Tugs Towing & Offshore Newsletter

14th Volume, No. 08 Dated 17 February 2013

BUYING, SALES, NEW BUILDING, RENAMING AND OTHER TUGS TOWING & OFFSHORE INDUSTRY NEWS

TUGS & TOWING NEWS

SMIT BISON LEAVING FOR DUBAI

Last week was seen the 2006 built Dutch registered with call sign PHFX **Smit Bison** (Imo 9345518) from Smit Transport Europe B.V. – Rotterdam; Netherlands, loaded on the Jumbo Shipping vessel *Jumbo Vision*. The **Smit Bison** will be transported to Dubai for the time being one year contract to assist a Boskalis clipper dredger. The **Smit Bison** is built by IHC Beaver Dredgers BV – Sliedrecht under yard number 11018. She has a length of 25.40 mtrs a beam of 10.00 mtrs and a draught of 2.70 mtrs. her grt is 230 tons. The engines produces a total output of 1,492 kW (2,028 hp) and a speed of 10 knots. She is Bureau Veritas classed I✠ Hull ●Mach Unrestricted navigation with notations ✠AUT-UMS (SS) , ICE CLASS ID ● Mach nr. 08323Y. *(Photo: Bob Soumang)*

TUG SINKS IN TENNESSEE RIVER RESULTING IN FUEL SPILL

4,000 gallons of diesel fuel has been contained on the Tennessee River after a tugboat sank in one of

its embankments. The vessel, owned by New Johnsonville Marine Service, was found partially sunk on Monday morning. Officials said there were possibly 4,000 gallons of fuel on board, most of which leaked into the water. Divers were called in to seal the source of the leak, according to local news reports. The spill was contained in a small area by booms. A drum skimmer was also brought in to suck the oil up out of the water. It was believed the fuel did not enter the main river course, but stayed in an area of about 300 yards by 300 yards. Clean-up companies were called in, along with the U.S. Coast Guard for assistance. An investigation has been launched to determine the cause of the sinking. No injuries were reported in this incident. A plan to remove the tug from the water has not been confirmed. *(Source: Marex)*

FELLS POINT WITHOUT TUGBOATS

Teenage wharf rat Allen Baker lost his virginity to a biker chick a dozen years his senior on a 19th century tugboat called the **Pinners Point** down at the foot of Broadway. This was more than 30 years ago. Baker wasn't old enough to drive a car, and tugboats were still a part of day-to-day life in Fells Point. Though cherries continue to pop more or less as they always have, it's unlikely that a Baltimore kid will ever again cross from innocence to knowledge in so nautical a manner. The 21st century combo of homeland security and fastidious insurance companies have killed casual visits to maritime vessels; heavy industry has vanished from Crabtown's old seafaring villages; and after a near-ubiquitous presence since the age of steam, tugboats only dock at Thames and Broadway on infrequent visits. The boats were there when Baker needed them. Not so much to ease him into manhood—that was a bit of a fluke: he was standing watch on the **Pinner** when love pulled up in an El Camino—as to salvage his young and troubled life. "The boats probably saved me from a life of incarceration, being a thief or a wino," says Baker, 46, a licensed captain of the vessels he so loved. "I had my first ride in '76 on a Curtis Bay tug called the **Kings Point**. I was 10 years old and I knew where I wanted my life to go." It wasn't long before this kid started to bring the first of many cameras he has used to make images around the world of all things maritime. Baker soon inherited his paternal grandfather's Argus C3, and his habit of riding and photographing tugs at work—like Baker-Whiteley's America, a long-scrapped diesel from a long-defunct company—was supported by a $25-a-week job at an electronics store near his home. And home was a place he didn't want to be. "In my house, the way I grew up, getting film

developed was considered a luxury," says Baker, whose father, Fred Baker Jr., worked the Sparrows Point shipyard. "All I ever saw was people going to work every day. College was never discussed." Soon, Baker dropped out of high school and moved in with Stevens "Steve" Bunker, a waterfront sea dog and keeper of parrots. Bunker advised Baker to read Two Years Before the Mast, by Richard Henry Dana, which the youngster dutifully did. As a result, the Baltimore that disappeared endures in Baker's shots, where wharves, coal piers, railroad trestles, and factories abound. He has at least six boxes of maritime negatives, an archive he is working to turn into a book. Until he does, the exterior of the Sip and Bite diner will have to do. When Tony Vasiliades took over the Sip and Bite from his father, George, in 2007, changes at the Boston Street landmark followed. Outside, stainless steel replaced Formstone. Around the shiny metal are dull gray panels. Upon these panels, Vasiliades intends to put images of the Baltimore harbor from Allen Baker's collection. Right now, Baker's on the shore, waiting for work to come out of New York. Going to sea isn't as much fun as it was when he was a kid. Ships are rarely in port for more than 18 hours. And there are many more rules and regulations, which Baker learned the hard way in 1999: Working as an able-bodied seaman on the MV *President Kennedy* container ship, he was found negligent in a Long Beach shipboard accident that killed a crew member. The following year, in Seattle, Baker failed a Coast Guard drug test for marijuana and had his seaman's papers and officer's license revoked. Getting back the privilege to sail—receiving "clemency" from the Coast Guard before retaking all the necessary tests—took five years. In that time, Baker stocked supermarket shelves for $9 an hour. He says he has not had a drink or gotten high in 12 years. Perhaps the biggest change in working the waterfront, the one that seems to nettle him the most, is how difficult it is, in our post-9/11 world, to poke around the waterfront to take pictures without arousing suspicion. "Train buffs have the same problem," says Baker. "Anyway, there's nothing to shoot on Broadway anymore. We live in a tugboat-less Fells Point." *(Source: Baltimore City Paper by Rafael Alvarez)*

ALL MAJOR SWEDISH ICEBREAKERS AT WORK

The ice is now so thick in the Gulf of Bothnia and in parts of the Swedish east coast, that all major Swedish icebreakers have been sent to sea to break the ice. Viking icebreakers and three Finnish icebreakers are not yet activated. Although the cold is extreme the ice grows quietly and safely in the northernmost part of the Baltic Sea. The whole of the Gulf of Bothnia is now icy until Norra Kvarken. "It's cold, so ice is spreading more and more along the coasts", says Ulf Gullne from the Swedish Isbrytarledningen. "The latest 4-week forecast says that it will not be so cold this week, but the weeks 8, 9 and 10 will be colder than normal", says Ulf Gullne. Gullne says that the ice normally

continues to spread in February and early March, and it suggests that the ice follows the general pattern this year. All the major Swedish icebreakers are now in transition, while Viking icebreakers and three of the Finnish icebreakers have not yet been activated. Fennica is at the ready in Kokkola port, while Sisu and Nordica are located in Helsinki. On the Swedish west coast ice has on the other hand largely disappeared as the strong wind has died down. *(Source: Maritime Denmark)*

LOMAX TOWING ULSTEIN XBOW HULL 298

The 2012 built British registered with call sign 2GCQ5 tugboat **Lomax** (Imo 9657832) towing the Ulstein XBow Hull 298, to be named **Blue Guardian**, during her maiden voyage off Malta on Tuesday 12th February, 2013. Tugboat is being delivered by TOS Ship Delivery Services. The tug is owned and managed by Ostensjo Rederi AS – Haugesund; Norway. She has agrt of 420 tons and a dwt of 120 tons and is classed American Bureau of Shipping. The Blue Guardian, a Ulstein PX121 design, will be outfitted on the Ulstein Verft in Norway and delivered in June 2013 to Blue Ship Invest A.S. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

IONION PELAGOS ENTERING MARSAMXETT HARBOUR, MALTA

The 1977 built Panama registered with call sign HO7230 tugboat **Ionion Pelagos** (Imo 7601657) entering Marsamxett Harbour, Malta on Sunday 10th February, 2013 arriving from Sardegna. The tug is owned by Megalohari Salvage & Towage SA – Piraeus; Greece and managed by Mega Tugs Salavage & Towage – Piraeus; Greece. She has a grt of 710 tons and a dwt of 526 tons and is classed Registro Italiano Navale. The tug is the former Biscay Sky built by Molde Verft A/S – Hjelset; Norway and completed by Ulstein Hatlø A/S – Ulsteinvik; Norway under number 148. Delivered to Biscayan Towage & Salvage Co – Bilbao; Spain and chartered to Wijsmuller – Ijmuiden; Netherlands. In 1979 sold to Black Sea Shipping Co – Odessa; Russia and renamed **Zubr.** In 1991 sold to Blascospetsflot – Odessa; Ukranian. In 1996 sold to SATCO –Odessa; Ukranian. In 1998 sold to

Rimorchiatori Sardi SpA- Cagliari; Italy and renamed Mascalzone Oceanico. In 200? Sold to MOBY SpA – Portoferraio; Italy. In 2009 to Megalohari Salvage & Towage SA and managed by Megalohari Hellenic Tugboats Salvage & Towage – Piraeus; Greece and renamed Ionion In 2009 rebuilt by Salamis Shipyard; Greece. In December 2009 in management by Mega Tugs Salvage & Towage SA – Piraeus; Greece. *(Photo: Capt. Lawrence Dalli - www.maltashipph otos.com)*

FAIRPLAY 14 IN DRYDOCK

Last week was seen the 2009 built Dutch registered with call sign PBXM tug **Fairplay XIV** (Imo 9541708) during her drydocking survey at the Antwerp Ship Repair – Antwerp; Belgium. The tug is owned by Fairplay Schleppdampfschiffs Reederei Richard Borchard GmbH and managed by Fairplay Towage B.V. The **Fairplay XIV** was built by Astilleros Armon, S.A. – Navia; Spain under yard number 691 and delivered on 27th November 2009. She has a length o.a. of 25.00 mtrs a beam of 11.20 mtrs and a moulded dept of 5.25 mtrs. Her grt is 308 tons and her nrt is 92 tons. The two Anglo Belgian Corporation N.V 8MDZC 1000-175-A diesel engines delivers a total output of 3,700 kW. The tug is classed Germanicher Lloyd ✠ 100 A5 E1 tug ✠ MC E1 Ice strengthening AutUnattended machinery spaces GL107702. *(Photo: Hans Bisschop-Antwerp Ship Repair)*

DAMEN RECENTLY DELIVERED CARMEN

The Damen Shoalbuster 2308 tug Carmen (Imo 9569372) was recently delivered to her owners and

will working for the Tym-Group . The tug with yard number 571623 was built in Poland and fitted out at the Damen Shipyards Hardinxveld: Netherlands. She has a length 23.35 mtrs a beam of 8.00 mtrs and a depth at sides of 2.99 mtrs. She has a displacement of 238 tons. Her basic functions are Towing, mooring, pushing, anchor handling, dredge support operations. The two Caterpillar 3412D TTA develops a total output of 1,264 bkW (1,696 bhp). She achieved 24.1 ton bollard pull ahead and speed of 11.1 knots ahead. The tug is classed Bureau Veritas I ⋅ HULL ⋅ MACH Tug unrestricted navigation nr 14977G. *(Source: Damen; Photo: R&F van der Hoek-Lekko)*

AHT IEVOLI AMARANTH CHARTERED TO THE DUTCH COASTGUARD ENTERING GRAND HARBOUR, MALTA

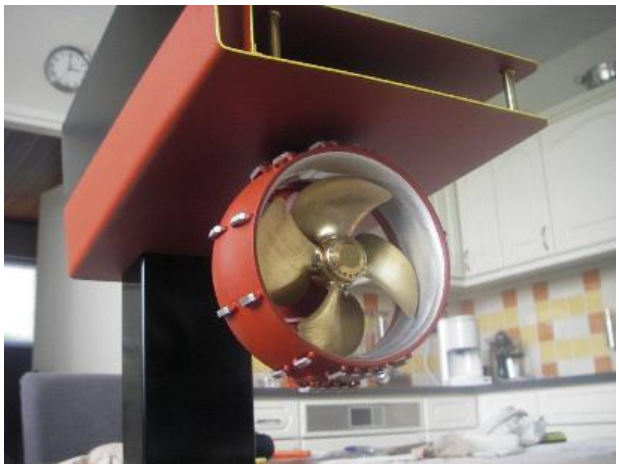
The 2013 built Dutch registered with call sign PCSY AHT **Ievoli Amaranth** (Imo 9637363) chartered to the Dutch Coastguard entering Grand Harbour, Malta on Wednesday 13th February, 2013 during her maiden voyage to the Netherlands. She's replacing **Ievoli Black** which has replaced the Dutch Coastal ERV **Waker** that has suffered an engine room fire back in 2009. Full details of the vessel can be found on the website www.towingline.com under Newsletters volume 14 issue no.6 *(Photo: Mr. Szabolcs Pozca - www.maltashipphotos.com)*

SEACONTRACTORS ANNOUNCES MLC CERTIFICATION

Seacontractors, a fast growing dynamic recruitment company and ship-owner is officially MLC certified from the 13th of February 2013. The MLC certificate proves that Seacontractors protects the rights of their seafaring employees as well as providing a safe working environment. MLC contains international regulations to guarantee the decent working

conditions of seafarers and unifies 68 International labor standards. MLC covers five titles, which are: minimum requirements for a seafarer to work on a ship, conditions of employment, accommodation, recreational facilities, food and catering, health protection, medical care, welfare and social security protection, with the final title detailing compliance and enforcement. Due to good preparation Seacontractors managed to adequately prepare for the audit with the assistance of Bureau Veritas. As a result the audit was successfully carried out and Seacontractors was certified with MLC. *(Press Release Seacontractors)*

ASD MODEL



One of the readers of the Tugs Towing & Offshore Newsletter has made a scale model of an ASD propulsion unit. This fine show model is special built for the real enthusiasts, manufacturers and/or shipbuilding yards who build tugs with this type of propulsions. The size of the model is 24 x 38 cm and 34 cm in height. The normal diameter of the nozzle/propeller is 3,500 cm and in scale 87 mm (1/40). All three functions are mechanical operated, Two indicators shows positive values on deck. More than a half year work has carried out to finished the model. The minimal asking price for the model is in Euro's 9,500, - , which of course is a substantial amount. The Dutch National Towage Museum would be delighted to have the model in her collection. However, unfortunately the museum is not in a financial position to acquire the model. For the visitors of the museum, especially the younger ones, it would be quite interesting to see how such a propulsion works. It may even encourage them to consider a career in towage or shipping in general. That's why the museum is intensively looking for a sponsor who either would like to buy the model for his own purposes and lend it temporarily to

the museum or even finance this educative instrument in order to contribute to exceptional technical instruction for trainees and other technically minded visitors. In case interested please contact the editor of this newsletter or info@nationaalsleepvaartmuseum.nl

NEW BUILDING 43 UNDERWAY TO ANTWERP

In the afternoon of Thursday the 14th February was seen the brand new Voith Schneider tug 43 (Imo 9602124) passing Terneuzen on the river Scheldt on her way to her homeport Antwerp. The 43 is the latest in a series of four built in Spain for the Antwerpse Stadssleepdiensten completed the construction program with the tug 30, 31 and 32, built in Antwerp at the SKB yard, and the 40, 41, 42 and 43, decided to build this series at Boluda Valencia;Spain after the Antwerp yard became bankrupt. The new tug has a length 29.80 mtrs a beam of 12.50 mtrs and a depth of 5.80 mtrs. The two ABC 12VDZC-1000-166K delivers a total output of 5,280 kW (7,186). The tug achieved a bollard pull of 70 tons and a speed of 13 knots. *(Photo: Richard Wisse)*

MOTOR TUG SINGAPORE LAST UPDATE

It is reported that last Tuesday the new managers Tsavliris arrived on board the **Singapore**. The **Singapore** will be reflagged to Panama and renamed Global Success 1. The vessel shall be handed over on the 19th February to the new owners GMS (Global Marine Services). The last Dutch crew members flying home on the 15th February. *(Source: Capt. Kees Pronk)*

COASTAL VOYAGER ON TRAILS

Last week was seen the Damen Hardinxveld new building yard number 571665 Shoalbuster 3209 Coastal Voyager (Imo 9660322) for Acta Marine – Den Helder, commencing technical trails in the Rotterdam Europoort. The Voyager is a sister of the Vanguard. She has a length o.a. of 32.27 mtrs a beam o.a. of 9.35 mtrs and a depth at sides of 4.40 mtrs. The two Caterpillar Type 3512B TA/C diesel engine delivers a total output of 2,460 bkW (3,300 bhp) @ 1600 rpm. It is expected that the tug during the trails she achieved a bollard pull of 48 tons and a speed of 11.5 knots. The basic functions of the tug are Towing, mooring, pushing, anchor handling, dredging support operations.

She is classed Bureau Veritas I • Hull • Mach Tug Unrestricted Navigation AUT-UMS and under regulations of the Dutch Shipping Inspectorate (IVW). The Coastal Voyager will be christened and handed over on February 28. *(Source: Damen)*

PORT OF AMSTERDAM TUG COMMENCED TRAILS

Last week was seen the Damen Stan Tug 1907 **Castor – PA1** commencing technical trail in the Rotterdam Europoort. The tug built for the Port of Amsterdam Authorities has a length o.a. of 19.64 mtrs a beam o.a. of 7.94 mtrs and a depth at sides of 3.39 mtrs and a displacement of 175 tons.. Her total engine output is 896 bkW. The expected bollard pull is 15.7 tons and the speed 11.7 knots. The vessel has a variety of duties within the port such as patrolling, towing and fire fighting. *(Photo: R&F van der Hoek-Lekko)*

ACCIDENTS – SALVAGE NEWS

STRICKEN CRUISE SHIP HEADED TO ALABAMA

The tugs **Resolve Pioneer** and **Dabhol** tow and steer the 893-foot *Carnival Triumph* cruise ship Tuesday morning, Feb. 12, 2013, in the Gulf of Mexico. The ship is enroute to Mobile, Ala., after an engine room fire a few days prior. The Coast Guard Cutter *Vigorous* began escorting the *Carnival Triumph* cruise ship Monday night after tugs began towing it toward Mobile, Ala., which is approximately 270 miles north. The Triumph reported a fire in the aft engine room Sunday morning, which was extinguished by the ships fire control system. No injuries were reported. The ship continues to operate on backup generators. *(Source: MarineLink)*

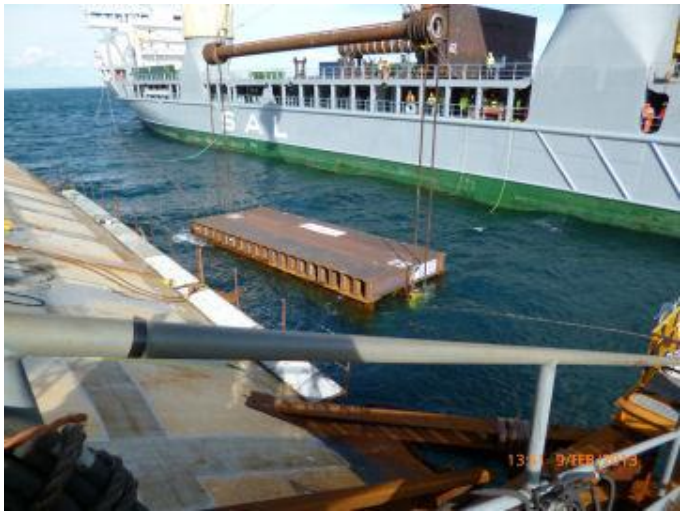
OWNER ASKS GOVERNMENT TO HELP FIND DRIFTING SHIP

The owner of the *Lyubov Orlova* says the least the Canadian Coast Guard and Transport Canada can do is find the location of his vessel, since they're partially responsible for the ship's uncertain co-ordinates. Reza Shoeybi stands in the wheelhouse of the tug **Charlene Hunt**, the vessel that failed to

tow the *Lyubov Orlova* to its scrap yard fate in the Dominican Republic. When the line broke between the Hunt and the dead cruise ship, the *Lyubov Orlova* drifted into the waters near the Hibernia platform. It was then that the offshore supply vessel **Atlantic Hawk** towed the ship clear of the oilfields and transferred the tow to another ship chartered by Transport Canada. But the line again broke and the *Lyubov Orlova* drifted into international waters. It's because of this final act by Transport Canada that Shoeybi says the federal government now shares the burden of responsibility for the ship with him. They touched the vessel. They got involved. "I think they're a bit responsible now," he says. The last update he had on the *Lyubov Orlova* was Feb. 4, which put the ship at approximately 330 nautical miles northeast of St. John's. There were tracking beacons on the boat, but they have all failed. The one thing Shoeybi is sure of is the *Lyubov Orlova* isn't anywhere near where it was almost a week ago and neither Transport Canada nor the coast guard know where the vessel is. "I call them every morning. They tell me to call back. They don't know," he says. "Maybe they're planning to send somebody out there or maybe they have. I don't know exactly. They just keep telling me to call back tomorrow." Shoeybi hopes a coast guard flight will locate his vessel, which he now says is destined for a scrap yard in Turkey, if and when it's found. He's contacting tug companies on the European side of the Atlantic in the hope of hiring them to intercept the drifting *Lyubov Orlova*. The vessel is starting to draw attention on that side, as is Transport Canada's handling of the case. The Telegram has been contacted by several European journalists looking to pick up the story for different publications. Also, on a British merchant navy forum website called Merchant-Navy.net, the comments are extremely opinionated. And they're similar to Shoeybi's. "How can a responsible country like Canada just abandon a derelict on the high seas? Once they had it on tow, surely they are responsible for it. What happens if another ship hits it? It's the sort of thing you might expect of a Third World tinpot nation," writes Alf Corbyn. Ivan Cloherty's comments are equally biting. "What a totally irresponsible attitude which may come back to bite them in the arse with a vengeance at some time in the future, as we all know that weather patterns are notoriously unpredictable. Will we read about her foundering on some Canadian shore with a subsequent oil spill? Perhaps before they released the tow someone should have gone aboard and opened up a few portholes on the lower decks. I bet someone went aboard to collect a few souvenirs. "The website describes its membership as representing all ages, from Second World War merchant navy veterans up to present-day seafarers. Meanwhile, the Charlene Hunt, in St. John's harbour, has become Shoeybi's de facto home. The **Charlene Hunt** has been detained by Transport Canada, which conducted an inspection of the vessel and identified a number of deficiencies. It cannot leave until the deficiencies are corrected, it is re-inspected and Transport Canada releases it from detention. But Shoeybi says the number of demands Transport Canada is asking him to correct on the tug is ridiculous. Four Transport Canada investigators spent three days inspecting the tug and came up with a list of corrections that is pages long and is so specific, it even gets down to things like demanding the galley be cleaned. Shoeybi says it's ridiculous, because the tug was inspected in Halifax when he first chartered it from its owner, Hunt Tugs & Barges Inc. It was detained then, too, because the **Charlene Hunt** almost sank off the coast of Nova Scotia. It was also inspected when the insurance was purchased for the towing job. So if it passed all those inspections, Shoeybi wants to know why suddenly there are so many things wrong with the boat. "This boat is in better condition than it was when it was in Halifax," he says. He says he's willing to work with Transport Canada on making necessary repairs on the vessel, but officials have to meet him part way. "If they don't want to work with me, I'm just gonna say you deal with it with the owner," he says. Meanwhile, the **Charlene Hunt** is a mere nuisance compared to Shoeybi's bigger conundrum of finding his drifting vessel. He says he's called every possible towing company on this side of the ocean and is running out of options on the other side, too. Even if he manages to hire one, he needs the ship's position. He admits he's attracted a lot of criticism here, but he points out that when they

first left with the *Lyubov Orlova* under tow after it had been tied to the wharf in St. John's harbour for two years, it was like a celebration and he was looked upon in a much better light. *(Source: The Telegram)*

FIRST SEA BOTTOM PLATFORM INSTALLED FOR COSTA CONCORDIA



At the periodic meeting of the Observatory with the Giglio community, president Maria Sargentini, accompanied by Costa Crociere managers, Rome La Sapienza University researchers and Titan/Micoperi Consortium experts, updated the local population on recovery operations and described the progress being made on the characterisation of water inside the wreck. During the meeting, it was announced that the first sub-sea platform has already been installed and that the positioning of the second will be completed on Sunday 10th. All the activities planned are proceeding without respite: the remaining sea bottom platforms have been completed at the yards of Rosetti and Cimolai, ready for transportation to Giglio and installation; 35% of the special cement mattresses have been positioned and filled, while the first 15 flotation caissons produced by Fincantieri are ready and will soon reach the Consortium's logistics base. In parallel, onshore work is almost complete to position the remaining 8 retention system anchor blocks. The first characterisation of the water inside the wreck began last November, following the completion of tests by ARPAT, with the aim of obtaining detailed information for characterisation purposes. So far none of the tests performed by ARPAT has revealed any clear alterations of the water outside the wreck, which continues to be be particularly clean, as is the case all around Giglio. So far as concerns activities to manage the water inside the wreck, the strategy to implement the Plan was discussed, as were the results of the first cycle of samples of water inside the wreck, with a total of 62 samples taken near the portions of the hull held to be most critical and representative. 82 parameters have been taken into consideration, involving a total of over 5 thousand tests. The alterations found, caused by the degradation of food, furnishings and systems, as well as by the presence of hydrocarbons, are concentrated in a few specific compartments in the wreck. In consideration of the limited water flow between the inside and outside of the wreck, the situation does not raise any particular worries for the marine environment and makes the planning of counter measures possible. The Observatory confirms the

need to continue constant monitoring operations, also involving further sampling cycles. By the end of February, a simulation model will be ready to predict the diffusion dynamics of the water released during the rotation phase, in order to assess possible action to manage and minimise any potential negative impact on the marine environment. *(Source: The Parbuckling Project)*

USS GUARDIAN SALVAGE SUFFERS ANOTHER SET BACK

The operation to remove the stricken **USS Guardian** from a Philippine reef has suffered yet another setback this week as the crane barge to be used in the salvage has been unable to securely anchor at the wreck site. The crane barge, **SMIT Borneo**, arrived off the coast of Palawan province in the Philippines on February 3rd from Singapore but has so far has been unable to safely anchor three of its four mooring legs near the reef, the website Stars and Stripes reports. New plans call for the arrival of a more capable vessel with a more capable crane, the DP-3 equipped **Jascon 25**, which is expected to arrive Saturday, the report added. "We have known the salvage operation would be a dynamic operation from the beginning," Navy spokesman Lt. Frederick Martin told Stars and Stripes via email Tuesday. "This is a dynamic environment where weather and sea states can change quickly, so it would be speculative to discuss specific time lines on the dismantling process. "While the inability of the **Smit Borneo** to be moored affects the plan, we are adjusting our operations accordingly, including bringing in the second crane, **Jascon 25**, earlier than originally planned. **Jascon 25** is already underway and moving toward the site." As gCaptain has reported, the operation to remove the *Guardian* from the Tubbataha Reef involves cutting up the ship and removing it in sections. The **USS Guardian**, with a crew of 80, had just completed a port call at Subic Bay in the Philippines, when the grounding occurred on January 17. *(Source: gCaptain; Photo: U.S.Navy)*

OFFSHORE NEWS

TECHNIP HOLDS NAMING CEREMONY FOR ITS NEWBUILD VESSEL

Technip officially named its latest new vessel today in Vigo, Spain. The **Deep Orient**, a newbuild medium construction vessel, will be dedicated to subsea construction and flexible pipelay projects. During the ceremony held at the Metalships & Docks (MSD) shipyard in Vigo, the ship was named by the vessel's godmother, Véronique Delormel, wife of Frédéric Delormel, Executive Vice President and Chief Operating Officer Subsea at Technip. Thanks to a successful cooperation between Technip's Marine New Builds team in Aberdeen, UK and the MSD team, vessel construction was completed within a tight time frame. The initial contracts were agreed in December 2010 and fabrication, as well as assembly, started in mid-2011. After final outfitting and commissioning, sea trials were successfully completed. The **Deep Orient** is equipped with a 250-metric tonne main crane, dynamic positioning (DP2) station-keeping capability, two work-class remotely operated vehicles and a large 1,900-m2 deck area for ample storage of equipment while working on remotely located projects. Moreover, she can accommodate 120 people and complies

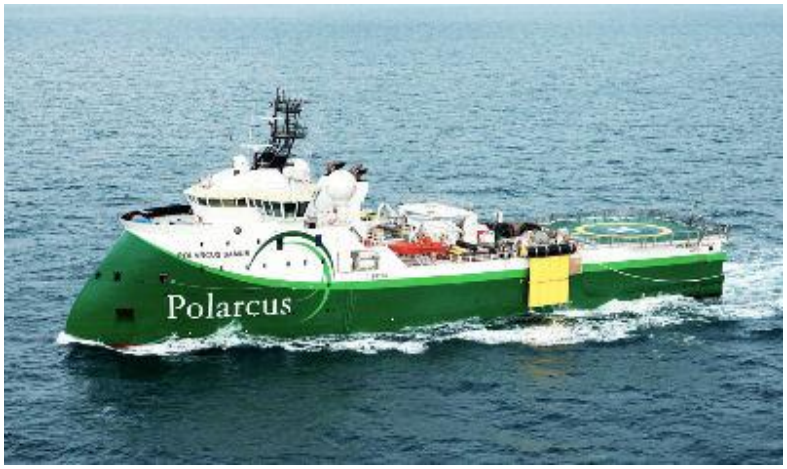
with the latest marine environmental standards. The **Deep Orient** will mobilize at Technip's facility in Le Trait, France before undertaking her first projects in Norway. Thierry Pilenko, Technip Chairman and Chief Executive Officer, commented: "The introduction of the **Deep Orient** is the latest initiative in offering our clients a fit-for-purpose fleet to help them with their projects. Today, Technip has the capabilities to answer the industry's needs, from deep to shore. The **Deep Orient** confirms our integrated services strategy for offshore field development, subsea construction, fabrication and installation of submarine pipes across the world." Alain Marion, Technip Senior Vice President Subsea Assets and Technologies, said: "After two years of great work with MSD teams, we are now very excited to welcome the **Deep Orient** to our fleet as the quality and performance of this new deepwater construction vessel will add further capabilities to the wide range of services we already offer our clients." Manuel Rodriguez, President of MSD, declared: "The **Deep Orient** is once again a great success for the shipyard, which benefits from many years of experience in building ships operating all over the world. The close collaboration with Technip right from the beginning of the project has, without a doubt, been the key to achieving this magnificent result. One of the crucial aspects all along the building process of this vessel was the constant control of all the safety rules." *(Source: Technip)*

HARVEY GULF GETS $100 MILLION CHARTER FOR NEWBUILD

Harvey Gulf International Marine - announces that the company signed an agreement with Bollinger Shipyard to stretch five (5) of its recently acquired OSV's from 230 feet to 270 feet in length, increasing their deck space to 10,000 square feet and cargo capacities to 10,000 Barrels of Liquid Mud plus 10,000 cubic feet of Dry Bulk. Harvey Gulf founder and CEO, Shane Guidry, commented "I am excited to not only expand our fleet and vessel capacities, but also keep this work and these jobs right here in Louisiana." With the new contracts, Harvey Gulf will have vessels under construction at four different shipyards two in Louisiana, one in Florida and one in Mississippi.

Additionally, Harvey Gulf also announces today that it has signed a $100 million dollar (4) year charter with DOF Subsea for its 310' multipurpose construction vessel "**Harvey Deep Sea**". The vessel is presently under construction at Eastern Shipbuilding in Panama City, Florida. When completed this summer, the US Flag Jones act compliant vessel, with its NOV AHC 165 ton crane, will be capable of delivering 100 tons of cargo to a 10,000 feet water depth. *(Source: MarineLink)*

POLARCUS COMPLETES SALE OF 'POLARCUS SAMUR' TO TURKISH TPAO



UAE's Polarcus has completed today the sale and delivery of the 8-streamer 3D seismic vessel **Polarcus Samur** to Turkey's TPAO. The vessel is to be repainted red and white in the design of the new vessel owner and renamed Barbaros Hayreddin Pasa. Polarcus has simultaneously commenced the 3 year support services agreement with TPAO covering seismic data acquisition, fast-track data processing, management and crewing for Barbaros Hayreddin Pasa. *(Press Release)*

ATLANTIC OFFSHORE ENTERS MANAGEMENT AGREEMENT FOR PSV BLUE THUNDER

Blue Ship Invest, a wholly-owned company in Ulstein Group, has entered into an agreement with Atlantic Offshore on management of '**Blue Thunder**', the fourth of six platform supply vessel of ULSTEIN's PX121 type design. Currently under construction at Ulstein Verft, the vessel is schedule for delivery in April 2013. The agreement includes commercial and technical management. Atlantic Offshore is based at Sotra, Norway, with branch office in Aberdeen, Scotland. Atlantic Offshore also has a management agreement for the sister vessel, '**Blue Power**', which is soon to be delivered from Ulstein Verft. *(Source: Ulstein)*

IHC ASIA PACIFIC NAMES NEW PRODUCT DIRECTOR, SINGAPORE

IHC Asia Pacific, the regional headquarters of IHC Merwede in Singapore, has announced the appointment of Francis Tang as Product Director for the Product Market Combination team responsible for global sales and marketing of service and support vessels. Currently Managing Director of the Singapore office of a major international ship design company, he has extensive knowledge of the markets in which IHC Merwede operates. In his new role, Mr Tang will lead the development of two new offshore support vessels, the IHC Packhorse™ and IHC Packhorse™-maxi – the first in a range of products that will be developed by the IHC Asia Pacific office, which reinforces IHC Merwede's internationalisation strategy. This will involve working with local third-party designers and liaising with IHC Merwede's inhouse design and engineering resources. The announcement of Mr Tang's appointment coincided with the launch of both of IHC Packhorse vessels. They will be built in Asia through the cooperation agreement with Singapore-based specialist offshore shipbuilder Jaya Holdings, and this project will be managed by IHC Asia Pacific. Regional CEO Denis Welch says, "We welcome Mr Tang to our regional headquarters – his appointment is a sign of the company's expansion in this region and its commitment to our growing Asian customer base. "Asia Pacific is a major international maritime oil and gas hub, and holds a great deal of potential for our extensive range of innovative vessels and advanced equipment. The IHC Packhorse range represents IHC Merwede's first move to extend our product portfolio into the volume market, while we continue to be a dependable partner for specialist offshore operators." *(Press Release)*

PETRONAS CARIGALI CHARTERS TWO ALAM MARITIM'S OSVS

Alam Maritim Resources Berhad announced that its wholly owned subsidiary, Alam Maritim (M) Sdn Bhd, has accepted the award from PETRONAS Carigali Sdn Bhd, Peninsular Malaysia Operations for the provision of two (2) units offshore support vessels (OSVs) to support the Client's Drilling Campaign. The Contract is for a primary period of seven (7) months with an extension option exercisable by the Client for another three (3) months. The Contract is for a value of up to

RM30.15 million (if the Client engages the OSVs for the full duration, inclusive of the optional period). The risks associated with the Contract are mainly operational risks such as accidents and unexpected breakdown of vessels. In mitigating such risks, the Company has developed a programmed/planned preventive maintenance schedule which stringently adheres to the International Safety Management (ISM) Standards in maintaining performance and seaworthiness of all its vessels. The Contract is expected to positively contribute to the earnings and net assets of AMRB for the financial year ending 31 December 2013. Notwithstanding this, the Contract is not expected to have any effect on the issued and paid-up share capital and shareholding structure of the Company. *(Source: Alam Maritim)*

REMONTOWA DELIVERS NEWBUILD FOR CHOUEST

Seabrokers reports that Remontowa Shipyard in Gdansk, Poland, has delivered newbuild PSV **Bongo** to Edison Chouest. Designed by MMC Ship & Design Consulting, the vessel has a deck area of 1,050m² and a deck load capacity of nearly 3,000 tonnes. Bongo has been contracted to Perenco for a term charter offshore Brazil, and has already mobilised to South America. The next PSV in the series that Remontowa will be delivering to Edison Chouest, **Kudo**, is expected to be delivered later this quarter. *(Source: OSO)*

PIRIOU DELIVERS ITS 100TH CREW BOAT !

Seas Piriou's Vietnam-based shipyard, delivered the 100th crew boat built by Piriou since 1995. The FSIV Bourbon Shamal was christened on Saturday January the 12th by SEAS in Vietnam, prior to her ship-owner handover. During this event was celebrated the inauguration of BEN LUC aluminum dedicated yard new facilities. From now on, vessels construction will be completed under shed of a 1000 sqm hall, while the new concrete ramp will allow launching of vessels up to 60m in

length. Through this investment, Piriou asserts its determination to produce in series this type of ships at competitive price and high quality. **Bourbon Shamal** is a 53m FSIV, the largest of Piriou In-house designed FPSV comprehensive range, which includes vessels from 19m to 53m. *(Source: Piriou)*

SUPPLY VESSEL WALVIS 7 ATTACKED, 2 HOSTAGES

The 1982 build Nigerian flag with call sign 5NSJ5 Offshore supply vessel **Walvis 7** (Imo 8211021) was attacked in the evening Feb 10, 50 nm off Pennington, while en route from Onne/Bonny to Escravos. 2 speedboats with 6 armed persons in each attacked and boarded vessel, robbing the crew and taking two hostages with them, Captain (Honduras nationality) and Chief Engineer (Ukrainian nationality). The remaining crew returned to Onne. Crew is Honduras/Ukraine/Nigeria. The Walvis 7 is the former **Zamil Munira** The vessel is owned and managed by Walvs International Lagos; Niger. *(Source: Vesseltracker)*

SONNE VISIT LYTTELTON

The German flagged research vessel **RV Sonne** arriving at Lyttelton on a wet morning. While in port she took on bunkers and stores as well as exchanging some scientists before returning to conduct research off New Zealands East Coast. The **RV Sonne** (German for 'Sun') is a former fishing trawler converted into a research vessel, doing mostly geoscience-related work for a variety of commercial and scientific clients. She is

registered in Bremen. **Sonne** was built by Rickmers Werft in 1969 as a stern trawler and delivered to Hochseefischerei Nordstern. Her homeport was Bremerhaven and she was mainly active in the waters around Iceland, Greenland and Labrador. **Sonne** was converted for use in a scientific exploration role by Schichau Unterweser AG in 1977 and by Rickmers Werft in 1978. In 1991 she was lengthened and modernized by Schichau-Seebeck-Werft. An order worth Euro 124.4 millions for a new geoscientific research ship was placed with Neptun Werft, Rostock in May 2011. The new ship will be named **Sonne** as well and replace the current ship in 2015. *(Source & Photo: Alan Calvert)*

WINDFARM NEWS

SEA INSTALLER – THE ENORMOUS OCEAN WIND TURBINE INSTALLATION VESSEL

Technological progress advances our ability to build bigger and badder machines. A recent example is **Sea Installer**, part of the next generation of powerful wind turbine installation vessels that are capable of moving and installing multiple turbines quickly. **Sea Installer** was built by German tech giant Siemens AG together with A2SEA. **Sea Installer** is a faster and more efficient way to put wind turbines in the water. Like the Chinese **Mayflower Resolution**, the musclebound Installer saves companies and governments money at a time when the demand for offshore wind energy is on the rise around much of the world, with Northern Europe leading the way. Just days ago England used **Sea Installer** to install its first two turbines at Gunfleet Sands III wind farm. The **Sea Installer** is a sturdy ship meant to operate in the high winds and rough waters far offshore. It's 132 meters long, 39 meters wide, has a max speed of 12 knots (22 kph) and a payload capacity of up to 5,000 tons that allows it to transport eight to ten turbines in a single trip. It also comes equipped with longer stabilization legs which allow it to work in waters as deep as 45 meters. As with other renewable energies such as solar, a common obstacle to widespread use is their questionable cost-effectiveness. The **Sea Installer**, as well as the new turbines the vessel is installing, is a major effort by Siemens to graduate wind turbines from a dubious choice to an obvious one. "If energy from offshore wind turbines in the future is to be considered a wholly competitive alternative to conventional power plants," Morten Hultbert Buchgreitz, CEO of DONG Energy which owns Gunfleet Sands III, said in a press release, "the price and cost must be reduced. Therefore it is crucial that we…demonstrate the latest technology, which at a later stage can implement in full scale on our projects." The new turbines have six megawatt capacity. They are approximately twice the size as the largest turbines already installed at Gunfleet, thus halving the number of turbines needed for the same energy output. Less turbines means cheaper installation and energy production. The **Sea Installer** can install the 6

megawatt turbines in less than 24 hours, which, according to Siemens, is record time. While the vast majority of offshore wind turbines may be found off the shores of northern Europe, most countries such as the United States, which recently installed underwater turbines off the coast of Maine, are late to the game. China is one entity, like Europe, that is increasingly turning to offshore wind turbines to supplement their power grids. Others are sure to follow. And when they do, it'll be forward-thinking companies like Siemens and A2SEA that will own the sea. *(Source: Singularity Hub; Photo: Siemens)*

NJORD OFFSHORE'S VESSELS HEAD TO LOWESTOFT

Offshore windfarm crew transfer vessels **Njord Avocet** and **Njord Kittiwake** arrived to Rotterdam on February 12, from Singapore. The vessels were shipped together on the deck of a heavy lift vessel MV Wiebke. They are intending to sail for Lowestoft on the 14th February but given the forecast (force 7-8) they may head to a marina in the UK until the winds die down. **Njord Avocet** and **Njord Kittiwake** are the first two 21m Crew Transfer Vessels, purpose built for the Offshore Windfarm Industry in a series of vessels managed by Njord Offshore. The vessels were designed by naval architect BMT Nigel Gee, one of the world's foremost fast catamaran designers, and built by Strategic Marine. *(Source: Njord Offshore)*

ACCOMMODATION VESSEL 'OCEAN ATLANTIC' READY FOR CHARTER

The Hotel accommodation vessel **Ocean Atlantic** is ready for charter. After some months in a yard in Polen the former ropax ferry is ready to act as hotel accommodation vessel to the offshore wind industry. "With its 118 single cabin capacity and plenty deck space for containers and tools we

expect to have supplied a vessel that meets the requirements from the industry", says Jacob Kjærgaard from Comfort at Sea, the joint venture between Blue Water Shipping and International Shipping Partners that owns and operate the **Ocean Atlantic**. The vessel is currently in Tilbury and has been inspected by several potential clients for scopes in 2013. *(Source: Comfort at Sea)*

YARD NEWS

TOISA ORDERS MOCV FROM HYUNDAI HEAVY

Toisa Ltd. signed a contract with Hyundai Heavy Industries (HHI) for the construction of a *Multipurpose Offshore Construction Vessel (MOCV)* designed by Dutch design office Ulstein Sea of Solutions. The DNV classed vessel is a customized version of Ulstein's Deepwater Enabler design. The DP3 vessel is designed for worldwide operations in the oil and gas sector, ultra deepwater installation and construction, flexible lay, pipelay, cable lay and topside construction support. As such the design has been developed for maximum efficiency and cost effectiveness featuring heavy lift capabilities with Active Heave Compensation, two moonpools, upto 50 t/m2 deck strength and an ULSTEIN X-Bow®. The vessel design includes a number of key features giving maximum capability and flexibility. These features include a fully Active Heave Compensated (AHC) offshore crane rated at 900 tonnes SWL with a depth capability of 3,500 metres and a second, knuckleboom, crane of 200 tonnes SWL with depth capability of 2,000 metres. Furthermore the vessel has the ability to accommodate a 550t flex lay tower over the main 8.4 x 8.4m moon pool, and having two 2,500 tonnes capacity carousel spaces below deck. An enclosed ROV hanger is provided for deployment of two large work class deepwater ROVs to port and starboard or through a central moon pool; the latter is also arranged to allow the deployment of a deck mounted saturation diving bell. The vessel is delivered with all necessary interfaces to service both ROV's and saturation dive system. Main propulsion is provided by 3 stern azimuthing thrusters, powered by a diesel electric plant of 6 main generators. The machinery spaces are divided into 2 engine rooms each containing 3 of the main gensets. All machinery, power and control

systems are physically separated throughout the vessel in full complaince with the requirements for IMO Equipment Class 3 DP. Vessel speed has been optimised to provide a fast transit speed between locations, while capacities are designed to give maximum endurance. Full compliance with the SPS Code is a fundamental principle of the design, which includes arrangements to meet Comfort Class COMF-V(3) the highest working environment standard. Accommodation for 250 persons is provided including spacious cabins, offices, operations rooms and recreational areas. The deck area of ca. 2,900 m2 is designed to give optimised clear space for the installation of project equipment such as pipelay spreads, and for the carriage and deployment of heavy offshore equipment for installation. The deck is specially strengthened up to 50t/m2 in key areas. The vessel is designed, equipped and will be built to the highest standards and with maximum flexibility and capability in mind. A fully integrated vessel management and control system of all key functions will be fitted. "What makes this vessel unique is that it is developed for coping with future requirements in mind", says Bram Lambregts, Marketing and Sales Manager at Ulstein Sea of Solutions. "The good and very close cooperation with both Toisa and HHI resulted in a very versatile vessel design." The Toisa MOCV is the first vessel to be build based on the ULSTEIN Deepwater Enabler design and the largest vessel with an X-bow® so far. The Deepwater Enabler is a vessel platform developed to allow owners to be more flexible towards changing market requirements and serve alternative subsea and offshore markets in the future. *(Source: Toisa)*

SOFF ENTERS SHIPBUILDING CONTRACT WITH STX OSV

Solstad Offshore ASA (SOFF) has entered into a new contract with STX OSV AS for building of a construction service vessel (CSV) of **type OSCV 03**. The vessel's contract value is around NOK 600 million (approx. USD 109 million) and she will be delivered during 2nd quarter 2014. SOFF has signed a 5 year firm charter agreement for the vessel with Reach Subsea ASA, starting from

delivery from the shipyard. In addition, the charterer has option to extend the contract with further 3 x 1 year. The value of the firm part of the contract is approximately NOK 650 mill. Reach Subsea represents a new client for Solstad Offshore, and is an exciting addition to a growing subsea market. Although the company is young, the people and management team in Reach Subsea are well known to Solstad Offshore and to the subsea market. The new vessel is 121 meters long, 23 meters wide and has a working deck of approximately 1.300 square meters. The vessel will be equipped with a subsea crane with 250 ton lifting capacity and a cabin capacity of 100 persons. The vessel is designed according to the latest environmental standards with focus on low fuel consumption, and precautions in accordance with the Det Norske Veritas' (DNV's) Clean Design requirements are incorporated in the design. With this new investment, Solstad Offshore own and operates 21 subsea construction vessels, of which 2 are under construction. All are chartered to subsea contractors worldwide. In addition the Solstad fleet consist of 22 anchor handling vessels (AHTS) and 9 platform supply vessels (PSV). *(Source: SOFF)*

SINOPACIFIC TO BUILD FOUR AHTS VESSELS FOR FEMCO GROUP

Femco Group, in frame of their program of fleet renewal and further market expanding, has placed an order to build 4 anchor-handling tug supply vessels (AHTS) by Sinopacific. The vessels will be built at Dayang shipyard in China owned by Sinopacific which is the world's biggest supplier of offshore vessels, and has a current order book of around 80 vessels. The four AHTS' will have 12240 bhp and 150 tons bollard pull, and are of Sinopacific's own SPA-150 design to BV class. Main engines, shafts, CPP propellers, thrusters and DP system will be supplied by Rolls-Royce. The rest of the main machinery will be provided by Norwegian and European manufacturers. All vessels will have DP-2 system, two vessels will be equipped with FI-FI 1 and two with FI-FI II and Oilrec systems. All four vessels will be delivered from Sinopacific Shipbuilding within 2015 year and are expected to be deployed in FEMCO traditional market in South East Asia and Far East of Russian Federation, substituting their current old fashioned vessels for meeting modern shipping requirements and for further FEMCO traditional clients satisfaction. *(Source: Femco)*

GC RIEBER SHIPPING ORDERS NEW SEISMIC VESSEL FROM KLEVEN VERFT

GC Rieber Shipping has entered into an agreement with Kleven Verft to build a new 22 streamer 3D seismic vessel with ice-class 1A*. The seismic company Dolphin Geophysical has contracted the vessel for a fixed period of five years, and the high end vessel will enter this contract directly upon delivery from the yard in March 2015. In addition, GC Rieber Shipping has entered into an agreement with Dolphin for a 3.5 years time charter for the seismic vessel "Geo Atlantic". Both agreements are subject to board approval and the total time charter value is approximately NOK 950

million. As part of the agreements above, the existing contract for "Polar Duchess" has been extended by 2 years, giving a total fixed term charter of 5 years. Through decades, GC Rieber Shipping has acquired a unique competence in offshore operations under harsh environments, as well as design, development and maritime operation of seismic vessels. The newbuild represents an investment of approximately NOK 700 million and the vessel will be delivered from Kleven in the first quarter of 2015. Dolphin has options to extend the charter for up to 6 years after the firm period. The advanced seismic vessel will have ice-class 1A*, which enables it to navigate in and out of ice infested areas. The vessel will be 113 meters long and 21.5 meters wide, and will have the capacity to accommodate 70 people. The vessel will be equipped with the capacity to tow 22 streamers. The contract with Kleven also includes an option for one additional vessel. The option expires in August 2013. "This investment is part of our ongoing fleet renewal, and a plan to pursue more advanced vessels. Recently, we sold the older 2D vessel "Polar Explorer", and still consider new investment opportunities. The seismic segment is strategically important for GC Rieber Shipping, and the newbuild supports our ambition to strengthen our position in the value chain in terms of complexity and capacity. In addition, we confirm our position as a leading and highly experienced player in challenging offshore operations. We look forward to cooperating with Kleven. This cooperation will contribute to the strengthening of the maritime cluster on the Western coast of Norway", says CEO Irene Waage Basili in GC Rieber Shipping. In addition to the new building contract, GC Rieber Shipping has entered into a time charter agreement with Dolphin for the 3D seismic vessel "Geo Atlantic" for a fixed period of 3.5 years. The vessel is on a contract until October this year, and will then be upgraded from 10 to 14 streamers, as well as change its name. This agreement includes an option for up to 4 years extension. "GC Rieber Shipping has a strong financial position with good liquidity. With the new agreement for "Geo Atlantic", our fleet is fully booked until end first quarter next year. Overall, this enables us to consider new investments. We know Dolphin well, and we are impressed with their performance record. We look forward to strengthening our commitment to advanced seismic vessels for the benefit of both companies", says Irene Waage Basili. The agreement is subject to final Board approval in GC Rieber Shipping. A final agreement is expected to be in place by the end of February 2013. *(Source: GC Rieber)*

NANJING EAST ORDER REVEALED

China's Nanjing East Star Shipbuilding is constructing two maintenance vessels for delivery in December. The hitherto unreported contract was signed last summer, brokers said. The owner and price is not known. The yard is already building a series of stand-by rescue ships for Dutch owner Vroon and bitumen tankers for Stolt-Nielsen. *(Source: Clipper)*

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