

Sleepvaart- en Offshore Nieuws

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Aankoop/buying, verkoop/sales, nieuwbouw/newbuilding, vernoemingen/renamings, etc.

Smit Seine Launched

On Wednesday 18th of February 2009 the ASD 2810 Damen design tug “**Smit Seine**” (IMO 9476393) was launched at the Damen Shipyard at Galati – Romania with yardnumber 511545. The tug was lifted out the newbuilding sheet by yards gantry crane. The vessel was set into the water after a small christening ceremonie, by Mrs. Gabriela Severin wife of Damens Project Managers Tug & Workboat Mr. Cristian Severin, The next months the tug will be fitted out on the same yard. The tug will be built under Bureau Veritas Class and Dutch Shipping Inspection. Mrs Gabriela Severin received flowers and the christening axe from the ship coordinator Stefan Popa as seen on the picture. The “**Smit Seine**” is the 22th ASD 2810 designed vessel for Smit and will be followed by the **Smit Ebro** the last one for this moment of this succesful design on this yard. *(Source & Photo: Hans van der Ster)*



From left to right Stefan Popa, Damen ship coordinator; Mrs Gabriela Severin; Hans van der Ster, Smit Engineering Newbuilding; Cristian Severin Damen Project Manager.



Smit Seine after launching in the wet dock

Herman Sr. signed contract for new Tarka

Friday the 6th of February the first newbuilding contract of the year 2009 was signed. Jack and Wendy van Dodewaard of Tug- and Workboat Company Herman Sr. BV ordered a Shoalbuster 2709, which will be named **Tarka**. The vessel, with yardnumber 571620, will be delivered in February 2010 and will replace the current **Tarka**, a Shoalbuster 2609. *(Source: Damen Hardinxveld)*

Stantug 2208 sold to Cuba

The Stantug 2208 which is built on the Damen Galati Shipyard under yard number 509626 was sold this week to the Cuban owner Mandamar Shipping Company Limited. The tug was named **Jupiter** and have the Cypriot flag. During her trails the tug made a bollard pull of 39 tons. *(Source & Photo: Hans van der Ster)*



Newbuilding Dintelstroom

2 years ago the very first Shoalbuster 3009 ever built, the **Giessenstroom**, was delivered to Van Wijngaarden Marine Servies. Now they ordered a new Shoalbuster 3009, the **Dintelstroom**. Mr. Wim

van Wijngaarden, owner of Van Wijngaarden Marine Services, and Mr. Jos van Woerkum signed the contract on Friday the 13th of February. The delivery of the **Dintelstroom**, with yardnumber 571609, will be in November 2009. *(Source: Damen Hardinxveld)*

Smit Canindé delivered



The first of six new built vessels **Smit Canindé** of the Rampart 3000 serie for Smit Rebras had been delivered last week. The on the Detroit Brazil - Itajai, Santa Catarina, Brazil built tug with yard number C-321 has a 70 tons bollard pull. The tug has a length of 30.50 mtrs x 11.00 mtrs beam and 5.28 mtrs moulded draft. She is ABS Classed and have two Caterpillar Diesel engines of the 3516B HD type which give the tug a total output of 4000 kW (5360 hp). The main propulsion is given by a Schottel SRP 1515 fixed propellers system. The tug is outfitted with a FiFi system of 300 cub.mtrs.hr with upgrade possibilities to FiFi 1. *(Photo: Smit Rebras)*

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SD Navigator arrived for outfitting

On Teusday 17th February 2009 the oceangoing tug **Leopard** arrived with the casco **SD Navigator** on the Waterweg. The **SD Navigator** a Multicat 2510 for Serco Denholm's MOD project will be fitted out on the Damen Hardinxveld Yard. The vessel built under yard number 519302 is scheduled for delivery July 2009 *(Source: Hans van der Ster; Photo; Ruud Zegwaard)*



Four tugs loaded for Suriname



The **Willianne** seen in the Cargohold of the **BBC Scandinavia**



The **Dirk Pieter** lifted with vessels crane as deck cargo



MNO Vervat – Rotterdam bought the **Willianne**, **Lummie**, **Dirk Pieter** and **Triton** from Van Slooten, Krul, De Boer and Iskes respectively for a project in Suriname. (Source: F.v.d.Hoek & Jan Plug; Photo: **Willianne** © R& F.v.d.HoekLEKKO; Photo: **Dirk Pieter**; **Triton/Lummie**: Jan Plug)

Special



SMIT Rebras – Your Trusted Towage Partner Now Also In Brazil SMIT Rebras (Rebocadores do Brasil SA) is a 50/50 joint venture of SMIT and Brazilian partner REBRAS. In March 2006 SMIT Rebras placed the order with the Detroit Brasil yard to construct 18 new azimuthal stern drive (ASD) tugs. All highly maneuverable and powerfull with bollard pull (TBP) ranging from 45-70 tons. So far 13 of the 18 tugs are delivered with an output of one tug per month. Operations started in February 2008 in Santos with 4 tugs, in May 2008 in Sao Luis (Ponta da Madeira & Itaqui) with 4 tugs, in September 2008 in Paranaguá with 2 tugs, and in October 2008 in Sepetiba with 2 tugs. In April 2009 we expect to start in Vitória with 4 tugs. In addition to the before mentioned 18 new tugs SMIT Rebras is in the market for another order of 12 tugs of the same design as the first 18. In 2011, 5 years from the start,



SMIT Rebras will operate in 8-10 of the main Brazilian ports with at least 30 new ASD tugs, 200 crew and 75 staff. 12 ASD tugs of 45-50 tons TBP in the period December 2007 – October 2008.



Although the yard was heavily affected by the Santa Catarina flooding in November and December 2008, we are very happy with the news that the yard is operational again, expecting only 2 months of delay. This result is that of the next 6 ASD tugs of 65-70 TBP, the first was delivered in February 2009, reaching 70 TBP, and the second was launched in January 2009. The delivery of the last tug is expected in the third quarter of 2009. All 18 tugs are Robert Allan design RA2500 and RA3000 with Caterpillar engines and Schottel azimuthal propulsion. All are built under full-time

supervision ensuring consistent high quality, standardization, and progress. The tugs are a combination of proven international technology & design with Brazilian construction, Development Bank BNDES financing, ownership, flag, and crew. Our crew and fleet clearly prove to be an asset to the maritime and safety infrastructure of Brazil. The tugs are rapidly increasing the number of towage assistances after proving the new service to satisfied clients and pilots. In their first year of service the tugs performed several salvage services like the fire-fighting of the car carrier RIO BLANCO, the grounded bulk carrier NAVIOS STAR, and towing several vessels with engine problems to safety. The first two long-haul towage were performed: 2,500 nm with a crane barge from Antonina in the south to Vila do Conde in the northeast of Brazil, and 2,000 nm with a deadship bulk carrier from offshore Sao Luis to Rio de Janeiro. And the tug **SMIT TUXÁ** took part in the tow-out of the Petrobras FPSO P-53 in Rio Grande do Sul in October 2008. Between Christmas 2008 and New Year 2009 another vessel was towed to safety in the Amazon region near Belém.



We recruit and develop experienced Brazilian Captains, Chief Engineers and Mariners. We train them in SMIT's international ASD towage techniques and apply the same quality & safety standards as in SMIT ports Rotterdam, Antwerp, Zeebrugge, Liverpool, Singapore, Panama, Bahia Blanca, Buenos Aires, Vancouver and many terminals worldwide. This combination of proven latest technology, standard-design tugs, best-practice quality & safety standards, SMIT's vast expertise, and experienced hands-on local crew ensures the consistent high quality of towage service SMIT is renowned for worldwide. SMIT Rebras offers clients

a better, safer and cheaper towage service and reduced time per port call. SMIT Rebras also offers the emergency response expertise and resources of SMIT SALVAGE, providing you with the most experienced maritime contingency partner should you need us.

Yours sincerely,

Pieter van Stein
Director Operations



The above article was supported by Mr. Pieter van Stein

New 3000 hp tug for Vane Brothers

Chesapeake Shipbuilding, Salisbury, Md, recently delivered the 3,000HP tug *Sassafras* to Vane Brothers, Baltimore, Md. The *Sassafras* Class is the first of eight in the series and will support the company's inland, brown water and coastal towing operations. Propulsion for the tug is supplied by two Caterpillar 3512 engines with 6:1 reverse reduction gears to conventional twin shafts. These new tugs have upper and lower pilot houses. The *Sassafras* features JonRie's state-of-the-art Series 500 Towing Winch with its independent drive level wind. The winch has a line pull of 9,000 lbs., 30fpm and the capacity to spool 2,100ft. Of 1 inch cable. On the after deck, the tug has a JonRie Series 421 hydraulic capstan.

Hoeksebank renamed

The *Hoeksebank* built 1971, (IMO 7113583) was renamed in November last year in **V.B.Barahona**. Scheepswerven v/h H.H. Bodewes in Millingen had built the tug under yard number 695 for the Nieuwe Rotterdamse Sleepdienst. In 1985 she was renamed **Mamelles** for SMIT Sercoma for one year only. In 2002 she was sold to Tug Services Panama – Sevilla (Boluda Valencia) and renamed **V.B. Huracan**. (Source: *Weekblad Schuttevaer*)

Steenbank renamed

De *Steenbank* (2) built 1972, (IMO 7237274)) was renamed in November last year in **V.B. Samana**. Scheepswerven v/h H.H. Bodewes in Millingen had built the tug under yard number 705 for the Nieuwe Rotterdamse Sleepdienst. In September 2002 she was sold to Tug Services Panama – Sevilla (Boluda Valencia) and renamed **V.B. Tifon**. (Source: *Weekblad Schuttevaer*)

Delivery of Maersk Tackler

On 11 February 2009, Maersk Supply Service UK Ltd. took delivery of **Maersk Tackler**, Newbuilding Hull no. 121 from STX Norway Offshore AS Langsten, Norway. **Maersk Tackler** is an anchor handling tug supply vessel with 15,300 BHP/173 ts bollard pull. She is the fourth vessel in a series of 10 from STX Norway Offshore AS. (Bron: *Maersk Supply*; Photo: *STX*)



Rem Offshore sells new AHTS

LR-Fairplay reports that Rem Offshore has sold a new anchor handling tug supply vessel (AHTS) ahead of a predicted market slump. CEO Arild Myrvoll told Fairplay: "We want a good cash position," he said, adding, "we think we can get a good price for the vessel." **Rem Viking** is being built at Norway's Kleven Verft and will be delivered in March or April, at least three months behind its original handover date. It has no charter in place and will join the North Sea spot market. The buyer is thought to be Varun, who bought **Rem Odin** in January for a reported US\$60.1 million, according to brokers. (Source: *OSO*)

Gulmar newbuilds "on schedule"

Gulmar Offshore Group says the newbuild DSVs it has under construction at Hanjin shipyard in Korea are confirmed for delivery as per schedule. Said the company: "These latest generation multi-purpose Dive Support Vessels of MT-6022-XL design, *Gulmar Atlantis*, and *Gulmar Da Vinci*, will be delivered during the fourth quarter of 2009." *Gulmar Atlantis* and *Gulmar Da Vinci* of 115m x 22m x 7m, are equipped with 18 man built-in saturation system, 2 x 3-man diving bells, 2 x 18-man hyperbaric life boats, a subsea crane of 140 tonnes AHC with 2,000m cable, a subsea crane of 40 tonnes and accommodation for 120 persons. The vessels are DNV classed with the following notation: DNV +1A1 SF- EO, DYNPOS-AUTR-DK(+), HELDK-SH, CLEAN COMF-V(3), FiFi2- DSV-SAT. "Our group strategy today is to support our technical know-how as a subsea contractor by investing in new technologies and expanding our fleet of construction support vessels meeting the requirements of challenging operations in deeper and deeper waters," said the President of Gulmar Offshore Group,

Jean-Michel Tissier. In this context, Gulmar has also announced an additional order for newbuild DP2 DSV of MT-6024S design under construction at Sekwang shipyard in Korea. *(Source: OSO)*

Khiam Chuan Marine-designed anchor handling tug delivered



Following a well-established relation, the Guangzhou Panyu Lingshan Shipyard has recently delivered another anchor handling tug designed by Singapore's Khiam Chuan Marine. With a 40m length overall and a length at the waterline of 37.8m, **Putra Jaya Singosari** is registered in Kota Kinabalu, Sabah, Malaysia. The hull's 11.8m moulded beam and 4.6m moulded depth provides tankage for 305 tonnes of fuel oil and 170 tonnes of fresh water. Accommodation is provided for up to 22 crew members. The wheelhouse has both forward and

Putra Jaya was designed by Khiam Chuan Marine.

aft facing command stations. The aft station overlooks the deck with a single drum towing winch and a starboard side tugger winch. Main propulsion power is provided by a pair of Cummins KTA38-M2 each of which is rated for 1200 hp continuous duty at 1,800rpm. The 2,400hp driving nozzle propellers gives the AHT a speed of 11 knots and a 28 tonne bollard pull. The portside main engine is fitted with a front-end power take off to power the two fire fighting monitors mounted on a bridge over the two exhaust stacks. The engine room features an enclosed operator control room. *(Source: OSO)*

Fairmount Fuji chartered to CNR

Fairmount Fuji, Fairmount's 4pt mooring accommodation / ds unit, was chartered by CNR to provide supply and accommodation services at the Olowifield offshore Gabon. The contract, which commenced on 6 February 2009, has a duration of 30 days with a 8 x 7 days option. *(Bron & Foto: Fairmount)*



Fairmount Glacier contracted by Prosafe for the FDPSO Azurite installation

AHT **Fairmount Glacier** was contracted by Prosafe to participate in the hook-up / installation of the FDPSO Azurite offshore Congo. The project is scheduled to commence around mid March 2009. *(Bron: Fairmount)*

Soliman Reys renamed



The **Soliman Reys**, built 1969, (IMO 7000906) from De Branding Holding in IJmuiden has been renamed in February in **Unicorn** with homeport Port Harcourt. She was built on the J.G. Hitzler Schiffswerft under yardnumber 710 as **Deichtor** for Offshore Supply Association Ltd. – London. In 1984 she was renamed **Soliman Reys**. *(Source: Weekblad Schuttevaer)*

De Soliman Reys krijgt haar nieuwe naam Unicorn op de steven. (Photo: Koos Goudriaan)

Red Snipe sold

The **Red Snipe**, bouwjaar 1982, (IMO 8111740) from Care Offshore in IJmuiden is sold 29th December 2008 and renamed **Snipe** under Italian flag. She was built on the J.G. Hitzler Schiffswerft, Lauenburg under yardnumber 772 she sailed from January 2002 as **Seabulk Snipe**. (Source: *Weekblad Schuttevaer*)

Versatile offshore support vessel for Ajang Shipping

The Malaysian firm Ajang Shipping recently took delivery of a versatile offshore support vessel from Shin Yang Shipyard in Miri, Sarawak, East Malaysia. The 75m by 20m **Ajang Haidah** has a moulded depth of 6.5m with a 5m design draft. Designed by Conan Wu & Associates of Singapore the new vessel is powered by a pair of 16-cylinder Cummins KTA50-M2 main engines each developing 1,800bhp at 1,900rpm. The engines turn fixed pitch four-blade 2100 by 1512 mm propellers through Reintjes WAF664 gears with ratios of 5.044:1. This gives the vessel a speed of eleven knots. The vessel's main gensets are three Cummins KTA19DM1-powered generators each rated for 360kW at 50 Hz. The emergency genset is a Cummins 6CTA8.3DM-powered 150kW generator. A 210hp Cummins 6BT5.9 engine powers the vessel's fire pump. An 815hp Cummins VTA28DM engine generates power for the boat's bow thruster. Deck equipment includes a 10 ton anchor windlass, a 5 ton capstan and a four-point mooring winch rated at 40 tons. The vessel is fitted to accommodate a complement of 196 crew and workers. The after deck provides 300 square metres of cargo space and is fitted with a 45 ton crane. Tankage includes 550 metric tonnes of fuel, 1100 MT of water and nine MT of lube oil. The keel for **Ajang Haidah** was laid on August 6th 2007 and she was delivered to her owners on December 11th 2008. The ABS-classed vessel will operate in South East Asian waters and is home ported in Kuching, Malaysia. (Source: *OSO*)



Ajang Shipping took delivery of Ajang Haidah late last year.

Siem turns down newbuild PSV

Braemar Seascope Offshore reports that Siem Offshore has declined an offer to acquire a mid-sized PSV. The vessel was under construction at Havyard Solstrand when it went into bankruptcy. Siem cancelled the contract after the bankruptcy. Siem was offered the opportunity to acquire the vessel at a higher price but recently turned it down. The shipyard is understood to now be seeking a buyer for the vessel. (Source: *OSO*)

Vroon and Boston Putford end cooperation

Vroon Offshore Services and Boston Putford Offshore Safety have terminated their safety standby cooperation in the Southern sector of the North Sea. The firms have agreed for the joint vessel usage for emergency response and rescue vessels in the region is to be terminated. Under the agreement Boston Putford managed five fully owned and two jointly owned vessels for VOS since 1996. These vessels, **Nova** and **Putford Viking** will be transferred to the ownership of Boston Putford. Meanwhile the management of five fully owned vessels will be transferred to VOS over the forthcoming weeks. The vessels will also be renamed as follows: **Black Watch - Vos Emperor**, **Britania Conquest - Vos Conquest**, **Britania Harvester - Vos Harvester**, **Britania Monarch - Vos Monarch**, and **Britania Warrior to Vos Warrior**. (Source: *OSO*)

Asso Trenta due in March

Braemar Seascope Offshore reports that Augusta Offshore is expecting to take delivery of the UT-755 LC **Asso Trenta** around the end of March. It had originally been anticipated that the PSV would be delivered from the Simek Yard in Norway in February. The vessel will be equipped with DP2 and will have deck space of around 690m² and 5,521bhp. Including the newbuild Augusta Offshore will have a total fleet of six PSVs, 10 anchor handling tug supply vessels and six anchor handling tugs. (Source: *OSO*)

PSV Makalu due end of February

The PSV **Makalu** is due to be delivered to Garware Offshore by Havyard Leirvik shipyard by the end of February. It is understood the UT-755LN vessel had been bid for work offshore India but was

unable to make the timescale for the contract. **Makalu**, which will be equipped with DP2 and a deck space of around 680m², is now expected to join the North Sea spot market on delivery. Meanwhile, the UT-755 LN designed **Mana** continues to work in the North Sea after a potential deal to sell the vessel did not go ahead. The DP1 vessel is currently working for BP until around the middle of February with 14 daily options thereafter. *(Source: OSO)*

Rem Poseidon now due in March

Braemar Seascope Offshore reports that the newbuild multi-purpose support vessel **Rem Poseidon** is now due to deliver in early March. The MT6016 Mk3 design vessel is currently under construction at Kleven Verft shipyard in Norway. It is understood the vessel is currently charter free and could join the North Sea spot market. The DP2 vessel will be equipped with a 100 tonne active heave compensated crane with a reach of 15m. **Rem Poseidon** is equipped for ROV, field support and construction duties and has accommodation for 68 people. *(Source: OSO)*

VOS Seeker named



The namegiving ceremony for **VOS Seeker** took place on February 10th at the Astilleros Zamakona Shipyard in Spain. **VOS Seeker**, a field-support vessel, built at the Astilleros Zamakona Shipyard, will join Vroon's growing fleet of modern vessels providing a range of emergency response and cargo support for the offshore industry. Delivery of the vessel is expected in the first week of March. The vessel will be operated by Vroon Offshore Services Ltd and is currently being marketed to work in the UKCS.

VOS Seeker is being marketed on the UK Continental Shelf.

Only four orders placed at Norwegian yards

Only four orders have been placed at Norwegian yards in 2009, and the order intake is still low, according to the yard association Norske Skipsverft. However, the total value of the industry's order book is NOK 55 billion (EUR 6.3 billion). "It's due to the golden years in the offshore industry. Around 80 per cent of all orders placed at the Norwegian yards are vessels ordered to serve the oil- and gas industry. The main part of these vessels were ordered in times when the oil price increased dramatically and when the optimism was strong among oil companies as well as shipping companies", says Birger Skår, CEO in Norske Skipsverft, to na.24. In 2008 the order intake was NOK 7.6 billion (EUR 860 million) comprising 21 vessels, compared to NOK 31 billion (EUR 3.51 billion) in 2007, comprising 71 vessels.