.)*

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UNION FIGHTER JOINS THE URS FLEET



The new built Belgium tug **Union Fighter** (Imo 9537525) from the Unie van Redding- en Sleepdienst, seen arriving in the port Antwerp for the first time. The tug is built on the Armon Navia Shipyard – Spain and launched on 02 December 2009 under yard number 674. She has a grt of 900 tons and a dwt of 527 tons. – *(Photo : Wesley Vercrusse ©)*

BOTANY SALVOR OPERATIONAL

Be advised that the tug **Botany Salvor** (formerly Smit Belait) is *owned and operated by* offshore and Ocean Engineering not managed by. She has been fitted with an upgraded RTK DGPS System and it engaged in precision sea bed profiling works. Attached a picture of **Botany Salvor** leaving Sydney harbour with profiling/levelling plough installed. *(Source: Chris C. Alsop - Offshore and Ocean Engineering Pty Ltd)*



LARGE LANDING SHIP YAMAL UPSET UKRAINIAN TUG

Black Sea Fleet (BSF) large landing ship *Yamal* Tuesday morning overturned Ukrainian tug *Bugsky* at fairway of Dnepro-Bugsky estuary while calling at Ukrainian port of Nikolayev. The harbor tug of Nikolayev port overturned when *Yamal* speeded up while towing. According to captain of Nikolayev commercial seaport Sergei Riabchikov, the incident happened due to a pilot who could not synchronize speeds of the ships. *Bugsky* remained on surface, having overturned bottom up. The tug's crew managed to escape. Large landing ship *Yamal* was towed by another vessel and moored at Nikolayev embankment. Upset *Bugsky* was towed to the pier of Nikolayev commercial seaport. Floating crane will turn the vessel into normal position. That was not fault of *Yamal's* commander, added Riabchikov. Large landing ship *Yamal* arrived to Nikolayev to participate in festivities associated with 65th anniversary of the Victory. (Source: *Rus Navy*)

DAG VAN DE ZEESLEEPVAART ZATERDAG 5 JUNI!



De Stichting Sleepboothaven Maassluis organiseert op zaterdag 5 juni de Dag van de Zeesleepvaart. De dag start om 10.00 uur met een vlootschouw op de Nieuwe Waterweg. Belangstellenden kunnen tijdens de vlootschouw meevaren met de *Holland* voor de unieke prijs van 5 euro! Ook kunnen die dag rondvaarten gemaakt worden met de *Westgat* en de *Furie*. De schepen zijn van 11.30 tot 17.00 uur open voor publiek. Het voormalige Smit-kantoor (!) aan de Govert van Wijnkade is open met een kleine tentoonstelling van het Nationaal Sleepvaart Museum en op de *Hudson* is modelkunstenaar Dirk Brijs aanwezig met scheepjes in fles. De *Elbe* wordt na de openingshandeling door de directie van Kotug gesleept door de *Adriaan*. Ongekend is de demosleepreis die de *Furie* zal maken met de stoombaggermolen *Friesland*, een feestje voor scheepspotters! Dankzij de rondvaarten is het voor iedereen mogelijk unieke opnames vanaf het water te maken. Op de kades zingen shantykoren en het dameskoor Uit Volle Borsten, en er is een nautische markt. Het Woon Informatie Centrum Maassluis is geopend om wonen langs de Waterweg te promoten, voor wie 365 dagen schepen wil zien! Kotug, Fairplay en Smit zullen zich inspannen om de Waterweg tot schuim te varen. Een uniek nautisch feest zoals alleen Maassluis dat kent. Meer informatie op www.sleepboothaven.nl of info@sleepboothaven.nl

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MCLARTY RECENTLY EXTRACTED THE BELUGA REVOLUTION

"The Pacific Towing (PNG) Ltd tug **McLarty** recently extracted the *Beluga Revolution* from the shoreline of Tench Island, 50 miles north of Kavieng - Papua New Guinea. On receiving news of the stranding of the vessel laden with 10,000 tonnes of scrap the **McLarty** sailed from her home port of Rabaul and was able to offer and deliver "Pull Off" services to the stricken vessel which was reported to be well out of draft with up to 3,500 tonnes of ground reaction. In the face of scepticism at her ability to refloat the casualty, but using well proven, tried



and trusted techniques combined with unrivalled local knowledge, the 2,000HP (33 tonne BP) tug built at Carrington Slipways in Australia in 1972, successfully extracted the *Beluga Revolution* over two consecutive night tides to the amazement of on looking seasoned salvors who were preparing for expensive lightering operations. **McLarty** successfully escorted the casualty to Kavieng in Papua New Guinea for underwater survey and repairs." (Story and pictures by Ian Stevens – Pacific Towing)

NEWEST STEVNS TUG

Stevens Breaker arrived early this morning fresh from East Isle Shipyard in Prince Edward Island. The tug is the latest in a series built for Nordane Shipping of Denmark. After trials over the next few days, the tug will head off across the Atlantic. The tug is a near sister to several tugs built by Irving Shipbuilding for the same owner. After a period of charter work all of the tugs have been sold on to other owners. (Source: Tugfax)



Be informed that, due to a long weekend holydays with the family, the next Tugs Towing & Offshore Newsletter will be issued on Monday May 17th

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YSP EVENT ON THE 'MEGAS ALEXANDROS'



Members of Young Shipping Professionals (YSP) gathered aboard Tsavliris Salvage's Tug 'Megas Alexandros' last week for an educational experience. YSP Greece was established in 2006 to bring together the next generation of shipping professionals, predominantly through regular social gatherings. Recently, organisers have sought to try and bring additional value to their members by adding an educational/informative twist to their functions. "The 'Megas Alexandros' is practically an institution here in Piraeus – she is known to

almost everyone affiliated to this port," YSP Committee Member, Chronis Perivolaris, of the Perivolaris Law firm said. "As very few young people within our industry have ever set foot on a salvage tug, we thought it would be a very original and interesting, venue for an event."

Attendees included individuals from the legal community, brokerage firms, P&I Clubs, average adjusters and shipowners. *(Source: Baird)*

OFFSHORE NEWS

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BOURBON CONTRACT, 13 VESSELS FOR PETROBRAS

Bourbon Offshore Maritima, formerly Delba Maritima Navegação, the Bourbon subsidiary in Brazil, signed contracts with Petrobras for 13 new vessels. The contracts cover: - *One Bourbon Liberty 200*, an 80-tonne traction AHTS (Anchor Handling Tug Supply vessel), for three years from May 2010; - *Seven Bourbon Liberty 100*, a PSV (Platform Supply Vessel), for four years. These vessels will be put into service between June and October 2010; - *Five 59-ft passenger transport crew boats*, for eight years. These vessels will join other vessels of the same type that have already been working for Petrobras in Brazil for two years and have given full satisfaction.

(Source: MarineLink)

HALLIN'S PENRITH SETS SAIL OFFSHORE INDONESIA



With the ink barely dry on the purchase agreement, the latest recruit to the Hallin fleet, the **Penrith**, has started work on a new contract. The one year old, DP2, offshore support vessel is equipped with an air diving system, two inspection class ROVs, divers, operators and crew, and has commenced work offshore Indonesia. Working for PT Pertamina Hulu Energi ONWJ Ltd, Hallin is tasked to carry out the inspection, repair and

maintenance to subsea infrastructure and structures. The USD 6.5 million contract will last for more than three months and project management will be carried out from Hallin's offices in Jakarta. Rik Zwinkels, Hallin East Division's MD, said, "We are pleased that the **Penrith** is starting its new life with an excellent contract that builds on Hallin's success offshore Indonesia and our investment in our office in Jakarta. "Being able to put together a package of all Hallin owned assets and staff means we can react quickly and be flexible to ensure we exactly meet the client's requirements for pretty much any project." *(Source: Rigzone)*

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GMMOS SECURES \$185 MILLION 5-YEAR TERM LOAN FACILITY

Abraaj Capital and Waha Capital backed Gulf Marine Maintenance and Offshore Service Company (“GMMOS”), a leading United Arab Emirates based provider of marine services to the offshore oil & gas industry, has secured a US\$185 million 5-year term loan facility underwritten by Deutsche Bank and Standard Chartered Bank



to refinance existing debt and fund its growth in the offshore supply vessel (OSV) sector, with a current focus on the GCC and South East Asia and future expansion potential in West and North Africa. Following the acquisition of MMPL in December 2009, Stanford Marine, the group’s chartering division, has established offices in Singapore to manage and further develop its recently expanded footprint into the South East Asian markets. Stanford Asia Pte Ltd. has taken delivery of a 70M PSV (Stanford Kestrel), the first of a series of 10 vessels expected to be delivered during 2010/2011 growing the total fleet size to over 40 offshore supply vessels. Stanford Asia Ltd’s permanent office at the International Business park at Jurong will be inaugurated at the end of May. The Singapore operation currently has a technical manager, admin manager, two marine superintendents and a crewing coordinator in addition to the CEO for its Asian operations, Robin Reeves. “We see the establishment of our Singapore office as a sign of our commitment to better serve the South East Asia region in general” said Robin Reeves, “With a significantly larger and more sophisticated asset base backed by the Group’s financial strength, Stanford is now actively expanding its footprint into the West and North African markets where we see a strong need for the services of a dedicated OSV owner-operator”. GMMOS Group CEO Elias Nassif affirms that further expansions are imminent, given the fact that the majority of the Stanford Marine fleet today is locked in on long term charters. Mr. Nassif envisages expansion into Indonesia, India, Libya and West Africa in particular to capitalize on the expected surge in demand for young, well equipped vessels in those markets. Accordingly, Stanford Marine continues to strengthen its management team to consolidate its leading position in its current markets of operation and expand its relationship networks into the targeted markets. “GMMOS Group’s Stanford Marine division is well on its way to becoming one of the largest OSV-fleet owner-operators in the Middle East, North Africa and South Asia region, with strong potential for expansion into new markets in North and West Africa”, said Ahmed Badreldin, Executive Director at Abraaj Capital.

OCEAN SPIRIT BACK IN OPERATION

Sartor in Norway reports that its vessel **Ocean Spirit** has been back in operation since 30 April, and is currently operating on the spot market. From 10 June she will commence a contract with Saipem. *(Source: OSO)*

ULSTEIN VERFT COMPLETES NORMAND RANGER



Norway's Ulstein Verft has delivered the AHTS **Normand Ranger** to Solstad Offshore. The vessel was originally under construction at Karmsund Maritime Service AS. After Karmsund declared bankruptcy, Ulstein was awarded the contract to complete the vessel by state-run credit guarantee agency GIEK and Sparebank 1 SR-Bank. The ship came to Ulstein's shipyard in August 2009. Normand Ranger is a VS 490 AHTS with a length of 91 m, breadth of 22 m and accommodations for 58 persons. Deadweight is about 4,500

tonnes. Bollard pull is 287 tonnes. The vessel is equipped with a Triplex MHD (Multi Deck Handler) and Odim ARF (Anchor Recovery Frame) for safe anchor handling operations on deck. "We are very satisfied with the completion of **Normand Ranger**. The project has fulfilled our expectations when delivered from Ulstein Verft today," said Solstad Offshore shipowner Lars Peder Solstad. "**Normand Ranger** is ready for the spot market in the North Sea, and we are pleased to see that this market is slightly recovering," he added. "It is challenging to take over a half produced vessel," said Ulstein Verft managing director Karsten Saevik. "We had to get a complete picture of everything that had been done, and whether it had been done correctly in relation to the regulations. Furthermore, we had to provide an overview of which suppliers were still a part of the project. Interaction between engineering, procurement, planning and production has been very important. We have an organization that has the necessary expertise and experience to handle such challenges." *(Source & Photo: MarineLog)*

TWO L-SERIE MAERSK VESSELS CHRISTENED



At the Volkswerft Stralsund GmbH - Stralsund; Germany this week two anchor Handling Tug Supply vessel were christened. The names of this two L-types are Maersk Laser, yard number 480 and Maersk Lancer yard number 481. The two AHTS are the last ones in a series of six from this yard for Maersk Supply Services. The deliveries are planned in June and in September. *(Source via Henk Winde; Photo's: Eckhard Uhrbrock)*

SEA HALIBUT VISIT GREAT YARMOUTH

The 2007 built Offshore Supply Vessel **Sea Halibut** (Imo 9350501) from SFL Sea Halibut Ltd. and managed by Thome Offshore Management, arrived for the first time in Great Yarmouth on the 5th May 2010. The OSV is registered under the Cyprus flag with call sign C4TJ2. She has a grt of 2160 tons and a dwt of 3250 tons and classed by Det Norske Veritas. *(Photo: Paul Gowen)*



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E.R. GEORGINA ON TRAILS



STX Europe delivered its newbuilding No 68 UT 776CD **E.R. Georgina** (Imo 9448530) from the Brevik yard to E.R. Schiffahrt. The, under Liberian flag, vessel is designed as Platform Supply Vessels for world wide operations within the offshore industries. Like transport of general cargo, equipment, pipes, cement, liquid mud, fuel oil, fresh water, brine, base oil to and from drilling platforms, rigs, other ships and

pipe-laying barges etc. The PSV has a length of 93 mtrs a beam of 20 mtrs and a design draught of 6.2 mtrs and is classed by Det Norske Veritas. She has a deadweight of 4650 tons with fifi 1 and oil recovery notations. Her speed is 18.8 knots with a developed output of 2 x 2500 kW. *(Photo: STX Europe)*

45 YEARS OLD AND STILL GOING STRONG!

As reported in the Tugs Towing & Offshore Newsletter issue No.18 the **Ramla Bay** (ex *Smit-Lloyd 1*, 1965 built) was sold, and she was spotted recently in Turkey in her new colors and new name **Deep Supporter** (Photo : Ralf Kroon ©)



YARD NEWS

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MARINE ASSET CORPORATION SIGN CONTRACT FOR SEMI SUB ACCOMMODATION VESSEL



Marine Asset Corporation (MAC) announces the recent signing of new build contract for the construction of a 500 man Compact Semi Sub Accommodation Vessel - **CSS Accomodator**. Marine Asset Corporation (MAC), the company established to hold the share interest in the CSS design concept previously held by Minnow Marine Projects Limited (MMPL)- a company sold to the GMMOS

Group in the UAE during Dec 2009. When MMPL was sold, the new owners were keen to focus on their core businesses of AHTS's, PSV's and crew boats. Hence MMPL's investment in the CSS did not fit in with the business plan of the new owners and this necessitated the creation of a new company, to hold the already substantial interest and take the investment forward to the next phase. The CSS Concept has taken 5 years to get to today's position; from the original concept sketched on A4 paper, to the MODU coded design of today which will change the way the offshore industry works. MAC is pleased to advise the contract for construction has been signed and became effective as of the 3rd May 2010, with a projected delivery of December 2012. The contract has been agreed with the Fujian Mawei Shipyard of SE China, a shipyard where the shareholders of MAC have to date contracted a total of 16 OSV's over the past 7 years and established an excellent client / customer relationship. With an excess of \$2 million expended on design concept; including detailing, computer modeling, tank testing, close liaison with Class; the final outcome creates a vessel capable to work in any water depth without the need to jack up or set anchors. The Semi Submersible Hull form provides significantly reduced roll angles compared to a mono-hull and the DPS-3 control provides an enhanced level of safety during station keeping close to any fixed structures. Funds to date have been spent on proving the sea-keeping, stability, and structural integrity of the Hull Form, which is capable of being



finished to perform a variety of roles. The first will be an Accommodation vessel with other variants to follow that can be configured for Sub Sea Engineering, Diving and ROV duties, in addition to Well Intervention, and Topping Construction. The CSS at normal operating draft, and arranged in a sub-sea installation configuration, is capable of carrying 1500 tonnes deck cargo with total cargo deadweight in excess of 3000 tonnes. The vessel is also capable of being ballasted down so the main hull is immersed thereby increasing the load carrying capability or to reduce trimming effect during large crane operations. The Accommodation variant, will have 230 cabins with the majority being 2 man, all with ensuite facilities, and able to accommodate 430 passengers, plus the marine crew of 20 and the 50 hotel and catering staff required to care and feed 500 hungry men. Other facilities will include a Gym, Cinema, recreation rooms and offices for both clients and crew. With a helideck able to support the largest Helicopter, crew changes can safely be accommodated offshore. With a 600m² deck area, 150t telescopic crane and an Active Heave Compensated Gangway, the **CSS Accomodator** is able to support offshore Hook up and Maintenance activity in adverse weather conditions, and so reduce weather downtime. The CSS Accommodator and other CSS variants have been designed by STX Marine, a full service Naval Architecture and Marine Engineering company with offices in Vancouver, Canada and Houston, USA.

PIRIOU €40M CONTRACT WITH ALGERIA

The Piriou shipyards will build four tugs of 72 tons for Algerian ports. The contract, amounting to

about €40M, is a new stage of the commercial activity of the company in this country. This Algerian adventure means a new chapter for the Piriou shipbuilder. The order is the result of an international yard tender for the construction of four tugs of 32 meters long and a pull of 72 tonnes for the Algerian ports of Skikda and Arzew. These ships will be built at the Piriou yard at Concarneau in France, the delivery is planned from autumn 2001 and spring 2012. (*Source: Christian Herrou*)

BHARATI INITIATES ARBITRATION PROCEEDINGS AGAINST GERMAN CLEINT

India's Bharati Shipyard has commenced arbitration proceedings against Opielok Bereederungs over a contract cancellation. Opielok ordered two PSVs from Bharati in 2007 but cancelled one order due to the financial situation in Europe. "This cancellation is not as per the contract," said a statement from Bharati. "Hence Bharati has initiated arbitration proceedings in the UK. We do not want to comment any further." The vessels ordered were valued at US\$26.5 million each. (*Source: Baird*)

TUG OF THE WEEK

GPS ANGLIA SCRAPPED

Last week on the Treffers scrap yard in Haarlem – Netherlands the tug [GPS Anglia](#) (Imo 8120612) was spotted while cutting in pieces.



History:

The tug is built in 1983 on the yard Chantier Nav. De Rupelmonde – Rupelmonde as [Rupelmonde](#) for the Unie van Redding- Sleepdienst – Antwerpen under yard number 453. In 2002 she was sold

to L.Thomas – Rouen (Compagnie Normande D'Investment - France) and renamed **RM Margaux**. On 14 July 2006 on the Garonne at Le Marquis during an assistance of a cargoship at the Yara fertilizer plant Bec Ambès hit leak and capzised. On 04 August 2006 the tug was salvaged with the salvage vessel Jacomina operated by Sea Salvage SL. Cartagena. She was declared CTL (constructive total loss) and later again brought in service. In 2007 she was sold to General Port Services B.V. – France under management of GPS Marine Contractors and renamed **GPS Anglia**. *(Photo: Willem Koper)*

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Last week there have been new updates posted:

1. Several daily updates on the News page last week:
 - **Press Release: The BRAtt World Debut**
 - **Sunken oil rig had a history of accidents**
 - **GMMOS Secures \$185 Million 5-year Term Loan Facility**
 - **Marine Asset Corporation Sign Contract For Semi Sub Accommodation Vessel**
 - **The BRAtt Project – A concept whose time has come!!**
2. On the photo page the follow pictures are added last week
 - Tugs:
 - **Omeed Taef** – Jebel Ali; 16 March 2003 – United Arabian Emirates
 - **Omeed Taher** – Jebel Ali; 16 March 2003 – United Arabian Emirates
 - **Raheeb** – Jebel Ali; 20 February 2003 – United Arabian Emirates
 - Supply Vessels:
 - **Pacific Dart** – Offshore Arabian Gulf; 7 March 2003
 - **Sea Diamond** – Offshore Arabian Gulf; 9 March 2003

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

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