

Sleepvaart- en Offshore Nieuws

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Aankoop, verkoop, nieuwbouw, vernoemingen, etc.

Zoekprobleem Lady Laura opgelost

Harms heeft de **Lady Laura** aangekocht en hernoemd **Varius**, zij is voor de feestdagen vertrokken uit Lowestoft naar Hamburg. Zij zal worden ingezet voor sleepreizen en rigmoves. Een rigmove is inmiddels uitgevoerd samen met Granit. Momenteel is zij contractueel gekoppeld aan de Smitbarge 1. De **Primus** is een nieuwbouw project. Harms is in onderhandeling geweest met Damen Shipyards Gorichem, K. Damen Hardinxveld en een Duitse werf. Maar i.v.m. de moeilijke financiële constructie (garanties aan werf) schijnt nu recent de opdracht tot bouw van deze boot gegaan te zijn naar Müzelfeld Werft. Oplevering ergens in 2005. *(Bron: Rob v.d. Hoek)*

Camperduin ruil

De Camperduin van Thijs Viegers wordt verkocht aan Damen Marine Service en herdoopt in DMS Condor. De nieuwe Camperduin, welke momenteel in de nieuwbouwhall bij Damen Shipyard te Gorinchem wordt afgebouwd onder nr. 1555 is een shoalbuster en zal worden opgeleverd in April 2004.

Serwal 3

Uit Polen is het nieuws gekomen dat de **Multratug 14** (ex. Petronella J. Goedkoop-03) Serwal 3 is herdoopt. *(Bron: Lawrence Amboldt)*

Oceanos

De Oceanos zal bij Internacional Tug S. A. de **Apolo** (ex. Dalmar Energy-93, ex. Zamtug III etc.) vervangen. De Apolo zal door Damen aan derden verkocht zijn, vermoedelijk ook in Zuid Amerika. *(Bron: Lawrence Amboldt)*

DOF and BOA form new company

District Offshore (DOF) ASA has entered into a contract with Boa Offshore AS/Taubatkompaniet AS to form a new company, to be named DOF BOA AS, reports Seabrokers. Both companies will own 50 per cent of the new company, which has purchased both the AHTS VS480 Boa Hercules and VS480 BOA Giant. The two anchor handlers were built in 2002 and have traded both successfully in and out with the North Sea in the past.

Torm Heron Aground

Friday morning 23/01/2004 just after 11.00 a.m. Humber Coastguard was informed by Vessel Traffic Services at Humber Control that the 2900 ton tug Torm Heron was stranded on a mud bank and listing at up to 30 degrees. On the falling tide with 14 people on board including a pilot, just of Immingham. She was carrying 440 tonnes of bunker fuel. But there was no apparent sign of any pollution in the water, or damage to the vessel, however the vessel later settled back to a 15 degree list. Humber Coastguard immediately requested the launch of the Humber lifeboat and the Cleethorpes inshore lifeboat whilst VTS maintained a watch on the vessel via their remote camera. The pilot vessel also proceeded to the scene as did the tug Tradesman who stood by and offered to take any non essential crew off the Torm Heron. Eight non essential crew were taken off by the Tradesman and landed onto nearby jack up rig. A rescue helicopter was also scrambled; however this was stood down when no one was required to be immediately lifted off the vessel. The vessel was refloated at 15.00 hrs on the same afternoon by 3 chartered tugs, the crew was put back on and than stood by with the Serviceman, whilst big sister the Moira, pulled her off. She went to anchor, and went into Alex dock, probably MMS drydock

2 Injured after tug/barge collision

The Coast Guard, along with numerous agencies responded to the Cheaspeake Bay Bridge Tunnel just before 5 p.m. after a tug and barge collided with a section of the southernmost bridge, injuring two people and toppling a crane. The injured crewmembers were rescued from the tug **Captain Ed** and taken on board the USS Tempest, a Navy 170-foot coastal patrol boat, and later transferred to EMS personnel on shore. Their conditions are unknown. A Coast Guard rescue boat and helicopter, a Virginia Beach Fire Department fireboat, the CBBT, and the Maryland and Virginia Pilots all are assisting in securing the water and roadway where the collision occurred. The collision occurred on