



TUGS & TOWING NEWS

HISTORIC SHIP MAY END UP AS PORTSMOUTH ATTRACTION



A historic ship that survived World War II battles may have a new home in Portsmouth. The **Zuni** (AT-95) Maritime Foundation wants to dock the 66-year-old Navy salvage tug on the Portsmouth waterfront. The **Zuni** is currently docked at Little Creek Naval Amphibious Base in Norfolk after it was passed down to the foundation seven years ago. Officials say the

foundation needs to raise about \$300,000 to restore the ship. It is the only ship out of about 800 that remains from the Battle of Iwo Jima. But the Zuni's most famous moment was depicted in the movie and book "The Perfect Storm." The ship then known as the Coast Guard cutter **Tamaroa** rescued three mariners from a sinking sailboat and a crew of National Guardsmen after their helicopter crashed into the ocean. *(For a complete detailed information see this week under [historica on the website www.jvds-marcol.nl](http://www.jvds-marcol.nl))*

DELIVERY OF 'LAMNALCO GRIFFIN'

Singapore's Greenbay Marine has delivered a 49.5-metre line-handling tug to the Lamnalco Group. The RAmports 5000 tug was christened '**Lamnalco Griffin**'. The vessel has an overall length of 49.5 metres, a moulded beam of 15 metres and a moulded depth of 6.75 metres. The vessel has the following notation: Bureau Veritas 1 + Hull + MACH Tug, SD, Fire-Fighting 1 with Waterspray, Aut-UMS, SYS-NEQ1. '**Lamnalco Griffin**' is powered by two Niigata 8L28HX engines driving through to



twin CPP Ulstein Aquamaster US255CP propellers. The vessel's bow thruster is an 8.4-tonne. Kamewa Ulstein TT1650 AUX CP. The vessel has a fuel oil capacity of 671 cubic metres, a fresh water capacity of 130 cubic metres and deck cargo space for 200 tonnes. **'Lamnalco Griffin'** can achieve a bollard pull of 84 tonnes ahead or 76 tonnes astern, and has a free running speed of 13 knots. *(Source: Baird)*

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NEW TUG 'HORCON' FOR LNG TERMINAL IN CHILE



The new LNG tug **'Horcon'**, delivered this week to Ultratug Santiago from the ASENNAV shipyard, will be stationed at the new LNG terminal in Quintero, Chile. With a length of 32.5 metres, a beam of eleven metres and a draught of 4.9 metres, the vessel achieves a 64-tonne bollard pull. The tug features a JonRie Series 250 LNG Escort Winch, with a 75-tonne line pull at a 20-metre/minute line speed. The winch also features a line date chart recorder, Scope indicator and three tension metres and a foot control for the winch. *(Source: Baird)*

CROWLEY EARNS CSA SAFETY AWARD

Three Crowley vessels and their crews were recently awarded 2008 Jones F. Devlin Awards at the Chamber of Shipping of America's (CSA) Annual Safety Awards Luncheon for operating more than two years without a lost time incident. The Crowley articulated tug barge (ATB) Sea Reliance/550-1; ATB Sound Reliance/550-2; and the tanker Blue Ridge were recognized for their exemplary safety records. More than 160 people representing over 60 companies attended the annual event held at the Hilton Houston North Hotel. "We have been holding these annual award ceremonies



since the mid-1950s," said Joseph Cox, president of the CSA. "For that initial year, we honored six vessels having a total of twelve years operation with no lost-time incidents. This year, we gave awards to 1,094 vessels that operated 7,108 years without a lost-time incident. This extraordinary record is directly attributable to the professionalism of our seafarers and the dedication of shore-based company personnel to safe operation. "Crowley's Sea Reliance/550-1 has operated more than three years without an LTI; the Sound Reliance/550-2 has operated more than six years without an LTI; and the tanker Blue Ridge more than three years without an LTI. The Chamber of Shipping of America represents 33 U.S.-based companies that own, operate or charter oceangoing tankers, container ships, and other merchant vessels engaged in both the domestic and international trades and other entities that maintain a commercial interest in the operation of such oceangoing vessels. *(Source: MarineLink)*

AVRA TOWAGE'S COMPASS ARRIVED IN SUEZ



AVRA's latest new tug "**COMPASS**" arrived with the hull of Stemat's new selfpropelled workshop "*Stemat Spirit*" in Suez. Both units departed from Shanghai on 30th April 2009 and arrived in Suez Monday. Transit of the Suez Canal is planned to take place later on

Tuesday and "weather permitting" this convoy will arrive in Rotterdam on July 21st/22nd, 2009. In Holland, the offshore workshop "*Stemat Spirit*" will be completed by Neptunus Shipyard of Hardinxveld-Giessendam, where they are now finalizing the superstructure of this vessel. *(Photo via Landfall, Capt. Joop Stoer ©)*

TUG BOARDED IN MALACCA STRAIT

ARMED men who had boarded a tug in the Malacca Straits were locked out by the crew and went south. The ReCAAP Information Sharing Centre reported yesterday that on 22 June, seven gunmen boarded the Singapore-registered tug **Salvicero**, which was towing the barge **HDB 1006**, registered in South Korea. "The crew immediately went into the accommodation areas and locked all access points to/from the deck," ReCAAP said. After futile attempts to enter, the robbers sped off southward in a wooden boat, said the agency, which added: "The robbers did not fire their weapons, and the tugboat was not damaged." The incident occurred off Nipa Transit Anchorage (01° 08.0' N, 103° 35.8' E) at 1600 local time. It was the second incident in the vicinity this year.

SALVALIANT LOST HER TOW

Due to very bad weather at the East South African Coast the tug **Salvaliant**, from Posh Semco, lost her tow enroute from China to Rotterdam with the loaded barge **Margaret**. The loaded barge ran aground at the coast of the Jacobsbaai/Saldhana as can be seen on the photo. Salvage crew from Singapore arrived on situ to investigate the salvage operation and determine the damage. The weather was still to bad on the 26th June and not possible for the salvage crew to enter the barge. *(Photo: Aad Noorland)*



OFFSHORE NEWS

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INDIAN CONTRACTS FOR VERIPOS



Four of India's leading DP vessel operators in Mumbai have each commissioned Aberdeen-based Veripos to provide medium to long-term high-precision GNSS positioning products and services for their respective domestic and international offshore operations. The companies include Greatship India who have commissioned Veripos' Standard positioning service and LID3-G1 hardware on DP vessels, [Greatship Amrita](#), [Greatship Anjali](#), [Greatship Dhriti](#), [Greatship Disha](#), and

[Greatship Diya](#) while a further four vessels are to be supplied with similar facilities later this year. The company, which has recently had vessels operational in the Middle East, Mexico and South Africa as well as its domestic market in India, is currently engaged in a major newbuild programme involving further additions to its DP fleet between now and 2011. Great Offshore, the prominent integrated oilfield services supplier of services to upstream oil and gas producers, have likewise fitted Veripos' LID3-G1 integrated receivers for reception of its Standard GNSS augmentation services on two DP vessels now working offshore India, FFSV [Malaviya 25](#) and FFSV [Malaviya 27](#). Varun Shipping Co have also committed to identical equipment and services which are now operational aboard DP anchor handling tugs AHTS [Subhadra](#) and AHTS [Suchandra](#). These are two of a number of similar vessels operated by the company and are presently working in the North Sea. Meanwhile, Veripos has also been awarded a three-year contract to provide LD2-G2 equipment and its Standard services for TAG Offshore's new anchor handling tug ship, TAG 4. The company, which currently operates four offshore vessels, plans additional extensions to its fleet over the next two years. The four contracts represent a further stage in the continuing growth of Veripos specialist positioning services for the burgeoning Indian offshore industry and add to an existing customer base which already includes Allseas, Helix, WesternGeco, EGS Survey and state-owned oil company, ONGC, said Veripos Managing Director, Walter Steedman. He added that the company has committed significant resources to India over the last couple of years with the relocation of reference stations to more reliable sites and the inclusion of a GLONASS capability at Chennai and Kolkata.

HAVILA SHIPPING ASA ANNOUNCES FINANCING FOR 3 VESSELS

Havila Shipping has entered into agreements with banks for financing of [Havila Herøy](#) and [Havila Fanø](#). In addition, the company has also financing for [Posh Virtue](#) which is the last of 4 vessels operated from Singapore. Part of the financing assumes participation from GIEK who will handle the issue after this summer. Provided participation from GIEK, Havila Shipping has with that financing for all the vessels for delivery in 2009 and 2010.

REM STAR SECURES MAIDEN FIXTURE

Rem Offshore's latest newbuild, the UT-755 LC design **Rem Star** has been fixed on its maiden charter with Dong Energy. Braemar Seascope Offshore noted in its latest report on the market that the vessel, which was recently delivered from Simek Yard, is designed and arranged to be able to carry out ROV service and light construction work as well as the carrying of pipes, deck and liquid cargo. **Rem Star** is DP2 capable and has a free deck area of around 690m². The vessel has accommodation and equipment for a total of 40 personnel.

BIDDING WAR FOR GREAT OFFSHORE

A bidding war is building up as two Indian shipbuilders battle for control of offshore services provider Great Offshore. On June 3, Bharati Shipyard made a public offer of Rs. 344 per share to acquire up to 7,826,788 shares of Great Offshore (20 percent of the diluted share capital). Prior to the offer, it held 5,533,786 shares. Today, rival ABG Shipyard ABG, which owns about 2.5 percent of Great Offshore, offered to pay 375 rupees a share for an additional 33.85 percent stake. That drew a response from Bharati Managing Director P.C. Kapoor, who told reporters: "We will be making another revised offer, the timing will be a few days hence, and what the price will be I cannot say right now." (Source: MarineLog)

SIEM SUPPLIER REMAINS WITH SENERGY



Braemar Seascope Offshore reports that Siem Offshore's 1999-built large PSV MT6000 **Siem Supplier** (Imo 9186601) is currently supporting the semi-submersible rig *Byford Dolphin* in the North Sea, having been fixed to Senergy for one well plus two additional one well options. The MT-6000 designed **Siem Supplier** is currently performing straight supply duties for the rig. The vessel is equipped with DP1, around 912m² of deck space and has accommodation for 20. Senergy also recently chartered the large PSV **Far Grimshader** from the spot market to carry out a cargo run in support of the *Byford Dolphin*. (Photo: *Siem Offshore*)

'KAMARAN' BEGINS OPERATION IN YEMEN

The '**Kamaran**' is the second of the three line-handling boats supplied by Alnmaritec to operate at a new LNG terminal in the Yemen. The vessel is fitted with twin Cummins engines and Ultrajet 305 HT waterjets from Ultra Dynamics giving her a top speed of around 28 knots and a bollard pull of around three tonnes. '**Kamaran**' has a fully enclosed wheel house. Internally, the vessel has seating for six passengers. The vessel has a two-tonnes hydraulic capstan and a tow post fitted with an on-load quick release hook as well as a man overboard recovery davit and an aft dive platform with dive ladder. '**Kamaran**' is fitted with a water spray deluge system and carries a removable boarding platform since the vessel's duties also include pilot operations for the LNG tankers. With an overall length of 10.15 metres on a beam of 4.6 metres, '**Kamaran**' displaces nine tonnes. *(Source: Baird)*



INDIAN VESSELS LEAVE NORTH SEA

Braemar Seascope Offshore reports that Premier Oil (Congo) has fixed two of the three Indian-owned anchor handlers that have, until recently, been working in the North Sea. The UT-712L sister ships **Subhadra** and **Suchandra**, owned by Varun Shipping, will be working off the West coast of Africa supporting the *GSF Aleutian Key* for one well, around 45 days. The vessels are then expected to return to the North Sea spot market on completion of the charter. The 2008 built **Subhadra** (ex-*Rem Odin*) and 2009 built **Suchandra** (ex-*Rem Viking*) have DP II and a clear deck space of around 486m². In addition both of the AHTS vessels have a bollard pull of 187 tonnes. *(Source: OSO)*

QUARTET ARRIVED IN ROTTERDAM



On the 21st June the Smitbarges 6, 7, 8 and 9 arrived in the Waalhaven at SMIT's yard facilities. The four barges were towed from China to Rotterdam by the **Alphons Letzer**. At this moment the Smitbarges 6, 7, and 8 are being mobilized to help with the installation of a new wind turbine park off the German coast. *(Photo: Abel Dutilh)*

MARCON TOPS 1,000 BROKERED VESSEL SALES

As of mid-2009, vessel broker Marcon International, Inc. of Coupeville, Wash., has brokered over 1,034 vessels and barges worldwide since its first sale in 1983. Specializing in the towing, offshore petroleum and marine construction industries, during the last 28 years Marcon sold or chartered over 1,034 vessels and barges including 660,000 bhp in tugs; almost 800,000 deadweight ton capacity in deck barges; 187,000-plus deadweight tons in hopper barges; 6,000,000-plus barrel capacity in tank barges; 31 pushboats; 79 supply and utility vessels; 72 crew and pilot boats; 51 survey, seismic and support vessels; 65 anchor handling tug supply vessels (AHTSs) totaling over 300,000 bhp, plus other types of vessels and barges. Despite the present economic situation, Marcon has concluded 16 sales and one charter to-date in 2009, with several additional transactions scheduled to close within the next few weeks. A full history of past sales can be downloaded from Marcon's website at www.marcon.com. Marcon recently brokered the sale of an AHTS for TMM Division Maritima S.A. de C.V. of Mexico. The 1982-built Isla Coronado was sold to private buyers and reflagged to Panamanian registry upon her delivery to the new owners. The 3,900 bhp AHTS was originally built by Halter Marine of New Orleans as the Petromar Norseman, one of five ABS-classed sister-vessels, for Petromar Offshore Corp. of Rockport, Texas. *(Source: Marcon Int.)*

YARD NEWS

FAR SCORPION DELIVERED



vessel.

Far Scorpion, a UT731 CD anchor handler, was delivered by STX Norway Offshore AS, Langsten on June 22nd to Farstad Supply AS, a wholly owned subsidiary of Farstad Shipping ASA. The vessel will trade the spot market in the North Sea. A long-term facility of Nkr 415 million has been drawn with Nordea Bank Norge ASA to finance the

NORTHERN SHIPYARD LAYS DOWN KEEL FOR NORWEGIAN SUPPLY VESSEL

Northern Shipyard, Russia, has laid down the keel of a supply vessel for Norwegian Solvik Hull Supplies II. The vessel is intended for work on oil platforms under project VS 485 PSV MkII. This

is the second vessel of its kind to be ordered by the Norwegian customer. *(Source: Baird)*

SMITH BERGER MOORING & TOWING SOLUTIONS

Smith Berger Marine, Inc. recently delivered another towing pin stern roller set to Baydelta Maritime for installation on their 100 ft, 94 Ton Bollard Pull tug, **Delta Cathryn**, currently being built at Nichols Brothers Boatbuilders. The towing pins are designed for use with 2.5 inch wire rope and are the fourth set delivered to Baydelta for this vessel class. The tow pins and hold down hook are hydraulically raised and lowered by a dedicated hydraulic power unit located below deck; operation is from the control panel situated in the wheelhouse. In April, Smith Berger furnished a similar tow pin set for the Northland Services tug **Polar Storm**. That unit, designed for a double drum winch, has four towing pins, two hold down hooks and a split stern roller. This configuration will allow for both wires being used for a dual tow set-up. Smith Berger is nearing completion of a two year project furnishing fifteen stern rollers for Remontowa Shipyard in Gdansk, Poland. The 2,500 mm diameter by 40,000 mm long stern rollers are designed for a SWL of 450MT and are furnished with bearing blocks, bronze bearings and an automatic grease lubrication system. Smith Berger remains busy designing and manufacturing fairleads and guide sheaves for spread mooring systems. A recent project for a pipelay barge being built at Keppel Shipyards in Singapore required a 10 point mooring system for 64 mm wire rope. The system was comprised of 10 double sheave fairleads and a combination of 18 vertical and horizontal guide sheaves, 10 of which were fitted with load monitoring shafts providing outputs for local display units. The outputs from the load pins were also integrated into the constant tension controls of the mooring winches. *(Source: MarineLink)*



GRANDWELD HOLDS KEEL LAYING FOR THREE VESSELS



Dubai, UAE: Grandweld has celebrated a keel laying ceremony for three new shipbuilding contracts for the offshore oil and gas industry. The ceremony for two 36-metre utility vessels and one 41-metre crewboat was held on June 18. The vessels will be owned and operated by UAE-based fleet operator Humaid Badir Marine Shipping. The three-vessel order comes after a long history of ship repair work being carried out by Grandweld for Humaid Badir.

The 36-metre steel utility vessels will carry 70 tonnes of deck cargo with a maximum speed of 13 knots. The design has an accommodation for 44 persons and is powered by two caterpillar engines rated at 1.080kW each. The aluminium

crewboat is yet another order for the highly successful 41-metre series, being the tenth vessel of the design to be built. The vessel carries 45 tonnes of deck cargo, 60 persons and has a maximum speed of 24 knots. Grandweld is also in the final stages of sea trials before delivery for the first of four 100-tonne bollard pull tugs for Bourbon. The other three sister ships to follow later in the year. *(Source: Baird)*

FAST CREW SUPPLY VESSEL DELIVERED BY DAMEN

Last month saw Damen Shipyards in The Netherlands deliver a second Fast Crew Supply vessel (FCS 3507) for Brodospas. The vessel was named [Junak](#). Shortly after the naming [Januk](#) was delivered to Croatia where she will work together with her sister vessel [Silni](#) servicing production platforms in the Adriatic. *(Source: OSO)*

YANTAI RAFFLES LAUNCHES FIRST ELEVATING SUPPORT VESSEL

Yantai Raffles Shipyard has launched its first elevating support vessel. The unit, constructed for [Remedial Offshore](#), was winched over rollers onto a launching barge. According to the company, the ESV design is optimized for well intervention in water depths up to 325 ft (99 m) and combines the capabilities of a jackup platform, an ocean-going vessel, workover drilling rig, heavy-lift cranes, and an offshore accommodations platform in a single package. The vessel's design allows elevated operations of up to 55 ft (17 m) away from the well structure, the company says. The ESV hosts 11,409 sq ft (1,060 sq m) available deck area for equipment rig-up, combined with a 280-metric-ton (309-short-ton) pedestal crane mounted on a moveable structure. There is also accommodation for up to 120 personnel. The ESV will be moored to enable completion of installation and commissioning of its jacking system. This will be followed by leg installation and pipe and cable outfitting. Sea trials and delivery are expected before the end of the year.

DRYDOCKS WORLD DUBAI LAUNCHES NEW MARINE SEISMIC VESSEL

Drydocks World Dubai has launched the marine seismic vessel [Polarcus Nadia](#). The vessel was purpose built for the 3D marine seismic market and is capable of towing up to 12 m x 8,000 m (39 ft x 26,247 ft) streamers, the company says. The vessel design incorporates an Ulstein X-bow hull, a selective catalytic reduction (SCR) system, and a DP-2 dynamic positioning system.

FIRST LNG TERMINAL TUG NEARS COMPLETION AT DERECKTOR

The countdown to the arrival of [Independence](#), GDF SUEZ's newest tug, is under way. Designed by Robert Allan Ltd. of Vancouver, B.C., Independence is being built at Derecktor Shipyards in Bridgeport, Conn. Boston Towing & Transportation (BT&T), a division of the Reinauer Companies is overseeing the project. The boat is slated for a September 2009 delivery and will service GDF SUEZ's Neptune LNG facility offshore Gloucester, Mass. [Independence](#) is the first tug in the continental U.S. specifically designed for offshore LNG terminals, according to BT&T Marine

Superintendent Bill Skinner. The state-of-the-art ship is 128 feet (39 m) long and 47 feet (14 m) wide. It is outfitted with FiFi 1 firefighting capabilities including hook-ups for 10 fire hoses and fire monitors that can shoot water approximately 425 feet high. Running on twin Rolls Royce controllable pitch propeller Z drives, **Independence** will also have radiantly heated decks and bow bulwarks to prevent icing in the cold. According to Skinner, the controllable pitch propellers allow the ship to run fire pumps off the main engines and decrease the boat's fuel consumption.

Skinner noted the ship also has an advanced hull form for crew comfort and safety with the ability to do missions in rough weather. **Independence** has an on-board rescue boat, a deck crane, bow cap rails 22 feet (6.7 m) above the water, side decks six feet off the water and stern cap rails. It also has remotely operated vehicle (ROV) capabilities. *(Source Energy Current).*

GREATSHIP TAKES DELIVERY OF AN 80T ANCHOR HANDLING TUG CUM SUPPLY VESSEL



Greatship (India) Ltd (GIL), a wholly owned subsidiary of the Company has taken delivery of **Greatship Ahalya**, an 80T Anchor Handling Tug cum Supply Vessel. The vessel has been built at Labroy Shipbuilding and Engineering Pte Ltd (part of the Drydocks World

Group) at their facilities in Batam, Indonesia. **Greatship Ahalya** is a DP2, FiFi1 full service vessel built to exacting specifications, and capable of supporting offshore exploration and production in various regions across the world. GIL and its subsidiaries currently own and / or operate six PSVs, six AHTVS and one jack up rig. GIL and its subsidiaries also have an order book of thirteen vessels and one rig under construction - one AHTSV in Batam, four MPSVs in Singapore, two MSVs in India, four ROVSVs in Sri Lanka, two 150 TBP AHTSVs in Batam, and a premium 350' jack up rig in Singapore. All Greatship's vessels are built to the highest standards of safety and operational efficiency, and conform to existing and envisaged IMO and Class rules, and are designed to operate in offshore waters across the world. *(Photo: Piet Sinke)*

GAZFLOT TO BUILD SPECIAL-PURPOSE VESSELS AT AMUR SHIPYARD

Gazprom subsidiary Gazflot is preparing a contract for construction of special-purpose vessels at Amur Shipyard (Komsomolsk-on-Amur), Rosbalt cites Aleksandr Ananekov, deputy Charman of Gazprom BoD as saying at a press conference in St. Petersburg. Aleksandr Ananekov has not revealed the volume, terms or cost of the order though he said the vessels are to serve platforms at Sakhalin. According to Aleksandr Ananekov, Gazprom is to order construction of 10 platforms and 80 different vessels by 2020. Gazflot is a 100-pct subsidiary of Gazprom. Amur Shipyard OJSC is the largest shipbuilding company in the Far East of Russia. The shipyard specializes in construction and technical maintenance of ships

and vessels as well as on design and manufacture of pipelines, devices and equipment for nuclear energy facilities and ships. The shipyard is to be included into United Shipbuilding Corporation.

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Last weeks website update posted under **Stories** you find (in Dutch) **Het Hotel**

Under **Historica** you find the oldie **Zuni AT-95** and under **Fleetlist** you will find a new list of the **Unites States Rescue and Salvage Fleet Tugs - ARS**

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