Tugs Towing & Offshore Newsletter

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

TUGS & TOWING NEWS

THE LARGEST ASD TUGS IN ASIA DELIVERED

Two 8,200hp ASD tugs named "**Huan yu san hao**" and "**Huan yu liu hao**" were successfully delivered by Jiangsu Zhenjiang Shipyard Group Co., Ltd. to Qingdaon port Co., Ltd. These two vessels are the largest ASD tugs in Asia, and they can fully provide towing-assistance to other very large vessels including aircraft carriers etc. Industry insiders think that this is the milestone which indicates a new century of design and building of such powerful ASD tugs in China. According to the reports, these two tugs will work for Qingdao port's Dongjiakou harbor 400,000 ton ore terminal, providing necessary towing-assistance to the six generation container vessels and other very large vessels. *(Source: Jiangsu Zhenjiang Shipyard)*

MILLER RICHMOND DOCKING ITS BARGE

Catherwood towing Canadian registered with official number 348856 1974 built tug **Miller Richmond** docking its barge on the north arm of the Fraser river march 8 2013. The Miller Richmond is a shallow draft steel tug with the superstructure located forward. She has a length of 19.70 mtrs a draught of 1.52 mtrs. her twin diesel engines delivers a total output of 1,406 bhp. The vessel is equipped with a hydraulically operated towing winch on the after deck with 670 metres (m) of 28 millimetre (mm) diameter steel wire towing cable, and a 25 mm diameter steel wire towing bridle approximately 17 m in length. Two 100 mm diameter polypropylene couplers, each approximately 10 m in length and fitted with eyes at both ends, are used to connect barges. The tug

is powered by two diesel engines driving twin fixed-pitch propellers, with twin rudders for each propeller. The wheel-house is well laid out, with propulsion controls arranged on the main console amidships. A second control console is located at the after end of the boat deck abaft the funnels. Both control stations are fitted with pneumatic abort systems to allow the cable to run freely off the towing winch drum in the event of an emergency. *(Photo: Robert Etchell)*

SAUSE BROS. STAYS FIT THROUGH CLOSE ATTENTION TO THE SHAPE ITS VESSELS ARE IN

There are different models of fleet building among tug companies. They vary according to the firm's principal areas of operation, but they will vary within categories as well. Sause Bros. Inc., based in Coos Bay, Ore., with boats stationed in Hawaii, Los Angeles and Portland, continues to build a fleet based on the consideration of a wide range of performance factors. Recently, company president Dale Sause took some time to explain his company's strategy. "It isn't any one thing that makes a tug and barge efficient," he explained. "It is a total of a lot of small things." With a fleet of 55 tugs and barges, and others being built or purchased, there are a lot of variables to be calculated. In addition to three crew boats serving the Los Angeles oil islands, they have six L.A.-based tugs, seven Honolulu tugs and 17 tugs based in Coos Bay. It is a collection of vessels that Sause and his team take pride in having put together. Growing up around the business when his dad and uncles ran it, Sause learned to respect a good tug. When his uncle had a heart attack, his dad told him to finish up his degree at the University of Washington and get back to working with the company. That was in the mid-70s and the majority of vessels in the company fleet were still single screw. They worked primarily towing lumber scows to California from Canada, Washington and Oregon. They were doing a little towing to Hawaii, but when the lumber business declined, they grew the Hawaii business. Sause had taken some engineering courses and understood the importance of computational fluid dynamics (CFD) in marine design. In 2006 he spent a week in Sweden for tank testing of hydralift skegs on a new barge design with the late Josip Gruzling of Nautican Research & Development Ltd., in North Vancouver. Together with Sause's own engineers, first Jack Wilskey and later Mark Babcock, and the naval architectural firm Hockema and Whalen, the company continues its quest for improved fluid dynamics. This is true for both barges and tugs. Sause Bros. has its new barges built at Gunderson Marine in Portland. Computer generated profiles show any turbulence that builds around the bow and stern. The computer allows this to be modeled at various speeds. The design is then tuned to reduce the turbulence. "A barge shaped like a shoe box has a

prismatic of 100 percent. As you carve away pieces of the bow and the stern this is reduced," Sause explained. "The finer the lines the lower the prismatic. A typical 1970s barge with a rake on the bow and a cube body had a .88 to .89 prismatic." Of particular significance to the improved prismatic of the company's barges is the use of Nautican's hydralift skegs mounted under the stern counter. So a carefully contoured bow allows good water flow under and around the barge, while the right taper aft allows the water to flow over the horizontal foil of the skegs and to run cleanly away from the barge without the tumbling cavitations typical of flat-transomed barges. The company has about 25 barges. They include a 426-by-105-by-25-foot container barge for the Portland to Hawaii route and a number of 380-by-76-by-31-foot Bay-class double-hulled oil barges. Souse Bros. currently has its 10th barge building with Gunderson. These latter have been determined to be an optimum size for towing along the Pacific coast. "By refining the bow and stern, we have been able to bring the prismatic of these 380-foot Bay-class barges down to .76," Sause said. While work continues to study bow waves and turbulence, the company is paying attention to early research on air injection under barge bottoms that will further reduce the prismatic. Computer screens in Sause's office display turbulence around the hull of the existing barge designs at various speeds. Other methods of decreasing drag are also being implemented. When the company launched the tug **Mikiona** at J.M. Martinac Shipbuilding in 2007, it was fitted with a Rapp Hydema towing winch. The winch has an "auto trawl" option developed for commercial fishing trawlers to maintain a steady pull on the net warps. On the tug it acts like the constant-tension option on a docking tug's hawser winch. On a towing winch, it allows the captain to dial in a towing load so that when working in seas, the winch will allow a little line to pay out and then recover with the surge. A Sause tug might work these surges with 1,800 feet of the 2,400 feet of two-inch wire that most carry. The wire hangs well down between the tug and tow to act as a surge or shock absorber. The trawl feature will allow that to be shortened up to as little as 400 feet. In so doing, a lot of drag is taken out, resulting in improved towing efficiency, which equals improved speed or fuel consumption. The Sause investment model tends toward new barges and refurbished tugs — although refurbished might be an understatement for some of the work that they have done. In November 2012 the Sause tug **Tecumseh** (ex El Gato Grande) was on its first tow since an extensive rebuild. Purchased from Tidewater in 2006, the 116-by-34-foot tug was built by American Gulf Shipbuilding in 1979. Sause rebuilt the MAN B&W 12V23L medium-speed engines that each generate 1,740 hp at 800 rpm. The engines turned controllable-pitch (CP) propellers in Kort 19A nozzles. These have been replaced with high-speed nozzles and new prop blades. "Computational fluid dynamics showed us that this change would increase the efficiency by 22 percent. With the CP props, it was an easy job as we kept the same hub and just bolted on the new blades," said Sause. "This boat is now matched with the 360-foot double-hulled oil barge Drakes Bay." On the tug's deck, a new Markey towing winch was installed along

with new hydraulic tow pins fabricated in Sause Bros.' own shipyard. As with all Sause tugs, special attention is given to comfort, especially sound dampening, in the accommodations. Noting that a

well-rested crew is a safe crew, Sause said, "Studies have shown dramatic effects on rest from engine noises. It is to our benefit to have well-rested crews." In November 2012, there were two more tugs alongside at the Sause headquarters in Coos Bay. Both were being refurbished as time permitted. The 127.7-by-34.8-foot **Nakoa** (ex. Gulf Runner) was built in 1975 by Service Machinery and Shipbuilding. Sause will repower it with a pair of 16-cylinder 4000 Series MTU engines each producing 2,750 hp at 1,800 rpm. With this power the boat will be well suited for towing the larger 426-by-105-foot container barge on the Hawaii route. Also at the Coos Bay dock and moored just outside Nakoa, the tug **Black Hawk** was also awaiting new engines. Built in 1968 by Halter Marine and purchased by Crowley Maritime, the heavily built boat is of particular interest to Sause. "It has a round chine that no one makes today, as the cost is prohibitive. Today's boats are single or double chined. Because of her rounded bottom, the **Black Hawk** has a prismatic of only .68." A previous owner had begun to refurbish **Black Hawk** with a beautiful upgrade of the wheelhouse, including some very fine wood joinery done at Point Hope Maritime in Victoria, British Columbia. The accommodation area includes eight separate staterooms for the crew. These have been redone with equal quality. Sause shore crews have stripped all the appliances and counters from the galley and mess area and are currently redoing it to the level of the upper decks. This will be a very comfortable boat. On the aft deck, a set of hydraulic tow pins of Sause's own design have been installed, and the whole deck area, including the covered area aft of the main house, has been sandblasted and will be painted. Extensive steel has been replaced on the bulwarks, as well as on the bow where new fendering will be installed. A massive Burrard Iron Works winch has been overhauled and was protected from the sandblasting with plywood sheeting. "When this boat first came out with that winch, our guys would have marveled at its power and quality," explained Sause. "It doesn't have the modern controls of the Rapp Hydema, but these are very good winches." The most significant change for **Black Hawk** will be a repower. The existing EMD engines will be replaced by a new set of 12-cylinder MTU engines each developing 1,740 hp at 1,800 rpm and coupled to Reintjes gears. When complete next July, **Black Hawk** will be paired with one of the 360-by-105-foot Bay-class barges, and can fill in on the Hawaii run. **Black Hawk** will also receive three new auxiliaries. Speaking of the quite different work being done on **Nakoa** and **Black Hawk**, Sause said, "Our model tends to be more long term with regard to cost recovery, although to repower and refurbish the **Black Hawk** will cost about $4 million. To build a new tug of this size with a double-chine hull would cost about $12 million. To build a tug with this rounded-chine hull would cost more like $15 million." Sause added that the operational model for the tugs is equally important if they are to be profitable. "We generally operate at 72 to 82 percent of our available power range except in a weather emergency," he explained. "We optimize fuel and engine life with speed over the ground for best fuel consumption at the best speed for a timed arrival. You don't rush to arrive before there are shore crews available. The captain uses an onboard computer program to set parameters. Our dispatch has the same program and can counsel the captain. Whenever we suggest a change from the office, it is always prefaced with 'If you can do it safely.' The captain is the final arbitrator of that." "There are situations where, even with good weather, the questions is asked, 'Is it worth burning an extra 6,000 gallons of fuel over 48 to 72 hours to make a deadline?' But this becomes a marketing decision. In 1999 our port engineer, the late Jack Wilskey, predicted fuel would reach a dollar per gallon and encouraged the building of hydrodynamic-efficient equipment,"

Sause explained. “Now fuel is much higher and EPA air emissions have been a driver that we have had to pay for with fuel efficiency.” The fuel burn versus engine hours is an issue that gets attention at Sause Bros. “We visited many of the major engine manufacturers’ plants,” Sause explained. “We’ve been doing life-cycle modeling for 10 years now. We wanted to see for ourselves how they reached their time-between-overhaul (TBO) estimates. While quality was high at a number of factories, we were most impressed with the European standards of MTU. Each part of the engine has some measure of TBO.” That is not to say that there are no failures in equipment at Sause, but when a failure does occur, it is analyzed for cause. Recently the company had a failure in a high-pressure fuel pump. It was nearing time for its scheduled overhaul, but investigation showed that when California introduced its requirements for ultra-low sulfur fuels, not all fuel producers put in enough additive to make up for the lack of lubricity. “We now test more of our fuel, even though additives have improved,” Sause said as one more example of the detailed attention that has led this second-generation family company to continued success in a challenging and competitive world. *(Source & Photos: by Alan Haig-Brown Professional Mariner)*

DETAINED TUGS SLIP AWAY IN THE NIGHT

A tug that ran aground in Newlyn harbour on Thursday, February 28, 2013, and was then detained and condemned as unseaworthy refloated and slipped out of the port in the dead of night. The vessel – one of two to disappear on Sunday – was held after major defects were found by Maritime and Coastguard Agency surveyors. The **Juliette Pride II** (Imo 4903389) beached while trying to manoeuvre round the harbour at low tide. An investigation has been launched and the boats, both flying the flag of Tanzania, are thought to be bound for Africa. MCA officials say the boats may sink and they fear for the Nigerian crews and anyone coming to their aid. "We prohibited them from setting sail but once they hit international waters it's tricky to get them back," said Jo Rawlings, spokesman for the MCA. "Detention orders are only issued when vessels are deemed unsafe." The boats are thought to have had their tracking systems turned off and Falmouth Coastguard has been unable to find a radar trace. The **Juliette Pride II** is the former dog class tug

Husky from RMAS with pennant number A178 as from 2008 Serco Denholms **SD Husky** *(Source: www.thisiscornwall.co.u k/buyaphoto)*

NERO ON TECHNICAL TRAILS

On Friday 8th the new building Damen Hardinxveld Multicat 3013 yard number 571678) **Nero** (Imo 9641481), for ST Marine Support – Harlingen; Netherlands was seen in the Rotterdam Caland Canal commence bollard pull trails. The vessel has a length o.a. of 30.30 mtrs a beam of 12.50 mtrs a depth at sides 3.80 mtrs. The three Caterpillar 3412D TTA develops a total output of 1,866 bkW (2,500 bhp) at 1,800 rpm. It is expected that she achieved a bollard pull of 35 tonnes and a speed of 9.6 knots. Her basic functions are Anchor handling, dredger service, supply, towing, hose handling and survey. She is classed I ⋆ Tug Unrestricted navigation ⋆ MACH, AUT-UMS NAT. AUTHORITIES Dutch Shipping Inspectorate (IVW): Unrestricted service. She is the sister of the **Odin.** The vessel was christened on Friday 15th March by the sponsor lady Jennifer Tammes, daughter of co-owner Vasco Tammes after de vessel was handed over to the owners. *(Photo: Jan Oosterboer)*

NEPTUN 11 TOWING THE STEMAT 76 ENTERING MALTA

The 2011 built Gibraltar registered with call sign ZDKE9 tugboat **Neptun 11** (Imo 9571208) was seen towing the 50m flat top barge *Stemat 76* entering Grand Harbour, Malta on Friday 8th March, 2013 coming from Casablanca, Morocco. The tug is owned by Neptune Marine Towage VI BV – Sliedrecht; Netherlands and managed by Landfall Transport & Towage BV – Sliedrecht; Nehterlands. She is built by Panyu Yuefeng Ship Building & Repairing Factory – Panyu; China under number YD12. The two main engines develops a total output of 2,388 kW (3,244 hp) and the speed is 12 knots. *The Neptun 11* has a length o.a. of 36.00m mtrs a beam of 10.40 mtrs and a depth of 5.00 mtrs. Her grt is 459 tonnes and her nrt 137 tonnes. She is classed Bureau Veritas I ✠ Hull ✠ Mach Unrestricted navigation ✠ AUT-UMS (SS) nr.16230T *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

COAST GUARD RESPONDS TO SUNKEN TOWING VESSEL IN MISSISSIPPI RIVER

The Coast Guard is continuing to respond to a sunken towing vessel in the Mississippi River near St. James, Friday 8th March. Mckinney Salvage and Heavy Lift are scheduled to arrive on scene tonight and commence salvage operations. Coast Guard Sector New Orleans watchstanders received a report around 2 a.m. Thursday that the 56-foot towing vessel **Justice**, owned by River Ventures LLC, had begun taking on water and sank around midnight. Three people aboard the tow vessel were able to get off the vessel before it sank. The vessel was carrying 5,336 gallons of diesel fuel and 100 gallons of lube oil when it sank. The actual amount of fuel discharged into the Mississippi River is unknown at this time; however, current estimates indicate the full amount of fuel and oil carried aboard the vessel has not released into the water. Divers were able to plug the fuel vents Thursday. Coast Guard responders have been on scene to oversee pollution response operations since approximately 6 a.m., Thursday. Boom has been deployed, and the Coast Guard is continuing to monitor the situation to identify shoreline impacts. The Lower Mississippi River Waterworks Network is currently monitoring water intakes in the area, but there have been no impacts to drinking water and none are expected. The Coast Guard is investigating the cause of the incident. On the picture the Justice as Rosedale *(Source: U.S. Coast Guard; Photo by Mark Haury)* Update: Tug raised by crane: A heavy lift crane hoisted the **Justice** from the bottom of the Mississippi River and refloated it on Mar 7 in St. James Parish. McKinney Salvage and Heavy Lift Inc. of Baton Rouge, arrived on scene in the morning and were able to lift the vessel which was expected to remain on the water for a few days. The Justice went down around midnight on Mar 5 after taking on water. Three crew members aboard the tug were able to get off before it sank. It had just finished moving a barge. Coast Guard responders had been overseeing pollution response operations since 6 a.m. Mar 6. Floating containment boom had been deployed around the vessel as it rested on the river bottom, and Coast Guard personnel were watching for any effects on the shoreline. The Coast Guard was investigating the cause of the incident. *(Update: Vesseltracker)*

FIRE ON DUTCH TUG LINGE

On Friday 8th March on the Amsterdam-Rhine Canal near Maarssen a fire had broken out on the pusher Linge. The fire would have originated in the engine room and was briefly folding. The fire, by the fire brigade was called as a grounded fire, two fire-fighting vehicles, a foam truck and a fire boat were sent to the spot. At the height of the Oostkanaaldijk fire fighters could approach the boat after the fire was quick under control. The Linge was built 1971 by Zorg en Vlijt H. de Haas, Maassluis; Netherlands under number 158 for N.V. H.Zwaak Jr. – Rotterdam as Neptunus 6. On the 1st March transferred sold to Smit–Vos–Zwaak Rivier en Duwvaart B.V., Rotterdam. On the 24th December 1981 sold N.V. Stoomsleepdienst "Mars", Rotterdam and renamed Mars VI. On the 18th January 1984 sold to Smit Internationale Havensleepdiensten B.V., Rotterdam. On the 22nd June 1988 transferred to Smit Havensleepdiensten B.V., Rotterdam and renamed Linge. On the 1st August 1992 transferred to Interriver B.V., Rotterdam. On the 4th November 1994 sold to Bergings–en Transport Maatschappij Scheffer, Lelystad; Netherlands. On the 16th April 2002 sold to Koninklijke Wagenborg B.V., Delfzijl On the 1st May 2004 sold to Bergings– en Transport Mij. BTS B.V., Schiedam. In 2009 BTS was absorbed by Mammoet Salvage BV – Schiedam; Netherlands. *(Source: http://koopvaardij.blogspot.nl/; Photo: Marcel Coster)*

LAVAN TO BE RENAMED SVITZER EUROMED

The 1988 built St. Vincent & Grenadines registered with call sign J8B4566 tugboat **Lavan** (Imo 8714255) was seen berthed at Pinto 2,Grand Harbour, Malta on Thursday 7th March, 2013 in prior to change name into **Svitzer Euromed**. The tug is owned by Svitzer Euromed B.V. – Lisbon; Portugal and managed by Svitzer Lisboa-Reboques – Lisbon: Portugal. She has a grt of 429 tonnes and a dwt of 400 tonnes and is classed Lloyds Register of Shipping. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

TUGS & BARGES CONFERENCE & EXPO SERIES

An essential forum for owners, operators, designers, builders, regulators and suppliers to discuss the key issues that impact the tug and barge market. Marine Log's Tugs & Barges Conference & Expo once again presents marine executives with an engaging, lively

agenda highlighting operational and technology trends in the tug and barge market. Central to the program is safety, the economy, and the environment. Liquefied natural gas, for example, is presenting intriguing opportunities in the technology, operations and downstream markets. LNG is abundant and cheap in the U.S. and several operators have already committed to building vessels that will use LNG as fuel. On the downstream side, there's ample opportunity for LNG bunkering barges - particularly in light of Shell's recent announcement. Join us May 21-22, 2013 at the Stamford Marriott in Stamford, CT to discuss LNG and much more with some of the foremost experts in the tug and barge field. View the program online now and register for this crucial conference and expo. *(Press Release Marine Log)*

DUKE LAUNCHED

Last week at the Gebr. Kooiman Shipyard – Zwijndrecht; Netherlands was seen yard number 200 the tug **Duke II** (Imo 9677947) which was launched in the early morning. The hull of the tug was built by the Barkmet Shipyard in Usti nad Labem. The outfitting of the tug was performed at the Zwijndrecht shipyard. The vessel is built for Probus Mare Marine Ltd. She has a length o.a. of 34.30 mtrs a length b.p. of 30.20 mtrs a breadth moulded of 11.00 mtrs and a mean draught of 4.05 mtrs. Het grt is 435 tonnes and a the nrt is 126 tonnes. He two Mitsubhi S12U-MPTK main engines develops a total output of 4,410 kW. It is expect that she achieved a board pull during trails of 83 tons. He is classed Bureau Veritas with notation I ✠ Hull ● Mach Unrestricted navigation AUT-UMS; Ice class 1A super. *(Photo: Piet van Roon)*

EDDA CAUGHT FIRE

The pusher tug **Edda** (EU-No. 05609510-25.66-m) caught fire on Feb. 28 on the Mittelland Canal near Lohnde due to a technical malfunction in the kitchen in the stern region. The living rooms in the aft were completely gutted. The amount of damage was not yet clear. The local fire brigades tackled the flames with foam and water, the canal was closed for ship traffic until 1500LT. *(Source: Countryman)*

GULF SPRAY - SIGN OF SPRING

The hardworking tug **Gulf Spray** was hauled out on the IEL dock this week for a refit. After being "evicted" by public pressure from its long-time home near the old CN Pier last year, the tug was laid up for the winter somewhere in the lower Burnside area. Used for transferring garbage barges from cruise ships, the tug does useful work in the harbour. Built in Pictou in 1959 it was extensively rebuilt in 2007. It is a single screw tug with a fixed nozzle. *(Source: Mac Mackay-Tugfax)*

TIOGA B OPERATE ON THE WEST COAST OF SCOTLAND

From a bright and sunny West coast of Scotland. We have the **Tioga B** on the Clyde for the next few weeks. She is tasked to assist the dredger WD Mersey in dredging operations around the river. Seabed survey and levelling work will be her main work. The tug, a Delta 1575 type, is built in 1981 by Deltawerft BV – Sliedrecht; Netherlands and ordered by the Belgian Marine but never delivered. She was delivered to Felixarc Marine Ltd and managed by Timothy Gray – Felixtowe as **Gray Delta**. In 1991 sold to James Fisher & Sons plc - Barrow-in-Furness and chartered to Klyne Tugs (Lowestoft) Ltd – Lowestoft; Britain and renamed **Anglian Maid**. In 1995 sold to Bay Towage & Salvage Co Ltd – Barrow; Britain and renamed **Tioga B**. She has a length of 15.93 mtrs a beam of 5.30 mtrs and a depth of 2.20 mtrs. The two GM type 12V71N diesel engines has a total output of 730 bhp. The speed is 10 knots and the bollard pull 11 tonnes. *(Source: Tommy Bryceland, Scotland)*

TOS DELIVERS ASD TUG LOMAX FOR ØSTENSJØ REDERI

TOS is proud to conduct the first ship delivery for Østensjø Rederi, a maritime service company based in Norway. "The ASD tug **Lomax** has been built by Sanmar (Turkey, Tuzla) a yard which we have done business with for many years now. They brought us in touch with Østensjø." says Ronald van der Kolk, Manager Division Nautical & Technical. March 7th the **Lomax** arrived at the port of Ulsteinvik, Norway to deliver a tow. The vessel **Lomax** picked up the tow in

the Ukraine. The tow is the new build casco X-BOW vessel **Blue Guardian** from the company Ulstein and was delivered to a ship yard in Ulsteinvik. After this she will continue her voyage to a renewed destination. The **Lomax** sails under full TOS management and with a TOS crew. *(Source: TOS)*

ROSENBERG ENGINE FAILURE

The Swedish tug **Rosenberg** (132-gt) suffered engine failure in rough seas and strong winds on Mar. 7. The crew was hoisted by a Danish rescue helicopter and taken to Trelleborg, where police and ambulance showed up. Several attempts were made in vain to connect to the disabled vessel. *(Source: Countryman)*

ACCIDENTS – SALVAGE NEWS

USS GUARDIAN SALVAGE MAY TAKE TILL APRIL

No thanks to recent delays from bad weather, salvage work on the grounded minesweeper **USS Guardian** may go beyond Holy Week or end-March, the Philippine Coast Guard said Friday. Coast Guard Palawan and Task Force Tubbataha head Commodore Enrico Evangelista said they may even work until the second week of April, radio dzBB's Carlo Mateo reported. Evangelista was quoted in the report as saying that with the delays brought by bad weather, it is not impossible they may go beyond the original deadline of March 23. He said they are also not discounting the possibility they may go beyond Holy Week, the last week of March. Earlier this month, big waves and strong winds forced salvage crews to suspend work on extricating the **USS Guardian** from Tubbataha Reef. While salvage work has since resumed after the weather improved, Evangelista said they are entering a critical phase of the operation. He said they are now focusing on removing a part of the deck, and may need five to six days to cut the hull into three sections. *(Source: KG, GMA News; Photo: U.S. Navy)*

GO OFFSHORE'S VESSEL IN COLLISION INCIDENT (AUSTRALIA

This morning an incident occurred between one of Go Offshore's vessels, the DP1 Safety Standby Service Vessel **'FOS Polaris'** and another vessel approximately 1km off the coast of Exmouth, Australia, No one was injured in the incident. GO MARINE GROUP said in a statement it was working with the Department of Transport and other relevant agencies to manage the incident. *(Source: GO Offshore)*

BARGE SINKING OFF COAST OF HOOKER'S POINT

Hillsborough County -- The coast guard is checking out a mud barge that is sinking off Hooker's Point in Hillsborough County. Coast guard officials are sending a pollution expert out to make sure it's not an environmental concern, which they don't believe it is. No one was hurt. *(Source: Bay News 9)*

COAST GUARD RESPONDS TO ALLISION, OIL SPILL SOUTH OF NEW ORLEANS

The Coast Guard is responding to a report of an allision between a tug pushing a barge and a pipeline near Bayou Perot 30 miles south of New Orleans, Tuesday. Coast Guard Sector New Orleans watchstanders received a report that the 47-foot tug **Shanon E. Settoon** was pushing a 154-foot oil barge when it allided with a pipeline 6 p.m., Tuesday. All crew members were able to exit the tug; the captain reportedly suffered second to third-degree degree burns. A Coast Guard Air Station New Orleans MH-65D dolphin helicopter crew and and a 24-foot Special Purpose Craft — Shallow Water from Coast Guard Station Grand Isle have responded to the allision. The MH-65 Dolphin helicopter crew confirmed the vessel was on fire. There have been reports of oil in the water. ES&H has been hired as the oil spill response organization. "We are aggressively responding with our state and local partners to mitigate the fire and prevent any

potential impacts from oil that entered the water, " said Cmdr. Russ Bowen, incident commander, Sector New Orleans. The Coast Guard is working with federal, state and local agencies in response to this incident to ensure the safety of responders and contain and clean up any oil that is leaking. *(Source: USCG; Photo: G.Herbert)*

TUG ALLIDED WITH PIER IN NEWCASTLE

On Mar 11, 12013, the "**Svitzer Myall**" allided with a pier in Newcastle, Australia, around 3 p.m. The vessel began taking on water and had to be assisted by several other tugs and harbor work staff to come into port. A technical failure was blamed for the accident. None of the crew were injured in the allision. *(Source: Vessetracker)*

OFFSHORE NEWS

LAUNCH OF A CONCEPT: THE ARCTIC MINOR TEAM

On the last day of January this year, five Maritime Engineering bachelor students of the Delft University of Technology; Netherlands finished their a semester of studies. An unusual semester, characterized by an unique opportunity that these students took: a minor on Arctic engineering. This article aims to explain the 'why' , 'how' and results of this endeavour. These days, a bachelor in Maritime Engineering consists of more that the courses on hydrodynamics, structures and propulsion. The concept of a minor is introduced, a semester of the bachelor dedicated to deepening or widening knowledge on a

certain subject. Numerous minors are available from the Delft University of Technology, ranging from advanced courses on mathematics to product design. And then there is Toptrack, the excellence program of the 3mE faculty, offering students the unique opportunity to arrange their own minor and fill it up with master courses. Add to this mix five enthusiastic and creative students and you have yourself a custom minor. 'Not taking the easy way out', was an often heard quote while looking for a subject. One of the least easy ways in Maritime Engineering seemed to be the Arctic, where a harsh climate hampers all operations and the danger of ice lurks at all times. The exact definition of the minor was starting to take shape. One part would be courses, the other a project on a ship sailing through the Arctic. Due to the lack of courses combining ice and ships at the TU Delft, another university was to be found. The Aalto university in Helsinki proved to be the right place, with three courses on ice in the right time of the year. For a realistic project the help of the industry was sought. Several companies based in The Netherlands were visited and all offered a project related to the Arctic. In the end the combination of Damen, Marin and DNV was chosen: the design of an Arctic Offshore Support Vessel. Combining a shipbuilder, research institute and classification society led to a complete view on shipbuilding, from design to delivery. In Finland a lot was learned about the ships in ice. The course Ship Performance in Ice taught us to predict and test resistance in ice. Risk Analysis of Structures in Ice gave an introduction on risk based design. Arctic Offshore Structures gave the freedom to make calculations on a real vessel, in our case a ship supplied by Damen. The project contained three parts. First a literature study, to complement the courses with knowledge on the environment, the market and the geography. Second a comparison study, extending the Arctic Offshore Structures course to make calculations on three Damen vessels in order to get more experience with offshore vessels. The final report was a design, where the Arctic Minor Team combined the experiencefrom the courses and previous reports into one innovative concept, launched at January 31st.The vessel, named AMTSV 003 after Arctic Modular Towing Supply Vessel third iteration, is a near 100 m supply ship, capable of operating the Barents Sea year round and in Baffin Bay and Beaufort Sea for 8 months. The ship features cargo capacities comparable to other supply ships nearly equal in size. No compromises on crew conditions are made, by allowing the crew to work in the Enclosed Superstructure, as seen behind the superstructure. Ice handling can be performed by the thrusters, as well as by towing icebergs away from an offshore platform, using the 'Towing' capabilities. All in all this project learned the team about cooperation, working in a foreign environment and most of all Arctic shipbuilding. A project to develop and eventually put on ice. Participants: Reinier Bos, John Huisman, Martijn Obers, Tobias Schaap en Max van der Zalm. Supervisors: Peter de Vos. Partners: “DAMEN”, “DNV” en “MARIN”. *(Source: Young Maritime International; Thanks to Max van der Zalm and his team for permission to add the article in the TT&O)*

NEW STATOIL CONTRACTS FOR THE PSVS HAVILA CLIPPER & HAVILA CRUSADER

Havila Shipping has entered into new contracts with Statoil for PSV vessels **Havila Clipper** and **Havila Crusader**. The **Havila Clipper** contract is for a firm period of four months with four optional periods for one month. The **Havila Crusader** contract is for a firm period of six months with two optional periods each of three months. Both vessels will start working under new charter contract early in April. The contracts are at market terms. *(Press Release Havila Shipping)*

CEONA HIRES GC RIEBER SHIPPING'S NEWBUILD CSV

GC Rieber Shipping ASA has entered into a charter agreement with Ceona Services (UK) for its high capacity subsea newbuild for a fixed period of 5 years, with options for up to five years. The vessel will commence working for Ceona immediately upon delivery from Ulstein Verft in the first quarter of 2014. Ceona is a London-based SURF-player and aims to grow their position as a global subsea company. Ceona is majority-owned by GS Capital Partners funds. "GC Rieber Shipping has strengthened its position in the high end subsea segment over the last

years. We look forward to cooperating with Ceona in the years to come" says CEO Irene W. Basili in GC Rieber Shipping. The newbuild contract was placed in June 2012 at an investment of approximately NOK 800 million, with GC Rieber Shipping holding an option for one additional vessel. After entering into this contract, GC Rieber Shipping has a total backlog of about NOK 3,5 billion. The high-capacity newbuild is a construction support vessel (CSV) designed for operations in harsh and deep waters, with a length of 130 meters and a 25 meter beam. The vessel is built to the highest standard for dynamic positioning, DP-3, and is equipped with a 250t AHC offshore crane. The ship is designed to operate in the SURF market, with capacity for pipe loads below deck and on main deck, and a vertical pipe laying system above the moon pool. The ship can accommodate 130 crew, and is built according to the latest international environmental standards. Ceona will equip the vessel with a 270 t vertical lay system (VLS). *(Press Release)*

BATAM SHIPYARD COMPLETES MPSV ENDEAVOUR UPGRADE WORKS

Miclyn Express Offshore has announced the completion of upgrading works on **MPSV Endeavour**. This project was undertaken by a specialised team based in MEO's Batam shipyard. The team has had previous experience with upgrading works such as jumboisation, DP2 upgrading and complicated vessel conversions. Endeavour has undergone various upgrading works including cable laying and installation of a taut wire skid foundation. The mezzanine deck was extended by an additional 6m x 4m with a Launch and Recovery Systems (LARS) ensuring that she can handle ROV lifting works while giving more space on main deck for the remaining ROV spread. A new four man cabin has also been added to further expand her accommodation capacity to 55 men, enabling more special purpose personnel to stay onboard. *(Press Release Miclyn)*

ULSTEIN VERFT LAUNCHES PSV BLUE THUNDER

Last weekend was hectic at Ulstein Verft, as three PSV sisters of the *PX121 design* were on the move. Yno 296, **Blue Thunder**, was launched on Saturday 9 March, and is now situated quayside, bright and blue. The hull of yno 298 was docked into the dock hall for outfitting. While the newly delivered **Blue Power**, left on Friday for her first assignment in the spot market. *(Source: Ulstein)*

YARD NUMBER 125 LAUCHED AND UNDER CONSTRUCTION

Last week on the 9th March yard number 125 was successfully sea launched at Simek Shipyard. The superstructure was lifted onto the hull the other day on the 10th March. The ship will be delivered to Atlantic Offshore in May 2013. The UT 755 LC designed vessel will be named **Atlantic Scout** Main Particulars: Length o.a. 76,60 m; Length p.p. 68,20 m; Beam 16,00 m; Depth, main deck 7,00 m; Draught, loaded 5,80 m; Class: Det Norske Veritas *(Source: Simek)*

SALE OF RRV VESSEL HAVILA RUNDE

Havila Shipping ASA has, on behalf of the 100% owned ship owning company Havila Offshore AS, entered into an agreement where the RRV vessel **Havila Runde** (Imo 9163025) is sold to Secunda Canada. The selling price is at booked value of the vessel and the sale will release liquidity of around MNOK 30. The sale is expected to be completed this month. **Havila Runde** is built in 1997 and after sale of the vessel Havila Shipping operates only three vessels built before 2003. She is a PSV – Stand-by-Rescue design. Built by Kværner Kleven Leirvik. *(Press Release Havila)*

GRANDWELD SHIPYARDS WINS ANOTHER CONTRACT FOR 42M ALUMINUM CREW BOAT

Dubai, United Arab Emirates, March 10, 2013: Grandweld Shipyards has been awarded a contract to

build a 42M Aluminum Crew Boat for Maroos Shipping. Grandweld signed the deal with the renowned provider of integrated shipping, and marine services on the 10th March 2013. The contract follows previous delivery of a 38M Utility Vessel to Maroos Shipping in March 2012. The new 42M Aluminum Crew Boat is based on Grandweld's existing proven design, and can reach speeds in excess of 25 knots. It benefits from luxury seating, accommodation for VIP guests, a larger deck space and enhanced comfort for the crew. The vessel can seat 83 passengers and has a 110sqm loading area for over 90 tons of deck cargo. It can also carry a large amount of fuel and freshwater. The contract with Maroos Shipping is the latest in a string of recent orders for the 42M Aluminum Crew Boat. It follows orders for the boat from Wesal Shipping in October 2012, and three for Global Marine, signed in August 2012. The huge success of the 42M is down to its highly advanced design, plus a focus on safety and security. Crew boats have become an increasingly common feature in the Gulf region; a quality vessel such as the 42M will always attract plenty of new and repeat business. *(Press Release Grandweld)*

TOR VIKING AND BALDER VIKING RELEASED BY SMA

Swedish Maritime Administration (SMA) has decided not to extend the charter contracts for AHTS icebreakers **Tor Viking** and **Balder Viking**. The vessels have since 1999/2000 been available to SMA every Q1 for icebreaking duties, the vessels will end the contract after Q1 2014 and Q1 2015 respectively. SMA had options thereafter, which will not be utilized. The prevailing financial terms of the SMA contract entered into in 1998 does not reflect current market rates. In addition it imposed a limitation for Viking Supply Ships to offer the vessels for other charterers. The release now enables the company to offer the vessels for long term contract opportunities world-wide. *(Press Release Vinking Supply)*

BUMI ARMADA BERHAD BUYS MPSV FROM CONDOR SHIPCO

Malaysia-based international company, Bumi Armada Berhad announced that its wholly-owned subsidiary, Bumi Armada Offshore Contractor Limited has acquired and taken delivery of a MPSV (multipurpose platform support vessel) from Condor Shipco Limited for USD15.8 million. The DP2 diesel electric vessel which was re-named **Armada Condor** was re-built in 2002 which involved extension of vessel length, addition of DP2 system and thrusters. The DNV-classed support vessel measures 104 metres in length with a beam of 22.4 metres; it features a 120 tonne main crane with Active Heave Compensation system for operation up to 2000 m water depth, an auxiliary crane, a cargo crane, moon-pool, helideck and built-in gas storage of 14,800 cubic metres. It has 1,100 square

metres of deck space with deck load capacity of 1,300 tonnes and hydro acoustic to 2,000 m. The Armada Condor has accommodation for 127 persons. *(Source: Bumi Armada)*

VIKING SUPPLY SHIPS A/S HAS SIGNED NEW LONG TIME CHARTER CONTRACT

Viking Supply Ships A/S (VSS) has entered into a time charter contract for one of its AHTS icebreaker vessels (**Tor Viking** or **Balder Viking**) with a major oil company. The charter agreement applies to the 2014 and 2015 seasons in sub-Arctic waters with options for 2016 and 2017. The duration of each season will be approximately 7 months including mobilization and demobilization with commencement around May 1st each year. The charter is for specialized ice management services in sub-Arctic operations. The total contract value for the firm period is approximately MUSD 36,5. *(Press Release Vinking Supply)*

IEVOLI AMARANTH STATIONED AT DEN HELDER

On 12 March the brand-new emergency towing vessel **Ievoli Amaranth** arrived at her homebase, the port of Den Helder. The 65,73-metre long anchor-handling tug, chartered by Svitzer for the Netherlands Coastguard, is the successor of the **Ievoli Black**. Owner of both vessels is Marnavi from Naples, Italy. The **Ievoli Amaranth**, built at the Turkish Selah shipyard in Tuzla, has a bollard pull of 130 tonnes. *(Source and photo: Paul Schaap)*

WINDFARM NEWS

MPI ADVENTURE TO WORK ON TRIANEL BORKUM WIND FARM

MPI Adventure is scheduled to commence the installation of forty Areva five Megawatt wind turbine generators during the second quarter of 2013. The Trianel Wind Farm Borkum is being built forty-five kilometres off Borkum Island in the German Exclusive Economic Zone (EEZ) of the North Sea. The wind farm will generate 800 Gigawatt hours annually and power 200,000 households. The port of loading of **MPI Adventure** will be in the Eemshaven in the Netherlands. Each vessel-installation cycle will comprise three complete wind turbine generators and be based on the carriage of "rotor-star assemblies" (pre-assembled hub and blades). *(Source: MPI Offshore)*

COASTLINE OFFSHORE LTD. LAUNCHED

As part of their continued growth UK's Coastline Surveys Ltd today announced the launch of Coastline Offshore Ltd, a new division of the company specifically developed to meet the growing demands for specialist offshore geotechnical and geophysical services beyond their established coastal markets. The new division will enable the company to employ their considerable expertise in emerging offshore renewables, at home and abroad, whilst also firmly establishing them as a significant survey support subcontractor within the oil & gas industry. Coastline has recently focused sizeable investment within their geotechnical division, with the addition of a Datem 5000 CPT, which in conjunction with the expanding pool of vibrocorers, grabs and in house labs enables them to offer a complete package of geotechnical services. Having achieved the necessary ISO and Achilles Verify accreditations to work within the demanding environment of the oil and gas industry they are confident that Coastline Offshore will be an attractive solution for contractors and consultants who are looking for a reputable niche company to bring experience and expertise to every job. Coastline Offshore is positioned to work within a variety of sectors including marine renewables, cables, oil and gas, dredging & civil engineering projects, environmental monitoring and offshore construction. Their equipment and teams of professional surveyors can be deployed as a mobile solution around the globe working onboard client vessels, mobilised on a vessel of opportunity or on their own 24m fully equipped survey ship, MV **Flatholm**. Some of their recent projects include mobilising the **Flatholm** to Western Denmark for third party survey

contractors and operating the CPT in the southern Baltic Sea on Client vessels. *(Press Release)*

YARD NEWS

STEEL CUTTING FOR JACKSON OFFSHORE'S NEW PSVS

A steel cutting ceremony for two new platform supply vessels yesterday took place at BAE Systems' Heckscher Drive shipyard in Jacksonville, Florida, Jacksonville Business Journal has reported. The vessels, that will serve offshore drilling operations, are being built for Jackson Offshore Operators. Also, Jackson Offshore Operators has an option to order two additional PSVs in the future. The GPA 675J PSV design will be provided by Guido Perla & Associates, Inc. of Seattle, Washington. The vessels will include an integrated Rolls-Royce ship systems package inclusive of low-voltage active front end diesel electric system and a complete Rolls-Royce propulsion package with Azipull propulsion thrusters. BAE Systems currently employs 630 people in Jacksonville and expects to hire an additional 250 workers there by mid-2013. *(Source: Offshore Energy Today)*

OTTO MARINE ORDERS TWO AHTS VESSELS FROM INDONESIA

Otto Marine Limited, a leading offshore marine company which specializes in building complex offshore support vessels, repairs, conversion and fabrication and ship chartering, announced that the Group has secured new shipbuilding orders for building two offshore vessels for a total value of US$27.8 million. The new shipbuilding contracts are for constructing two identical units of 5,150 bhp Anchor Handling Tug Supply Vessels (or AHTS). The two AHTS will be approximately 62 meters in length and will be constructed to meet ABS class requirements. The contracts are awarded by a renowned Indonesian operator that owns and operates a fleet of offshore and other vessels. The vessels are to be delivered in the second half of 2014. The above-mentioned shipbuilding orders are expected to have a positive impact on the consolidated net tangible assets per share or earnings per share of Otto Marine for the financial year ending 31 December 2013. On this occasion Mr Michael

See, Group Chief Financial Officer said: "During the last year or so, we focused our resources under our shipbuilding segment towards finishing and delivering the orders that were on hand. We have also done some restructuring and consolidation in our yard which enhanced our efficiency and reduced the costs. With all these efforts combined, we are now in a much better position to revitalize and grow our shipbuilding segment and securing these new build orders reiterates our commitment to revitalize and focus in our core competency in this segment under the Otto Group. These new orders are the first shipbuilding contracts that we have taken in almost two years. Under our shipbuilding segment, besides building high-spec and complex offshore vessels, we also have ship repair and fabrication capabilities." *(Source: Otto Marine)*

IBERCISA TOWING WINCH FOR NEWBUILD 'BYLGIA'

Ibercisa delivers the first of two towing winches AHT type model MR-E/930/2/2500-89 which will be installed on the Anchor Boat (AHT) "**Bylgia**" which Hereema Marine Contractors from Holland have signed with the Armon shipyard in Vigo. The electrically driven winch is the first of its kind in the world to be given this drive which has meant quite a challenging technological feat for the Vigo based Company given the dimensions and characteristics of the machine. The "**Bylgia**" was designed around the dimensions of the winch, developed by Ibercisa to reach a final weight of 280 tons. Given its size, the drums (90t each) have had to be installed on the boat whilst afloat in the repair docks at Bouzas which necessitated that the boat be taken to the docks whilst still under construction. The winches will remain on board at the Armón shipyard but trials will take place at a later date in Gijón. The winch has two waterfall drums each with a capacity of 2,500m of 86,9mm wire. The electronic engines are of permanent magnet type with elevated par at low revolutions. Giving 350 tons per 10 metres/minute on the first layer with the same pull, speed increases to 50 metres/minute when offload is against the dynamic brake. The static brake capacity is 600 tons on each drum, divided between two differential band brakes. Each engine works with a gearbox joined together by a declutching transmission allowing drums to work simultaneously, reducing pull by half and giving greater versatility. Wire stowage is carried out by 4 rollers working independently and therefore permitting their movement to be in time with the cable guide, or moving in opposite directions to allow shackles and joints to pass freely. Each roller is driven by chains geared on wildcats by two electric motors with epicicloidal gears. The "**Bylgia**" is the first of two anchor vessels for HMC under construction at the Armón Shipyard. Ibercisa envisages delivery of the second

winch within a month and it will be installed on board the vessel "Kolga". *(Press Reloease Ibercisa)*

TWO PLATFORM-SUPPLY VESSELS ORDERED AT FUJIAN SOUTHEAST SHIPYARD

Vroon is pleased to announce the order of two newbuilding platform-supply vessels (PSV) at Fujian Southeast Shipyard in China, with an option for two additional vessels. The two 78-metre PSVs (KCM design) are scheduled for delivery during 2015 and will be operated by Vroon Offshore Services. We look forward to this continued cooperation with Fujian Southeast Shipyard, where we currently have four emergency response and rescue vessels and two subsea-support vessels on order. *Vessel Particulars (not guaranteed)* Length overall (approx.) 78 m; Breadth moulded 18.4 m; Depth to main deck 7.8 m; Max. draught / Design draught 6.0 m; Deadweight at max. draught 3,600 tonnes Special Class Notation (ABS) DPS-2, FiFi 1, UWILD, Enviro. Deck load 1,500 tonnes; Cargo deck area 750 sqm. Gross / Net tonnage international 2,950 / 895. Max. speed 13.0 knots. Additional information MLC2006 and SPS2008 compliant, Green Passport. *(Source: Vroon)*

WEBSITE NEWS

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:

- Offer outcome: 99% of the Dockwise shares committed to Boskalis
- Viking Supply Ships A/S has signed new long time charter contract
- Tor Viking and Balder Viking released by SMA
- ABB wins $26 million marine repeat order to power deep sea exploration vessels
- Grandweld Shipyards Wins another Contract for 42M Aluminum Crew Boat
- TOS delivers ASD tug Lomax for Østensjø Rederi
- Havila Shipping ASA : Sale of RRV vessel Havila Runde

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