



TUGS & TOWING NEWS

RECOVERY OF SHIP BEGINS OFF DOHA COAST

A salvage team yesterday began recovering the UAE-registered ship that sank last week with 35 people on board. The **Demas Victory**, a utility vessel registered in Dubai, capsized in heavy winds about 10 nautical miles off the coast of Doha on Tuesday morning. Twelve bodies were recovered on Friday, bringing the total retrieved to 19. Five survivors, including the captain, have been rescued. The crew was made up of 19 Indians, 12 Nepalis, three Indonesians and a Bangladeshi. Juma Mubarak, the managing director of *Mubarak Marine*, the Dubai salvation and towing company that was given the contract to recover the vessel, said more than 50 of his staff started the recovery at 5am yesterday. "We expect to recover the vessel by Sunday," he said. "It would be the fastest way of retrieving the bodies." He said his team was using three tugboats and a floating crane in its salvage operations, as well as specialist divers. However, he said his company would not break open the vessel to remove the bodies. Meanwhile, divers from the coastguard and Qatar Petroleum continued to search for the missing crew. George Mathew, the general manager of the Midgulf Offshore Ship Chartering in Dubai, the vessel's operator, had earlier said the 34-metre Demas Victory was in "perfect condition" after being fully serviced in Dubai in January. He said it was the first accident in the history of the company, which was founded in 2003.

MULTRATUG 18 ARRIVED IN TERNEUZEN



LEADING salvage and towage company Multraship has taken delivery of its new multi-purpose Azimuth Stern Drive tug, **Multratug 18**, from The on the Vega Denizcilik Sanayi Ve Tic. Ltd. Sti shipyard – Turkey. The ASD tug **Multratug 18** arrived this morning 6th July for the first in here homeport Terneuzen, The Netherlands. The vessel is a sistership to the **Multratug 17**, delivered from the same yard in June 2008. **Multratug 18** is 35.7 m

loa, with a moulded beam of 11.50 m, and has a multi-role capability for harbour, escort and sea towage as well as full firefighting and salvage roles. It has FiFi 1 fire-fighting, salvage, escort

towage and oil recovery notations, and is powered by two ABC diesel engines, delivering 70 tonnes bollard pull. The **Multratug 18** has a double drum winch aft and a single drum winch forward and a free running speed of 13.5 knots. It is classed by Italian classification society RINA and is registered under the Dutch flag. Multtraship's new tug is to start work straight away, going on charter to specialist offshore contractor Geo@Sea for employment in the Nordwind and Alpha Ventus wind-energy projects off Borkum and Eemshaven in the Netherlands. *(Photo: Ricardo vanLiere)*

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TUG LARIN WITH BARGE VD-4001

Tug **Larin** with barge **VD-4001** while passing Starocherkasskiy cargo terminal (3103.4 kilometer mark, river Don) allided with berthed m/v Sapphire. m/v Sapphire damaged – hull from 15 to 20 frames dented, mooring dolphin teared. m/v Sapphire – dwt 2757 mt, built 1984, flag Russia, manager Flagman Co., Azov, IMO 8871338.

ROYAL THAI NAVY BUILDS TUG

Utilising the resources and facilities of their extensive repair yard at Saatahip on the east side of the Gulf of Thailand near Pattaya, the Royal Thai Navy has build a tug for their own use. The 27.5-metre tug has a 8.5-metre beam and a 4.15-metre moulded depth. Designed by Singapore's Khiam Chuan Marine, all of the materials for the vessel were purchased through the services of the Thai shipyard, Sea Crest Marine. This included a dedicated fire pump engine, two 69kW generator sets and two Cummins KTA38 M2 main engines. Each engine, generating 895kW at 1,800rpm, turns into ZF W4610 marine gears with 5.630:1 reduction. The crew accommodation is attractive and well outfitted with a small separate galley and a roomy comfortable mess with a flat screen TV. The wheelhouse is well laid out with the basic equipment required by a harbour tug. A compact helm indicator, supplied by the Japanese firm Saura Auto Pilot, is mounted next to the bright chrome ZF control module.



Controls for the Cummins main engines are mounted on either side of a compass binnacle also

supplied by Saura. Visibility forward to the combined anchor and hawser-handling winch is good with additional windows in the overhead for ship docking. H-bitts are provided on the after deck for towing. The tankage includes 107,000 litres of fuel and 30,000 litres of water. The 1,790kW give the boat a 27.5-tonne bollard pull. The boat was built in nine smaller module blocks at the Saatahip shipyard and then transferred to the yard's 237-metre-long graving dock where a 90-metre section had been sectioned off. This allowed the tug to be assembled while freeing the balance of the dock for repair and maintenance projects. (*Source: Baird*)

ANGLIAN EARL SECURES SALVAGE WORK IN MED



Braemar Seascope Offshore reports that the towing vessel **Anglian Earl** (Imo 8516964) has been fixed by Scaldis Salvage for six months salvage work in the Mediterranean. **Anglian Earl** was built in 1987 and has a bollard pull of 137 tonnes. She is expected to return to the North Sea to continue her ETV duties towards the end of the year. **Anglian Earl** is owned by Klyne Tugs, who became part of the JP Knight Group in 2007. (*Source:OSO*)

SHIP RAISED, ALL BODIES RECOVERED FROM DEMAS VICTORY

July 7, 2009 The last 19 bodies were recovered from the **Demas Victory** service vessel yesterday afternoon. The vessel sank off Doha on June 30. A 44-member salvage team comprising rescue and relief personnel from two UAE-based firms have been working for three days around the site. The rescue personnel were from UAE's Mubarak Marine and Sub-Tech. Sources quoting salvaging teams told Gulf Times that the sunken vessel had been lifted to the surface, and was set upright around 2.30am. The salvage teams then pumped out water from inside before moving inside to collect the bodies. They completed the operation around 4.30 in the afternoon, said a source, quoting the head of salvage operations, captain Ved Bali. Besides personnel, the salvage team comprised a crane barge and two vessels. Coastguards and personnel from Navy and Qatar Petroleum assisted the salvage teams. All bodies were moved to Hamad Hospital later in the evening and community sources reported receiving 10 at the mortuary by 8 pm. "The remaining bodies should be brought early today," a social worker, assisting mortuary personnel said. Four of the bodies retrieved yesterday were in a bad state. The services of forensic personnel would be required for identification. Several workers from HBK came to the mortuary yesterday. However, they were told to wait until today. Only five HBK workers have as yet been identified. The identification process will begin today morning, sources said. Bodies recovered earlier will be returned to home countries tonight or tomorrow, said Abdul Salam, a humanitarian worker, helping the Indian and Nepalese missions in repatriating the bodies. The vessel had 35 people on board, including 24 personnel of HBK Power Cleaning Company. In all 30 persons died in the mishap. They include 16 Indians, 12 Nepalese, an Indonesian and a Bangladeshi. Of the HBK staff eight were from Rajasthan's Fatepur town. Speaking to Gulf Times last evening, Nepal ambassador

Dr Suryanath Mishra said HBK officials had informed the embassy that the bodies of Nepalese nationals would be flown home as soon as the formalities were completed. Only two Nepalese victims have been identified, he said. When it was pointed out that airlines would not be able to carry some of the bodies in their present shape, senior Indian embassy official Sanjiv Kohli said the mission was considering various options in consultations with employers and friends and relatives of the victims. Asked if some bodies would be buried locally, the official replied “it is too early to say” as no one had approached the embassy with such a request. *(Source: By Ramesh Mathew)*

SEA MONARCH DELIVERED TO GREENBAY MARINE TECHNOLOGIES

Departed on the 11th June from Singapore the **Sea Monarch** (Imo 9543847), with barges on tow, arrived last week in Bahrain. The captain reported that they made a beautiful trip in spite of the SW Monsoon which is expected this time of the year. They have sailed in the shelter of the Indian coast till Bombay to cross over to the Arabian Gulf. He reported that they have observed lots of whales and the usual dolphins a delightful view during this trip After this safe trip the tug was delivered to Greenbay Marine Technologies *(Source: Capt. Bram van der Hout)*



GHAZNAVI COMMENCED TRAILS



The Damen Galati Shipyard built Stantug 4511 “**Ghaznavi**” (Imo 9428293) commenced river trail on Thursday 09 July 2009. The tug with yard number 512009 is build for Gulf Shipping Maritime Establishment – UAE. She will start her bollard pull trails and maneuvering trails on Saturday 11th July in Constanta and on the Black Sea. Hereafter the tug returns to Galati for her final outfitting and delivery. The tug has a length of 45.70

mtrs, beam of 11.22 mtrs and a draft of 5.50 mtrs. The 2 Caterpillar C280-B TA/MC develops a total output of 5420bKW (7268 bhp). Two Reintjes WAF 3455 gearboxes connected to the Promarin fixed pitch propellers is the expected bollard pull 100 tons and the speed of the tug 13 knots. *(Source & Photo: Hans van der Ster)*

GREAT OFFSHORE ACQUIRES A NEW BUILT TUG `POLARI`

Great Offshore, an integrated offshore oilfield services provider has taken delivery of a new built Tug, `Polari` (Imo 9528641). With the delivery of `Polari`, the company`s fleet strength stands at 42 offshore vessels. The company announced a phenomenal rise in standalone net profit for the quarter ended March 2009. During the quarter, the profit of the company rose 68.32% to Rs 713.50 million from Rs 423.90 million in the same quarter last year. Net sales for the quarter surged 32.85% to Rs 2,696.50 million, while total income for the quarter rose 31.66% to Rs 2,699 million, when compared with the prior year period. *(Source : Myiris)*

JAGUAR COMMENCED TRAILS

The second on the Damen Hai Pong – Vietnam new built Damen ASD 3213 design tug **Smit Jaguar** (Imo 9434826) for Smit Shipping Singapore was spotted in the Halong Bay during her trails last week. The **Smit Jaguar** with yard number 513002 is the sistership of the earlier delivered tug **Smit Panther**.(yn 513001) Another two of the same type **Smit Cheetah** (yn 513003) and **Smit Tiger** (un 513004) will follow the next months.



(Photo: Laurens de Bruijn)

HOPE DELIVERS VESSEL TO J.F. BRENNAN



On June 19, 2009, the M/V **Roger Binsfeld** departed from Hope Services Inc.'s Dulac, LA shipyard to join J.F. Brennan's tug fleet in La Crosse, WI. The new towboat was built ahead of schedule - a common practice for Hope Service's shipyard that is averaging delivery of six new hulls a year. The 72 ft x 30 ft push tug has a 10 ft depth and 29 ft eye height and is outfitted with two new Tier 2 type engines carrying a vessel rating of 2000 HP. The M/V **Roger Binsfeld** was built with extra reinforcement in its push knees and

hull and will begin working for Brennan in St. Louis, MO, on a project building one of the nation's largest cement plants. Hope Services will deliver a second, identical vessel to J.F. Brennan on December 1, 2009. *(Source: marineLink)*

BARGE STUCK IN COLUMBIA RIVER

Jul. 9--A barge being hauled by tugboat has become stuck on the Columbia River near the mouth of Hood River, officials reported this morning. The grounding was reported just before 4 a.m. by the crew of the Tidewater tugboat **Chief**, which was transporting four barges, including one with gasoline. An incident management team with the U.S. Coast Guard has responded and is conducting an investigation into possible pollution and the reason for the grounding. No pollution was reported, according to a U.S. Coast Guard bulletin (*Source: The Colombian via Jan van der Doe*)

FIRE ON THE FLORENCE FILBERG

Mark Freeman reported the fire on the **Florence Filberg**. The photo is showing the **Florence Filberg** laying on her side at Sooke, B.C. and the fire that engulfed her. She was built in 1944 on the Barbee Marine Yards - Seattle & Kenndale/Washington for the US Army Transport Service - USA as the wooden design 293 tug **LT 144**. The 283 grt tug has a length 39.22 mtrs x beam 8.53 mtrs and a draft of 4.13 mtrs. The two Fairbank 2 stroke single acting 3 cylinders engines had a total output of 1380 bhp. In 1946 the tug was sold to Canadian Tugboat Co. - New Westminster and renamed **Florence Filberg**. In 1970 she was resold to John Carolan Ltd - New Westminster without renaming. In 1974 she was sold to Newman Log Booming Ltd. - New Westminster and in 1983 to L.T.Tug Ltd - New Westminster. In 1988 she was sold again now to Fiburg Co. - Seattle and finally in 2000 to private owners and used as houseboat. In November 2007 she grounded at Sooke, B.C. (*Photo Art Anderson*)



Florence Filberg

TUGBOAT PILOT PLAN MAY HAVE BACKFIRED

NEW ORLEANS - A federal program to recruit more tugboat pilots may have backfired by allowing thousands of novice captains to take the helm and contributing to a 25 percent increase in the number of accidents on the nation's rivers. An Associated Press review of Coast Guard records indicates that the U.S. tugboat fleet is increasingly piloted by captains who have spent as little as one year in the wheelhouse. "The system has failed," said David Whitehurst, a tug captain and member of the board of directors for the National Mariners Association, a national tug workers' group based in Houma, La. "We have the highest horsepower in history, pushing more tonnage than ever in history, with the least knowledgeable personnel in history. It is a disaster. Look at the accidents we've had in the past few years." Said Richard Block, secretary of the mariners' group: "You can't learn to run a towing vessel overnight, and some of these companies are simply rushing it too much." Pushing or pulling barges piled high with freight, today's river

tugboats are the 18-wheelers of the waterways, transporting all manner of goods such as oil, grain and chemicals. At the start of the decade, the Coast Guard was under pressure from the shipping industry to revamp its training and licensing process for river pilots because an older generation of captains in their 50s was beginning to retire, creating a labor shortage. The agency scrapped the time-honored "master's system" in which captains hand-selected rookies for pilot training. Instead, officials began allowing companies to pick trainees and pay for them to become "apprentice steersmen." Under the new system, someone can get behind the controls of a tug after just a year, whereas the old arrangement required new pilots to spend years working their way up to the captain's seat. In 2003, just 16 pilots were issued new apprentice towing licenses. By 2007, that number ballooned to 871, and last year to 885. The new pilots come cheap, too. An apprentice earns about \$175 a day compared with \$450 a day for a top-grade pilot. But as the industry has added thousands of new pilots, the number of accidents involving tugs, barges and related vessels has jumped 25 percent, from 1,399 in 2003 to 1,754 in 2008. And it's not because more goods are getting shipped. Over that same span, cargo volumes rose by only about 3 percent. Capt. David Stalfort of the National Maritime Center, the Coast Guard's licensing branch, said the old master's licensing system had well-documented flaws. Before 1973, for example, tug licenses were not even required. And even after that, licenses were handed out to pilots with limited training. The new system has done what it was designed to do. "The apprentice mate is an effective program to get people into the program," Stalfort said. "I wouldn't characterize it as people coming off the street." But Whitehurst and others worry that the industry has become saturated with inexperienced pilots. "I started out here when I was 14 years old, and I'm 58 now, and I'm still learning," Whitehurst said. "This is hands-on. The stuff we do cannot be put in a book. "Over years of doing it, you develop a feel for what you're doing. You look at the surface of the water - the water lilies, the debris floating down the river, the channel-marking buoys. It is like a book with open pages, and as the old timers would say, you read it." Some experts say there is not yet enough evidence to raise the alarm about apprentice pilots. "Ask me in 2011," said Richard Wells, a retired Coast Guard license examiner. "I think we'll have a better idea whether this change in licensing was positive or negative as far as the accident rate." The new pilots are supposed to be overseen by fully licensed helmsmen, but they often run boats alone. Requirements for log books, training and mechanical checkups are routinely ignored, mariners and experts said. The Coast Guard has long been overwhelmed by the sheer volume of cargo on the nation's 25,000 miles of inland waterways. The agency has focused its efforts on bigger ships, which carry more cargo, and on fishing and recreational boats, which account for most accidents. That leaves tugboats largely unpoliced. The tugboat industry has "always been out of sight, out of mind," said Whitehurst, the tug captain. "The rails and trucking industry, they're in everybody's face. A towboat, they're isolated, they're behind the tree line." For tugboat pilots, the cost of an error can be frightfully high. When a towboat commanded by a sleep-deprived novice pilot pushed a fuel barge in front of a tanker in the New Orleans harbor, the collision sliced the fuel barge in half and spilled 283,000 gallons of oil. The accident in the wee hours of July 23, 2008, caused one of the biggest oil spills in U.S. history, even though the tanker never ruptured. John Paul Bavaret II, the man in the wheelhouse that night, held only an apprentice pilot's license. There should have been a fully licensed pilot with him. Bavaret (ba-vuh-RAY') told the Coast Guard he had routinely piloted vessels on his own, and that it was common practice at the company he worked for, DRD Towing Co. of Harvey, La. Thomas A. Allegretti, the tug industry's leading lobbyist, characterized DRD as a rogue firm. "No responsible operator is going to routinely participate in a practice of using unlicensed personnel in the wheelhouse," said Allegretti, whose group is called American Waterways Operators. "You would subject the safety of your crew, of your vessel, of your cargo, to enormous risk by doing that to say nothing about the attendant liability you face in terms of federal prosecution and accidents." There have been other serious accidents involving novice

pilots. In 2005, an apprentice pilot misread warnings on the Ohio River outside Pittsburgh, and his boat and six barges plunged over a dam. Four mariners were killed. And in 2003, a novice pilot steered a tugboat and its three tank barges into a railroad bridge on the Atchafalaya River in Louisiana, causing \$210,000 in damage. After the New Orleans accident, Congress called for action, and the tug industry moved to close some of its own loopholes. The Coast Guard has started drawing up regulations for an improved inspection program and began the "Big Tow Operation," a nationwide effort to crack down on tugs that break the rules. The Coast Guard is also training a new corps of 100 field inspectors specifically for tugs, hoping to examine the entire fleet. "Most mariners want the boats inspected because it will make them safer," said Joel Milton, a New York-based tug captain and columnist for WorkBoat Magazine. "Companies would be more inclined to fix things." *(Source: Associated Press)*

JAWAR DUBAI TOWED BY BUSTENI



On Friday 10th July it was seen on the Damen Galati Shipyard in Romania that the last week launched Stantug 2909 **Jawar Dubai** was towed by yards tug Busteni to the outfitting jetty. *(Photo: Nickel Nijman)*

ENGINEER ROOM STANTUG 2909

On the right is seen the engienroom of a Damen Stantug 2909 with yard number 511620. The engines develops a bollard pull of 68.6 tons and a speed of 13.4 knts *(Photo: Nickel Nijman)*



OFFSHORE NEWS

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EDDA FJORD GOES TO GLOBAL MARINE



Global Marine Systems has fixed the large MPSV **Edda Fjord** (Imo 9246114) for around 75 days firm plus options. It is understood the vessel will be carrying out work on the Valhal Field in Norway. As Braemar Seascope Offshore noted in its latest report on the market, **Edda Fjord** was chartered a number of times earlier in the year by StatoilHydro to carry out supply duties and survey work. The multi-role vessel is of VS 498 design and has DP2. The 2002-built vessel can also have a 200 tonne active heave compensated crane which is removable. The vessel also has accommodation for 90. *(Source: OSO; Photo: Erik Ask)*

DEEP SEA SUPPLY SECURE CHARTER CONTRACT

Deep Sea Supply has secured a charter contract for its Anchor Handling Tug and Supply Vessel "**Sea Lion**" (Imo 9393412) in Egypt. The vessel will commence charter mid September 2009 and Deep Sea Supply's contractual counter party is Egyptian Company for Gas Services (ECGS). Estimated length of contract is between 1 and 1 ½ years equivalent to that required to support a two (2) well drilling program. The total contract value is in excess of USD 17,5 mill. *(Source : Deep Sea Supply Plc; Photo: Charles H.Reid)*



GOOD SEAMANSHIP????



The above seen 1981 built **Nico Rashidya** seen "operating" in the Persian Gulf, just a few days before the utility vessel **Demas Victory** sunk offshore Doha and killed more than 20 men. The above vessel was overloaded in the first place and because of stability concerns, ballasted even further down by the Master. Unfortunately this is a prime example for obviously untrained and uneducated ship management and serious lack of control

by port authorities, owners and charterers. It should be well known by now, that it is extremely dangerous to have the stern roller of a supply vessel trimmed under water. The stability curve is changing dramatically and the vessel is endangered to loose stability completely without any warning. So it happened many years ago to the AHTSV **OSA Ghent**, which capsized alongside in Singapore for the same reason, whilst being loaded with casings. Fortunately nothing happened in this particular case. *(Photo: Capt. Cristian Schmidt -MNI)*

YARD NEWS

HOPE SERVICES' NEW VESSELS

On July 8, 2009, Hope Services Inc. and Higman Marine Services, of Houston, Texas, signed a contract for the delivery of two new vessels. The first of the two will be delivered in March 2010 and the second in June 2010. "The working relationship between Hope and Higman goes back many years;" according to Rocky Henderson, President of Hope Services, Inc. "We are grateful for

the business and look forward to fabricating these new vessels for a great customer.” The two 78 ft by 32 ft vessels will have a 10 ft depth and will carry 2,000 hp engines. These boats will be the largest vessels Hope has built for Higman. This contract brings the total number of vessels that Hope has built for Higman to thirty-two. *(Source: marineLink)*

GC RIEBER CANCELS NEWBUILD ORDER WITH PT BATAMEC

GC Rieber Shipping, Norway, has cancelled a newbuild order with Indonesian yard PT Batamec Shipyard following delays in the delivery. The vessel was ordered by Polar Marine I, a joint venture between GC Rieber and Otto Marine in which the former had a 51 percent share. Sven Rong of GC Rieber said that the payments for the 3,100DWT PSV were covered by refund guarantees. The vessel, which was ordered in May 2008 was supposed to have been delivered in two months ago. *(Source: Baird)*



ANOTHER CREWBOAT FROM STRATEGIC MARINE



Strategic Marine has launched the first of two crewboats for owner Juragan Jati Snd Bhd, a wholly owned subsidiary of the Malaysian company Dinastia Jati Snd Bhd. **Jati Three** was launched on 27 June. The vessel has a top speed in excess of 25 knots seating for 60 rig crew, over 110m² of deck space and a large bow thruster for enhanced manoeuvring. Strategic Marine's Singapore Shipyard, has been busy with four crew boat launches scheduled in four months. Dinastia Jati's second crewboat is schedule to be launched in September 2009. *(Source: OSO)*

ALNMARITEC DELIVERS “WAVE TRAIN”

Alnmaritec, an aluminum boat builder based in Northumberland, UK, recently announced the delivery of a new general purpose line handling and harbor support work boat to Western Australia. The “**Wave Train**” was built for South Sea Logistics Ltd., based in Geraldton, Western Australia. She is a customized version of the “**Wave Angler**” class of vessels from Alnmaritec and is the first boat that the company has ever sold to Australia. “**Wave Train**” is an aluminum asymmetric catamaran 10.15 long and 4.8m wide with



a displacement of around 11 tons. She is fitted with twin 355bhp Cummins QSB diesel engines driving through conventional ZF gearboxes to a pair of Hamilton 292 waterjets. These give her an intended top speed of 22 knots and a bollard pull of 2 tons. She was designed to carry 3 crew and 6 passengers and she has a large working deck aft which is serviced by a Palfinger PK 2500 hydraulic knuckle boom crane and a 2 ton hydraulic capstan. *(Source: MarineLink)*

2010: THE "YEAR OF THE SEAFARER"



In its recent 102nd session in London, The Council of the International Maritime Organization (IMO) agreed that next year's theme for World Maritime Day will be "2010: Year of the Seafarer," proposed by IMO Secretary-General Efthimios E. Mitropoulos. The theme - to be celebrated throughout the year and at a World Maritime Day parallel event in Argentina - was

selected to give IMO and the international maritime community the opportunity to pay tribute to the world's seafarers. "The...hazards confronting the 1.5 million seafarers of the world - including pirate attacks, unwarranted detention and abandonment - coupled with the predicted looming shortage of ships' officers, make it ever more incumbent to take immediate and effective action to forestall a situation from developing in which ships are not manned with sufficient skilled personnel," Mitropoulos said. *(Source: MarineLink)*

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Smit Anambas at Work with remarkable pictures. Enjoy this show

Another story in Dutch **Het Luciferdoosje** was added last week

Under **Historica** you find the oldie **Peter Foss** and under **Fleetlist** you will find a new list of the

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