

Tugs Towing & Offshore Newsletter

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Buying, Sales, Newbuilding, Renamings, etc.

TUGS & TOWING NEWS

PS Tudor Vladimirescu spotted on the Danube River

Built in Budapest in 1854 as the tug **Croatia** for the DDSG, the vessel passed into the hands of Romanian Fluvial Navigation (NFR) in 1919. She was rebuilt as a passenger vessel at Turnu Severin Shipyard (now Severnav), receiving the name **Sarmisegetusa** - the ancient capital of Dacia. She was used for internal passenger services, mostly between Braila and Sulina. In 1923 she was renamed **Grigore Manu** in honour of a politician heavily involved in the development of Romanian navigation. She received her present name shortly after the Communist Party took power, referring to the leader of the 1821 Revolution against the Ottomans. **Tudor Vladimirescu** was completely rebuilt at Orsova Shipyard in the late 1950s. The hull, engine and paddles of the paddle steamer are all original. In latter years **Tudor Vladimirescu** was used on luxury day-cruises for tourists in the Danube Delta; however she was laid-up with minimal maintenance from the early 1990s. From early 2000 to early 2002 **Tudor Vladimirescu** was in the Galati Damen Shipyard, where she was gutted in preparation for a refit. However funds dried up and the vessel was laid-up at Chiciu once more. Between September 2002 and August 2003 the vessel was rebuilt both in Galati and at the Aker Shipyard in Braila. The vessel is now primarily employed as a protocol ship for local and national government meetings. Nowadays she makes day trips between Galati and Braila also as seen on the photo.



Restoration? Some people have criticized the new design of this historic vessel for being more "modernisation" than restoration. To counter this, others comment that her post-1959 appearance was more like a bus than a paddle steamer, with her new look something of an improvement on the previous one. Indeed the new design is not as extreme as the proposed "Crystal Palace" design. Although we would have preferred restoration to her pre-war appearance, Danube Research is delighted that the world's oldest operating steamship is back where she belongs, sailing on the Lower Danube. *(Photo: Hans van der Ster)*

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Astoresti 1 is Nistoresti 1



Thanks to the research of some readers the mystery round the tug's name in last weeks issue is solved They reported and found that the tug Astoresti 1 is the **Nistoresti 1** (Imo 8037889), built in 1980 of 181 grt and owned by SC Santierul Naval Orsova SA of Romania. All thanks for your reply. *(photo: Hans van der Ster)*

Fairmount Fuji visit Cape Town

The AHTS **Fairmount Fuji** (Imo 9156618) from Fairmount Marine B.V. – Rotterdam brought a visit to Cape Town to carried out some minor repairs. *(Photo Aad Noorland)*



Are you also interested in this free Tugs Towing & Offshore Newsletter . Please visit the website www.jvds-marcol.nl and subscribe yourself for free

This week the website is updated with a new chapter **Historica with the story of the **Republica** and under the chapter **“Fleetlist”** you will find the **Canadian 2nd Generation Navy Glen Class Tugs****

Dag van de Zeesleepvaart echt Maassluis feestje

De **Stichting Sleepboothaven Maassluis (SSM)** heeft in het pinksterweekeinde op zaterdag 30 mei een dag in het teken van de Maassluise maritieme historie gestaan. De festiviteiten aan de Govert van Wijnkade (buitenhaven) liet vooral de Maassluise roots zien met de stoomsleper Furie, museumschip Hudson, de reusachtige zeesleper Elbe, bergingsvaartuig Bruinvisch en het Nationaal Sleepvaartmuseum gevestigd in het voormalige stadhuis van Maassluis. Een historische bus van het Haags busmuseum verbond de hele dag de binnenstad met de buitenhaven, een initiatief van Stadshart en Stichting Sleepboothaven Maassluis.

“We gaan met de **Dag van de Zeesleepvaart** geen tweede Furiade organiseren, zeker niet” benadrukt voorzitter Gerrit Langelaar van de SSM, “maar we willen met deze activiteiten vooral laten

zien wat we hier in huis hebben. Hoewel de schepen voor velen al decennia lang een vertrouwd gezicht in Maassluis vormen, gaat het toch om een unieke collectie cultureel erfgoed. Nergens anders vind je een dergelijke verzameling sleepboten die de technologische ontwikkeling van de afgelopen eeuw zo duidelijk laat zien. De schepen lagen op die dag bij elkaar aan de Govert van Wijnkade en waren gratis open voor publiek.”



De titel **Dag van de Zeesleepvaart** is daarom ook passend voor deze festiviteit - op bescheiden schaal - met Maassluis als bakermat van de sleepvaart. Het afmeren van de **Furie** aan de Govert van Wijnkade en de aankomst van de bijna 50 jaar oude WestNederlandbus lieten ook zien dat er leven zit in het mobiel erfgoed. “Het is geen statische presentatie. Bezoekers konden rondvaarten maken met Nederlands laatste zeegaande stoomsleper **Furie** en gratis met de bus van en naar de het Stadshart rijden. Ook bergingsvaartuig **RV29**, gebouwd voor de Genie naar model van de Maassluise bergingsvaartuigen, was beschikbaar voor rondvaarten.”

Aan boord van de **Bruinvisch** en de **Elbe** kon goed bekeken worden hoe de restauratie verloopt. Een unieke gelegenheid, omdat het werk aan boord van een zeeschip normal alleen op een scheepswerf buiten bereik van het grote publiek plaatsvindt. Aan boord van de museumschepen kon nu bekeken worden hoe een en ander in elkaar steekt en welke techniek zich achter de schermen bevindt. Op de **Elbe** was tevens het in originele staat gebrachte radiostation in gebruik. Radioamateurs maakten die dag verbinding met zendstations over de hele wereld.

Op de kade waren de stichtingen die de schepen beheren vertegenwoordigd met informatie voor belangstellenden of potentiële vrijwilligers. De **Historische Vereniging Maassluis** neemt de geschiedenis van de Maassluise haven onder de loep en het 60-jarige Zeekadetkorps Maassluis exposeerde in het **Douanehuisje**. Shantykoor **Die Maeze Sanghers** opende de dag met zeemannsliederen en de **Dag van de Zeesleepvaart** werd in passende sfeer besloten met een gezellige band die nog niet eerder vertoonde ‘Tugboatblues’ speelt. Nog niet eerder vertoond was de SRV-bioscoop, een mobiele filmruimte waar de hele dag door films over de sleepvaart werden vertoond. Ook deze waren gratis te bekijken.

Ook in het **Stadshart** was het zaterdag 30 mei gezellig. Met de historische bus kon uitgestapt worden op de P.C. Hooftlaan (tevens parkeerplaats) en aan de Hoogstraat bij het **Nationaal Sleepvaartmuseum**. Shantykoor **Die Maeze Sanghers** liet op de Markt haar shanties horen en het **Nationaal Sleepvaartmuseum** was gratis open voor publiek. In het museum is de tentoonstelling

over **Smit Lloyd** te zien, die verlengd is tot oktober. Uiteraard waren ook de gezellige terrassen en speciaalzaken in het Stadshart open.

De **Stichting Sleepboothaven Maassluis** is een samenwerkingsverband van het **Nationaal Sleepvaartmuseum** en de sleepboten **Furie, Hudson, Elbe** en bergingsvaartuig **Bruinvisch**. Daarnaast zijn de sleepboten **Adriaan** en **Krimpen** gelieerd aan de **SSM**. In totaal zijn ruim 180 vrijwilligers actief voor de schepen en het museum, en vormen een unieke samenwerking. De stichting zorgt voor promotie, behartigt de gezamenlijke belangen van de diverse stichtingen en is spreekbuis richting gemeente. Om Maassluis als sleepvaartstad duidelijk naar buiten uit te dragen zijn deze week op zes plaatsen in totaal 18 banieren met een presentatie van de schepen opgehangen. Maassluis heeft een museumcollectie die zeker gezien mag worden. Op Zaterdag 30 mei werd de dag geopend met het naar buiten varen van de **Furie**. De stoomsleper vertrok om 10.15 uur vanaf de kade bij het **Nationaal Sleepvaartmuseum** met genodigden. Daarna konden vanaf 11.00 elk uur rondvaarten gemaakt worden.

Arataki at Careys Bay



The ex RNZN tug **Arataki** lying in a semi derelict state at Careys Bay , Port Chalmers, New Zealand. The **Arataki** was laid down for the USN as **YLT 627**. Work was halted at the end of the war and in 1947 she was sold to the RNZN. After being completed by HMNZ dockyard , Devonport, Auckland. The tug was re-launched in June 1948, named **Arataki** in August 1948. Served as dockyard tug at Devonport, Auckland and was sold in 1985 to a private owner. Sold again in 1999 to Tas Ocean Shipping Pty Ltd, of Moonah, Tasmania. What happened to the tug after this

last sale is unclear but she was seen laid up in the ports of Lyttelton and Bluff, New Zealand. The last owner of the tug is Mike Swan who brought the tug to Miller and Tunnage boat builders of Careys Bay from Bluff for rebuilding but this seems to have fallen through. *(Photo : Ross Walker ©)*

Tito Neri Settimo sold

Marcon International, Inc. is pleased to announce the sale of the traditional single screw tug "**Tito Neri Settimo**" from European owners to private buyers. The Italian flag vessel was built in 1985 by Cooperativa Ing. Tommasi Cantiere Navale S.r.l. and classed by RINA 100 A 1.1, Motorship, Re, Tug, National Coastal. She measures 102.6' x 27' x 13.9' with a maximum draft of 11.9'. The tug is powered by a single Nohab (Wartsila) F38A main engine producing 2,068BHP at 825RPM, turning a



single fixed pitch propeller in a kort nozzle. The tug is equipped with a 30 ton Seebeck hydraulic tow hook. She has berthing for up to ten crew in two single and two 4-man cabins. Marcon represented the sellers in this transaction. Buyers were represented by Michael Vincent. *(Source: Marcon Int.)*

Searchers locate body of tugboat captain missing off Vancouver Island

Searchers have recovered the body of a tugboat captain missing off the coast of Vancouver Island. The Canadian Forces' Joint Rescue Co-ordination Centre said the body was recovered about 11 a.m. on Monday. No name was released. The 1926-vintage tug "**Gabriola**" was reported missing Sunday. The vessel left Port McNeill, on northeastern Vancouver Island, on May 17, but failed to arrive in Kyuquot Sound, on the west coast of the island. A Cormorant search and rescue helicopter located the body of the missing boater after debris believed to be from the vessel was spotted near Brooks Peninsula, north of Kyuquot Sound. *(Source : Canadian Press)*

Body of B.C. tug boat captain identified after search off Vancouver Island

RCMP in Port McNeill, B.C., have identified 51-year-old Richard Dean Gentry as the mariner found dead amid the debris of his vintage tug in waters off the west coast of Vancouver Island. Gentry was last seen on May 17 as he set out alone from Port McNeill on the northeastern coast for a voyage around the tip of Vancouver Island to Chamiss Bay on the west coast. Gentry and his 1920's tug boat "**Gabriola**" were reported missing Sunday. Searchers spotted debris in waters off Brooks Peninsula Monday morning, about 20 nautical miles from Gentry's planned destination. His body was pulled from the water a short time later. RCMP and BC Coroner Service are investigating. *(Source : Canadian Press)*

Tug, Barge Collide; Gasoline Spills into Cook Inlet:



INVESTIGATION: The Spill Doesn't Pose Environmental Threat, Coast Guard Says. May 27--A Cook Inlet tug collided with a barge it was towing from a Nikiski dock on Wednesday morning, tearing an opening in the barge that leaked an unknown amount of unleaded gasoline into the inlet, the Coast Guard said. The 118 x 34 x 16-foot **Pacific Challenger** (Imo 7509445) 3000 bhp tug and the 262-foot barge crashed into each other at about 1:30 a.m. in choppy seas while the tug was untying from the barge, according to the Alaska Department of Environmental

Conservation. The collision created a crack about 4 to 6 inches long in a tank carrying roughly 70,000 gallons of gasoline, according to Steve Russell, a DEC spill division specialist. Russell said the crew could see gas leaking into the water 2 to 3 feet above the water line. Within about 20 minutes, the crew transferred the gas into an undamaged tank and sealed the crack, said Darrell Wilson, a spokesman for New Jersey-based K-Sea Transportation, which owns the tug and the barge. "It wasn't a massive gaping hole, which we were thankful for," Wilson said. The crack was sealed with epoxy, state officials said. A Coast Guard flight to the spill area, about a mile off Nikiski, late Wednesday morning did not turn up any evidence of gasoline in the water; the spilled gasoline -- which evaporates quickly -- has been deemed unrecoverable and not a significant concern to the environment, said Coast Guard Petty Officer Sara Francis. The tug and barge headed to Homer where they will undergo a detailed accident investigation by the Coast Guard and the state, Russell said. K-Sea said it also plans an investigation. The vessels were expected to arrive in Homer on Wednesday night. Actual measurements at the Homer dock will determine the size of the spill, the Coast Guard said. The barge was traveling to several different South central ports to deliver fuel when the collision occurred, K-Sea said. *(Source: Anchorage Daily News)*

SMIT Panther completed trails

The new **SMIT Panther** (Imo 9434814) built on the Damen Vinashin Shipyard in Haipong – Vietnam completed her successful carried out trails last week. The ASD 3213 tug with yard number 513001 for owner SMIT Shipping Singapore Prv.Ltd. has made a bollard pull of 95 tons. The powerful tug will be delivered in the next weeks to her owner. She is the first tug in a series of four with names **SMIT Jaguar** (yn 513002); **SMIT Cheetah** (yn 513003) and **SMIT Tiger** (513004) *(photo: Laurens de Bruijn)*



Tugs: More being built, more for sale

Tug construction had been red hot the last few years, before it finally cooled off along with the rest of the workboat market. The slowdown has led to some cancellations, which has left some shipyards with engines and other equipment on order and a decision to be made on whether to go ahead and built

the tugs anyway, on spec. At some point, most agree, demand will pick up again and these spec tugs will be needed. Currently, however, there is a healthy offering of higher horsepower tractor tugs for sale, partly a result of the slowdown in U.S. LNG terminal development. In its April tug market report, Marcon International reported that the weak global economy has helped boost the number of tugs listed for sale worldwide by almost 29 percent over the last six months. At the same time, the average age of available tugs has dropped, which indicates that more new tugs are for sale. Even so, there is plenty of tug construction going on. Out West, Nichols Brothers recently delivered its third 6,800-hp tug to Baydelta Maritime with a fourth scheduled for a summer launch. In the Gulf, C&G Boat Works is busy with a second 5,300-hp tug for Moran Towing and a pair of shiphandling/escort tugs for Crescent Towing. And in the Northeast, Washburn & Doughty is back up to speed after last year's fire. The Maine yard is flush with work for Moran and recently signed contracts with Suderman & Young Towing and Bay-Houston Towing to build Robert Allan-designed Z-Tech 7500 class terminal/escort tugs. (by David Krapf, Editor in Chief. Workboat) (Source: Jan van der Doe)

OFFSHORE NEWS

Liberty bunkers in cape Town



The new built **Bourbon Liberty 202** (Imo 9394557) enroute from Abbot Point to Pointe Noir made a bunker stop in Cape Town. She is seen alongside Landing Wharf No:3 in Cape Town. The **Bourbon Liberty 2002** was built on the Yangzhou Dayang Shipbuilding; China under yard number 1002 for the Bourbon Offshore Group as a GPS 254L Anchor Handling Tug Supply vessel The commissioning of the Bourbon Liberty 200 vessels will continue until the end of 2011 at the rate of one vessel every three weeks (Photo: Aad Noorland)

Maersk Seeker Operational

The new built **Maersk Seeker** is operational after a nine years building program. The yard in Heerhugowaard reported that the tails were successfully carried out. The yard has made new plans already for another model. What the new plans are is still a secret. But in a very short time the readers of this newsletter will be informed by the owner of the yard Mr. Kees Punt himself. We are looking with most interest to the new design and name of the vessel. We all wish you very good luck with the coming new building. (Source and Photo of the yard owner Mr. Cees Punt)



MPI Workboats Limited takes delivery of MPI Don Quixote

Vroon is pleased to announce that MPI Workboats Limited has taken delivery of MPI **Don Quixote**. The MPI **Don Quixote**, a windmill maintenance vessel, built at Medina Ship Yard, Isle of Wight, was

delivered on 21 May 2009. We wish the vessel and her crew safe voyages. The vessels Particulars are Length o.a 20.6 mtrs; Beam 8 mtrs and a draft Of 1.2 mtrs She has a displacement of 40 tons and a complement of 12 passengers and a 3 men crew. *(Source:Vroon)*



YARD NEWS

PÓR Launched



Iceland's Landhelgisgæslan Coast Guard Vessel "Pór" was launched on the 29th April. on a Chilean yard The photo left was received from Mr. Kjell Göthesson. He received this picture from his friend.

Russian coast guard vessel begins sea trials

Built to a design by Germany's Abeking & Rasmussen, the Russian Coast Guard's new vessel, project 6457S has begun sea trials. Built at Yantar Shipyards, the new 835-tonne 'Sprut' has an overall length of 35.9 metres, a beam of 10.6 metres and a maximum draught of 3.48 metres. The vessel can achieve a top speed of 21.5 knots and can accommodate a crew of 24. The vessel will be commissioned at the end of the month. *(Source: Baird)*



Not so dry dock



There was something completely going wrong during the in docking of a vessel. The dock made a move of 35 degrees to her side and the vessel just escape from trapping in the dock. Holes were made in the docks hull to stabilize after she went down completely. As seen on the picture. This new way of dry-docking happened in the Korean town of Mokpo.

W&D Wins Two Contracts to Fill New Building

Washburn & Doughty signed contracts with Suderman & Young Towing and the Bay-Houston Towing to build each company one Robert Allan LTD designed Z-Tech 7500 Class Terminal/Escort Tug. The Z-Tech 7500 is a twin screw ASD ship-handling/escort tug, a 98.5 x 39.4 ft. vessel designed for berthing and un-berthing large ships and for providing escort, emergency response, and fire-fighting capabilities in the vicinity of oil and LNG terminals. The tugs will be operated by the G&H Towing Company of Galveston, Texas, and will be used primarily at Sempra LNG's Cameron LNG terminal. The ABS-classed tugs will feature two MTU Detroit Diesel 16 cylinder series 4000 Marine Engines with M70 Rating, Lufkin Model MV1600S, with 2:1 ratio reduction gears, Rolls Royce model US 255 FP Z-drives, for a minimum thrust ahead of 80 tons at bollard condition. Two John Deere JDFMG-6081A-185KW-ABS-T2 engines will drive Marathon Magna Plus 185 kW generators with PMG excitation. A Markey DESF-48-200 hp High Performance ARR Electric Hawser Winch will be installed on the foredeck. The aft deck will be outfitted with an H-bitt fabricated from 16-in. Schedule 120 steel pipe. These tugs will be constructed in Washburn & Doughty's new shipyard, which is scheduled for completion in June 2009. The new building measures 225' x 155' and features two construction bays, each equipped with two, twenty-ton cranes. A central, two level mezzanine contains shop space and offices for production support. This 42,000 sq. ft. facility is designed for vessels up to 200' long by 50' wide. The new building provides Washburn & Doughty with increased capacity, which allows the shipyard to take on more projects and build larger boats than was possible in the previous building.

(Source: MarineLink)

Fosen Shipyard to deliver 'Boa Galatea'

Boa Offshore will take over their latest newbuilding 'Boa Galatea' this month. The new vessel is a sistership of 'Boa Thalassa', which started operation in December 2008. When the Bergen Group's Fosen shipyard delivers its newbuilding number 80 to Boa Offshore, 'Boa Galatea' will be one of the most modern vessels entering the Norwegian offshore industry. The seismic research vessel will start operation for Electromagnetic Geoservices (EMGS), who has chartered the vessel in order to carry out extensive seabed logging operations for oil and gas exploration



companies. Designed for operation under harshest environmental conditions, 'Boa Galatea' is like its sister vessel 'Boa Thalassa', compliant to DNV NAUT-OSV notation. This classification rule lists specific requirements for OSVs and includes unique features regarding bridge layout and navigation system, which have become a synonym for highest standard to ensure safe navigation. *(Source: Baird)*

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