



Monthly Tug Position Circular

Clarksons Platou Offshore, formerly Samuel Stewart & Co, lead the field in International towage and salvage broking, with over 50 years experience in the sector. We offer effective and impartial services to Ship Owners, Managers, Underwriters, Adjusters, P&I Clubs, Insurance Brokers and other leading parties within the Maritime industry, whenever immediate towage and/or salvage services may be required. We are also experts in deep-water long distance tows and heavy lift transportation.

In recognition of the daily requirements of the Shipping sector, we maintain 24 hours a day, 365 days a year coverage with a duty broker, who can be contacted on **+44 (0) 20 7645 5032**

Duty Broker	Period of Cover
Keri Libretto	26/01 - 01/02
Shaun Frestle	02/02 - 08/02
Thomas Chapman	09/02 - 15/02
Adrian Goodger	16/02 - 22/02
Thomas Chapman	23/02 - 01/03
Keri Libretto	02/03 - 08/03
Adrian Goodger	09/03 - 15/03
Thomas Chapman	16/03 - 22/03



**Towage semi-submersible drilling rig “Atwood Eagle” from Singapore to Zhoushan, China.
Tow performed by anchor handling tug supply vessel “ALP Striker” - July 2017.**



Global Towage & Salvage Position

Clarkson's maintains a global vessel database with approximately 6,500 tugs together with their principal specifications, current positions and availability. Each Broker has access to the database from the office or home, enabling them to send e-mail and fax communications at any time of day.

A sample of available tug positions is outlined hereunder. These are representative examples and should not be used in any way without prior permission. They do not represent either the largest or smallest tugs which may be available and the lists are a selection of some key Worldwide ports.

NORTHERN EUROPE & THE BALTIC		
BHP	Bollard Pull (T)	Position
16,094	220	Aberdeen
24,371	272	Bergen
17,864	238	Montrose
2,500	35	Terneuzen
22,000	230	Stavanger
5,050	70	Invergordon
4,637	67	Southampton
21,700	209	Cherbourg
6,522	84	Hamburg
8,200	220	Rotterdam

MEDITERRANEAN & THE BLACK SEA		
BHP	Bollard Pull (T)	Position
5,150	66	Alexandria
7,000	89	Piraeus
8,648	102	Split
19,034	220	Valletta
5,220	65	Thessaloniki
5,150	65	Crete
1,420	18	Limassol
5,800	69	Naples
4,600	66	Ravenna

USA & CANADA (INCL. US GULF)		
BHP	Bollard Pull (T)	Position
4,076	53	Montreal
8,000	80	Seattle
3,500	42	Jacksonville
6,000	73	Amelia
5,000	71	Vancouver
3,900	54	Brownsville
4,000	50	Seattle
3,300	40	New York
10,750	120	Morgan City
3,900	55	Honolulu



CENTRAL & SOUTH AMERICA (INCL. CARIBBEAN)

BHP	Bollard Pull (T)	Position
3,600	53	Buenos Aires
4,636	70	Freeport
3,860	60	Cristobal
3,300	52	Fort De France
16,000	200	Chaguaramas
4,976	72	Curacao
2,260	30	Kingston
4,560	60	Barranquilla
4,750	74	San Juan

INDIAN OCEAN & ARABIAN GULF

BHP	Bollard Pull (T)	Position
10,880	113	Mumbai
6,780	80	Ras Al Khaimah
17,600	200	Kakinada
8,200	121	Sharjah
11,140	130	Colombo
7,268	95	Dubai
5,000	60	Jeddah
10,560	102	Port Louis
2,400	31	Fujairah

AFRICA & THE RED SEA

BHP	Bollard Pull (T)	Position
4,520	55	Warri
6,140	94	Douala
6,136	84	Pointe Noire
19,000	198	Walvis Bay
7,200	94	Suez
8,000	100	Lagos
7,340	80	Tema
16,800	190	Las Palmas
19,200	185	CapeTown

ASIA, FAR EAST, EASTERN RUSSIA & AUSTRALASIA

BHP	Bollard Pull (T)	Position
13,500	158	Singapore
6,000	100	Yokosuku
12,000	157	Dalian
5,150	63	Brunei
5,365	80	Labuan
13,500	158	Colombo
2,440	41	Sydney
10,000	132	Kaohsiung
2,487	32	Dampier



Heavy Lift & Project Cargoes

In more recent years, Clarksons Platou Offshore have become increasingly established in the Heavy Lift and Transportation sector. This has centred on tug and barge combinations, as well as HLV semi-submersible vessels and geared heavy lift multi-purpose vessels. Many of the more specialised vessels are self-sufficient, some being DP capable.

The larger vessels have cargo payloads of up to 20,000 tonnes in both bulk and break bulk commodities. These unique craft are capable of self-load and self-discharge with crane capacities for lifting single unit weights of up to circa 2,000 tonnes.

Some of the many advantages for their utilisation include:-

- The ability to load equipment directly from the quay, barge or water, adjacent to your warehouse, and transport cargo to a convenient location close to a project site and vice versa, using fast, modern vessels.
- Movement of smaller tugs and other craft from one continent to another, as part of a relocation or sale and purchase deal, transported on or under deck thus reducing wear and tear, crew and fuel.
- Overall cost effectiveness, by use of lump sum prices including port costs/agency/assisting tugs, pilotage etc.
- Fleet flexibility. Some owners are able to switch vessels to suit dates and logistical changes in project programming.



Hansa Heavy-Lift—Hansa P Class Series -"HHL Venice" -

Transporting 2 x partly assembled cranes with a weight of 405 Mt in hold

1 x crane with a weight of 210 Mt on deck. Vessel seen navigating Bosphorus

Clarksons Platou Offshore welcomes your enquiries for any current or upcoming projects. We are also able to assist in advance project plans by providing budget guidance and cost estimations for future work.

In the event of an EMERGENCY please call our 24hr response line: +44 (0) 20 7645 5032



Additional Services

Clarksons Platou Offshore formerly Samuel Stewart & Co is a subsidiary of The whole of the Clarksons Group, which offers a vast and dynamic ranges of services for clients worldwide. Each office has its own speciality, however all have access to a comprehensive and sophisticated database relating to shipping, thus creating a superior service level within the Shipping industry. All offices are manned with vastly experienced personnel, of long-standing service ensuring a professional, in depth and bespoke service that is unparalleled, in what is now the world's largest shipbroker . Some areas include:



The Clarksons Platou Offshore website has been designed to make key information instantly accessible for existing and prospective clients as well as serving the wider industry at large. Why not visit us at: www.clarksons.com

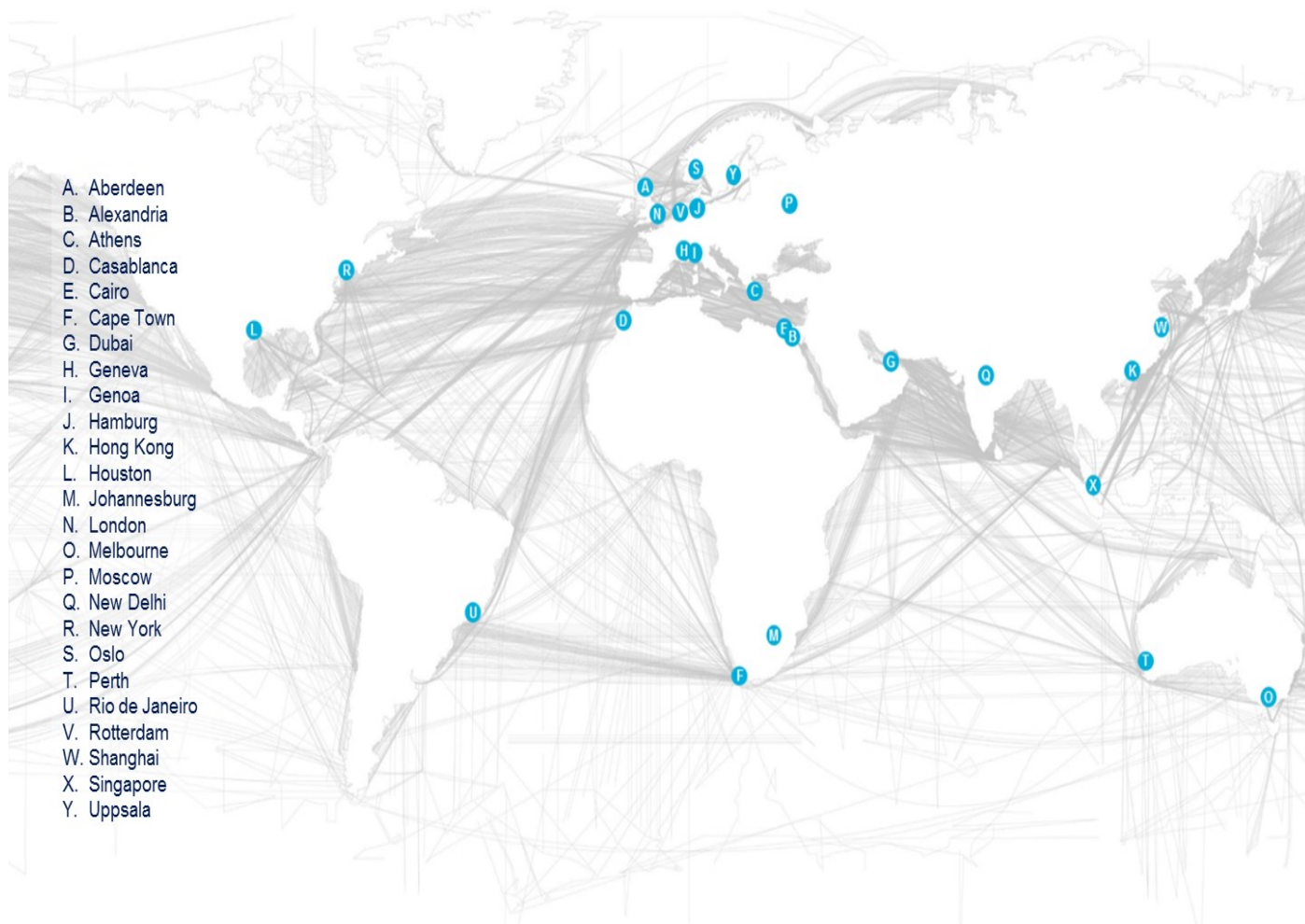


"Dockwise Vanguard" transports Chevron's Jack & St Malo drilling platform
from South Korea to Gulf of Mexico

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Offices & Contact Information



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We welcome any feedback on the *Monthly Tug Position Circular*. Clarksons have made some modifications to the report, though it maintains its primary focus to provide readers with a snapshot of tug availability in regions worldwide.

The report also aims to serve as a useful reminder of Clarksons services for customers : both old and new. In the event that there are particular areas that you would like to see contained within the *Monthly Tug Position Circular*, we are happy to accommodate any reasonable requests.

DISCLAIMER: While care has been taken in good faith to ensure that the information in this report is accurate and complete, it is intended to be used as a general guide and not to be relied upon as a definitive source. Clarksons Platou Offshore nor any member of the group of companies of which it forms part cannot and do not accept any responsibility whatsoever for any loss, including, without limitation, direct or consequential losses, arising from the use of this document or its contents even in the event of errors. This report is confidential and the reproduction, distribution and/or republication of this report or its contents is strictly forbidden without prior and express approval from Clarksons Platou Offshore. Unauthorized reproduction, distribution and/or republication of this publication will be subject to legal action.

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