Tugs Towing & Offshore Newsletter

14th Volume, No. 33 Dated 09 June 2013

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

TUGS & TOWING NEWS

MULTRASHIP STRENGTHENS FLEET WITH ASD TUG

LEADING towage and salvage specialist Multraship has further strengthened its multipurpose fleet with the addition of the ASD tug **Multratug 20**. Multraship has contracted with international broker and consultant DSB Offshore for the long-term bareboat charter of the 72-ton bollard-pull vessel, which was built by the Bogazici Shipyard in Turkey in 2010 and is equipped to undertake a range of services including towage, escort, anchor-handling, fire-fighting and salvage. **Multratrug 20** has two Schottel SRP 1515 propulsion units and is powered by two Caterpillar 3516B engines. Its 244 cu m bunker capacity allows for both coastal and open sea towage and, with a length overall of 32.5 m, it can comfortably perform harbour towage operations. Deck equipment includes a 200t/80t MacGregor escort winch, a 130t/65t towing winch, a deck crane, a triple shark jaw, tow pins and a 130t stern roller. Multraship managing director Leendert Muller says, “The latest addition to the Multraship fleet underlines our long-term commitment to the maritime sector. Our new tug will be used primarily at sea, for towage, and to provide assistance and support for wind-farm and offshore construction projects. “Although traditional shipping activities have been experiencing a difficult time during the economic downturn of the last five years, the offshore sector is healthy, with new technology being used to exploit new resources in new areas. At the same time, the renewable energy market continues to develop at an exciting pace, driven by the demand for clean, green sources of power. “By continuing to bolster its multipurpose fleet, Multraship is ensuring that it is well-positioned now and for the future.” *(Press Release Multraship; Photo: Ruud Zegwaard)*

EUROPEAN TUGOWNERS ASSOCIATION (ETA) CELEBRATED THE 50TH ANNUAL CONFERENCE IN OPATIJA; CROATIA

Hosted by local member JADRANSKI POMORSKI SERVIS d.d. from Rijeka, over one hundred delegates, representing a membership of 82 companies from 21 European countries gathered in Opatija, Croatia for the 50th Annual Conference of the European Tugowners Association (ETA). Founded in 1963, the ETA is one of the oldest maritime interest organizations in Europe and represents the interests of towage operators large and small, whose tugs are present in all of the top fifty European ports. The ETA is the sole voice of towage in Europe, making representations primarily at the European Commission. During the Annual General Meeting the members elected Peter Vierstraete from Smit Harbour Towage to succeed Richard Knight from JP Knight Group. Mario Mizzi from Tug Malta became the new Deputy Chairman. The conference coincided with the publication by the European Commission's DGMove of a new legislative initiative on ports and ports services by way of a draft Communication and Regulation, the text of which you find at: http://ec.europa.eu/commission_2010-2014/kallas/headlines/news/2013/05/doc/communication.zip And http://ec.europa.eu/commission_2010-2014/kallas/headlines/news/2013/05/doc/regulation.zip The Executive Committee of the ETA has launched a wide consultation among Members after circulation of the drafts, in order to assess the potential impact of this third "Port Package" which succeeds the two previous proposed draft Directives that failed to pass the vote in the European Parliament. Such consultation is vital, out-going Chairman Richard Knight commented, as in terms of legislation towage is often an after-thought and finds itself caught between conflicting directives. Circumstances vary widely from port to port and generic initiatives can cause competitive imbalance particularly at a national level. Mr Zdenko Antešić, Deputy of the Croatian Minister of Transport & Maritime Affairs, welcomed the delegates of members and associate members. EU Ambassador Paul Vandoren, Head of Delegation of the EU to Croatia, addressed the conference as key note speaker. He described the challenges and opportunities attached to the forthcoming access of the hosting country Croatia designated to be formalized on 1 July 2013 subject to the last ratification by Germany of the Treaty on the access. Vlado Mezak, Director of the Rijeka Port Authority described the ambitious plans of the port on its further development and the facilitation of hinterland connections by railway and other infrastructure. Associate Member Anglo Belgian Corporation (ABC) based in Ghent, Belgium, area sales managers Jean-Pierre Props and Pieter Boeykens presented this 100 year old engine maker's efforts on research and development of ecologically sound engines for tugs. Lloyd's Register's Tony Field offered the audience a number of key requirements for successful MLC 2006 implementation, underlining that

using common sense and being practical are the key elements. Barry Griffin from B.A. Griffin Associates in Boston, Massachusetts allowed the European operators to assess how harbour towage operations are evolving in the United States by describing the evolution of tug types, their way of operating and by pointing at some very interesting and sometimes unusual possible future technical solutions to berth and unberth vessels "possibly with no tugs at all", the speaker ironically brought forward. The last speaker, Professor Dr Eric Van Hooydonk, advocate in Antwerp and Chairman of Portius, the world's first ever international and EU port law centre, presented the book which he wrote on the ETA's history, entitled "Fifty years of the European Tugowners Association, from London club to Brussels lobby" and handed out the first copy to chairman Richard Knight. Drawn from the well kept archives, photographs and interviews with acting and retired officers of the ETA, the book describes the association's and members' activities since 1962/1963, when Sir William Crosthwaite, (founder of the British Tugowners Association in 1934), launched the idea of creating an international or European organization to act as an interest group for towage owners and operators. Divided into two sections (the International years 1963-1988 and the European Years 1989-2013) the author pictures the evolution of the association upto today's recognition by the European authorities as the sole representative lobby for harbour towage in the EU. Quoting from his foreword, chairman Richard Knight said: *"… an unlikely association of widely differing interests united 50 years ago to find common ground and succeeded. The ETA finds itself at the European Commission's table, perhaps a little low profile still, but always conscious of the industry's primary raison d'être: to serve."* The chairman thanked the hosts, Jadranski Pomorski Servis d.d from Rijeka and the sponsors Anglo Belgian Corporation, Damen, Redwise, Sanmar Shipyard, Schottel, Shipowners, TOS and Voith. *(Press Release ETA)*

RECENT DELIVERY DAMEN STAN TUG 2608 BERNEEG

The Damen StanTug 2608 **Berneeg** was recently delivered to her owners Lybian Ports Company; Libya. The tug with yard number 509850 was built on the Damen Song Cam Shipyards; Vietnam. She has a length 26.16 mtrs a beam of 8.54 mtrs and a depth at sides of 4.05 mtrs. Her basic functions are Towing, mooring and firefighting operations. The two

Caterpillar 3512C TA/C develops a total output of 2,460 bkW (3,300 bhp). She achieved 46,3 ton bollard pull and a speed of 12.3 knots. The tug is classed Bureau Veritas I X HULL • MACH Tug Unrestricted Navigation incl. loadline and tonnage certificate. *(Source: Damen)*

CROWLEY WINS SEATTLE ENVIRONMENTAL AWARD

Crowley Maritime Corp. has been honored with the Marine Environmental Business of the Year Award. Crowley's Gordon Brink, administrative assistant, harbor ship assist and tanker escort services, accepted the award on behalf of the company from the Port of Seattle's CEO Tay Yoshitani during the 62nd Annual Maritime Festival Luncheon in Seattle. Each year the award is granted to a company that demonstrates environmental initiative and leadership through its commitment to helping the Port of Seattle maintain a low-carbon footprint. Crowley received the award for demonstrating a strong culture of environmental stewardship through its initiatives to keep Puget Sound and other bodies of water clean. Crowley has twice been named runner up for the award, first in 2010 and again in 2011. The Maritime Festival Luncheon serves as the concluding ceremony of the Seattle Maritime Festival, a four-day event held annually on the waterfront in Seattle, Wash. Crowley has participated in the festival for more than 17 years. The festival is sponsored each year by Vigor Industrial, the Propeller Club of Seattle, the Port of Seattle and others to raise awareness about the maritime industry while also supporting two local non-profit organizations, Seattle Sea Scouts and United Port Ministries. "We are thrilled to be recognized once more for our past and ongoing environmental stewardship efforts," said Crowley's Scott Hoggarth, general manager, harbor ship assist and tanker escort services. "For Crowley, the effort to protect and improve the environment is not only a company-wide endeavor, but a way of life. We are proud to be a part of this select group that strives to make the world a greener place." The company's early interest in keeping harbors and oceans clean has developed into a strong company culture of EcoStewardship. Recent examples of Crowley's environmental work include: the repowering of the company's tugboat Tioga, in the Pacific Northwest, and the Goliah, in Northern California, to meet Tier III emission standards a year ahead of government requirements; certification to the international standard ISO 14001 Environmental Management System; and the construction of the first two double-hulled, environmentally friendly barges to serve Western Alaska. Crowley has also received special recognition by several environmentally focused organizations, including the Chamber of Shipping of America's Jones F. Devlin Awards for Safety, the U.S. Coast Guard's William Benkert award for environmental excellence, the Washington Department of Ecology's Exceptional Compliance Program (ECOPRO) Award, the Pacific States/British Columbia Oil Spill Task Force's Legacy Award, and the San Pedro Bay Ports Clean Air Action Plan Air Quality Award. The company's long history of environmental protection and stewardship includes the publication of a Crowley Safety in Towing Handbook in 1970, approximately 20 years before the Oil Pollution Act of 1990, which contains operational procedures to prevent spills that many years later became law. Additionally, Crowley's environmental safety leadership, which began years ago with the company's strong commitment to spill management, has been recognized by major west coast ports as well as national and local governments. *(Source: MarineLog)*

MTS VANQUISH FOR MODIFICATIONS

The new **MTS Vanquish**, (Imo 9559573) built as *Vanquish*, arrived in Rotterdam last week from Galati on the Rotterdam Waterway. On the picture is seen the vessel at Ridderkerk bound for Hardinxveld. The 2012 built Stan Tug 2909 **MTS Vanquish** (ex-Vanquish) arrived for alterations, modifications and paintwork at Hardinxveld. *(Photo: R&F van der Hoek)*

SEACONTRACTORS AND MARINE PROJECTS ROTTERDAM (MPR) ANNOUNCE THEIR COOPERATION IN THE COMMERCIAL MANAGEMENT OF M.P.R.'S FLEET OF EUROCARRIERS

On the 3rd of June 2013 in Flushing, the Netherlands Seacontractors and Marine Projects Rotterdam (MPR) announced their cooperation in the commercial management of M.P.R.'s fleet of Eurocarriers. With direct commencement all MPR's vessels will be commercially managed by Seacontractors. This cooperation agreed by the Directors Peter Moree (MPR) and Xander Schanssema (Seacontractors) strengthens the position of both companies in the workboat and

offshore market and enables them to increase the service level to their clients. Marine Projects Rotterdam (MPR) is an independent service company for the maritime sector. The Eurocarriers are multipurpose AHT vessels which can be utilized for a range of different specialized maritime services. Currently MPR owns and operates two Eurocarriers 2611 (**MPR 1** & **MPR 2**), one Eurocarrier 3211 (**MPR 3**) and one Eurocarrier 2209 (**MPR 4**). The **MPR 2** is currently being outfitted with 4 point mooring and later on DP will be installed. The **MPR 3** is already equipped with a DP1 system. Seacontractors is an International Maritime Service Provider which operates worldwide. Their Marine Contracting & Workboats business units offer expertise in chartering and contracting in the towage and heavy lift industry, short and long term chartering, Full project Management (Commercial, Technical and QHSE) and Sale & Purchase of vessels. Beside these services Seacontractors also has 2 other business units; "Personnel Services" and their newest unit "Terminals". Currently Seacontractors owns and operates 6 Shoalbusters, with two additional newly built Shoalbusters underway and commercially manages 20 anchor handlers, workboats and multicats. *(Press Release Seacontractors)*

OTAGO AND OPUA LOADED ON PAULA

Last week was seen the loading operations in the Rotterdam Waalhaven of the Damen built Shoalbuster 3209 **Otago** (Imo 9688659) and Damen Multicat 2611 **Opua** (Imo 9641479) to be loaded on deck of mv *Paula*. The two Damen Hardinxveld vessels are built for TYM-Group. Waiting for transportation on board of mv *Paula* (SAL) to Middle or Far East. The mv *Paula* departed last Friday with the two vessels on board as deck cargo. *(Photo: R&F van der Hoek)*

RB-405 SUCCESSFULLY PASSED YARDS AND SEA TRAILS

The tugboat "**RB-405**" (Building No 624, project 16609) has successfully passed its yard and sea trials. In the current year the tugboat will be delivered to the Russian Navy and put into operation within Pacific Fleet Navy. The tugboat is intended for towing and berthing operations in harbor, roadsteads and coastal areas which comply with R2 navigation area (not more than 100 miles from the place of shelter), performing of escort operations at the speed of 10 knots, refloating of ships and vessels, fire fighting operations at floating and shore objects, oil and petroleum content products spill removal,

transportation of cargoes, ice breaking, rescue and special purpose operations. *Technical parameters:* Length, max 28,5 m; Width, max 9,5 m; Draft 4,3 m; Speed ab. 12 knots; Bollard pull 47 tones. Class notation KM Arc4 R2 ?ut1 FF3 WS Tug by Russian Maritime Register of shipping. Propulsion complex Z-drives US 205, Rolls-Royce, FPP into nozzle. Power 2?1500 kW at 1600 rpm, Cat 3512B *Deck equipment:* •10 t bow anchor-towing-mooring winch, Fluidmecanica, providing 1383 kN brakes keeping force; •towing hook SWL 47 t with quick release devise. The tugboat is also equipped with crane-manipulator HM 6/3 S, Fluidmecanica, with the capacity of 910 kg at the boom of 6 m. For fire-fighting operations the vessel is equipped with external fire-fighting system made by FFS (800 m3/h, 2 water-foam monitors, water curtains system). *(Source: Pella)*

ESCORT TUG MB-92 COMPLETED TRAILS

Escort Tugboat "**MB-92**"(building No 503, project PE-65) – the first vessel of this project built for RF Navy - has successfully passed its yard mooring trials and is ready for yard sea trials. Escort Tugboat "MB-92"(building No 503, project PE-65) – the first vessel of this project built for RF Navy - has successfully passed its yard mooring trials and is ready for yard sea trials. Before the end of the year the tugboat will be delivered to the State Customer and put into operation within Pacific Fleet Navy. *Assignment:* •towing of vessels and floating objects in harbor areas and open seas; •performing of escort operations at the speed of 10 knots; •fire fighting operations at floating and shore objects; •oil and petroleum content products spill removal; •rescue and salvage operations; •ice–breaking of up to 0.8 m ice at the speed of up to 5 knots. *Technical parameters:* Length, max 34,4 m; Width, max 12,1 m; Draft 4,4 m; Speed 13,5 knots; Bollard pull 63 tones. Class notation KM Arc4 R1 ?ut1 FF3WS EscortTug by Russian Maritime Register of shipping. Propulsion complex Z-drive US 255 FP, Rolls-Royce, FPP into nozzles. Power 2x1864 kW, 1600 r/min, Cat 3516B. Full load displacement is 860 t. *Deck equipment:* •bow double-drum anchor-towing-mooring electro-hydraulic winch ? 140-180-2?-2?-1?-FEH RED Fluidmecanica providing escort services, 20 t of bollard pull and 1860 kN of brake holding force; •aft electro-hydraulic towing winch CHR-20-180-1?-1?-?? RED Fluidmecanica, providing 20 t of bollard pull and 1800 kN of brake

holding force; •towing hook providing 650 kN of bollard pull with quick release device; •cargo crane Fluidmecanica HLRM 45/5 S with lifting capacity of 19.5 kN at the boom of 13.5m. In order to fulfill fire-fighting operations the tugboat is equipped with external fire fighting system made by FFS (capacity is 1500 m3/h, 2 water monitors, water curtains system). *(Source: Pella)*

CHRISTOS XXIII – ROYAL ARK PASSING THE MALTA SICILY CHANNEL

After her departure from Portsmouth on Monday 20th May the 1975 built Panama registered with call sign HOKI anchor handling/supply vessel **Christos XXIII** was seen towing the former Royal Navy aircraft carrier *HMS Ark Royal R07* at the Malta-Sicily Channel bound to breakers at Aliaga, Turkey on Wednesday 5th June, 2013. The tug is owned by IMS **Christos XXII SA** – Marshall Islands and managed by Spanopoulos Group SA – Attiki; Greece. She has a grt of 1,323 tonnes and a dwt of 1.014 tonnes. The *HMS Ark Royal* is one of the three built Invincible class vessels and the fifth with this name. Her keel was laid down on December 19788 at the Wallsend shipyard. On June 20, 1981 she was launched and on the 1st November 1985 she was commissioned. At that time she was the flagship of the Royal Navy. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

RB-392 DELIVERED

After the successful completing of sea trials The State Commission accepted the tugboat "**RB-392**" (building No 935, project 90600). At the nearest time the ferry trip will be carried out by inland waterways to Novorossiysk, where the tugboat will be put into operation within Black Sea Fleet Navy. The tugboat is intended for towing and berthing operations in harbor, roadsteads and coastal areas which comply with R3 navigation area, refloating of ships and vessels, fire fighting operations at floating and shore objects, oil and petroleum content products, cargo transportation, ice breaking and erosion operations. *Technical information* Length max 25,4 m; Width max 8,8 m; Draught 4,2 m. Speed 11,8 knots; Bollard pull 23 tonnes. Classificaion KM Arc4 R3 Aut3 Tug by Russian Maritime Register of shipping. Propulsion system Z-drives US 155, Rolls-Royce, FPP into nozzles. Powerplant 2x746 kW at 1800 r/min, Caterpillar C32. *Deck equipment:* •bow electro-hydraulic anchor-towing-mooring

winch Fluidmecanica providing 10 t of bollard pull and 847 kN of brake holding force; •600 kN towing hook SWL with quick release device; The tugboat is equipped with cargo crane PC 2300, Palfinger with lifting capacity of 150 kilos at the boom of 5m. In order to fulfill fire-fighting operations the tugboat is equipped with external fire fighting system made by FFS (capacity is 800 m3/h, 2 water monitors, water curtains system). *(Source: Pella)*

SUB-STRUCTURE OF LUKOIL'S PLATFORM LEAVES ASTRAKHAN PORT FOR THE CASPIAN SEA

A tow with a sub-structure for an ice-resistant fixed platform to be used for infrastructure development at V. Filanovsky field in the northern part of the Caspian Sea left the port of Astrakhan on June 5. According to the press center of the Federal Marine and River Transport Agency, the sub-structure was manufactured by Lotos shipyard (Narimanov, Astrakhan region) to the order of LUKOIL. *(Source: Portnews)*

WORKBOATS BACK IN DEN HELDER

Once more the workboats **Runner** (400 hp) and **Mehari** (470 hp) of the Dutch shipping company H.J. Wesselius from Maassluis are stationed in Den Helder for several weeks. Both tugs are servicing the giant trailing suction hopper dredger *Charles Darwin*, owned by dredging contractor Jan de Nul, whilst running a beach replenishment project just before the coast of Den Helder. *(Source & photos Paul Schaap)*

CASUALTY TOW

The tanker Asphalt Carrier is seen arriving under tow of Svitzer Australia's **Austral Salvor**. The ship suffered major mechanical problems near New Guinea and **Austral Salvor** towed her from there to Newcastle where her cargo was destined for. Other tugs that assisted into Newcastle were local Svitzer tugs **Svitzer Meringa** and **Svitzer Willara**. *(Photo: Ian Edwards - www.shiphoto.com.au)*

HISTORICAL TUG OF THE WEEK

TUG ARTHUR FOSS

Tug **Arthur Foss** is the only known wood-hulled 19th century tugboat still afloat and in operating condition in the U.S. Built as the **Wallowa**, she began her career towing lumber and grain-laden square-rigged ships across the treacherous Columbia River bar. From 1904 to 1929 she towed log rafts around Puget Sound and the Washington coast. She was sold to the Foss Launch and Tug Company in 1929, and starred in the MGM film "*Tugboat Annie*" in 1933 with Wallace Beery and Marie Dressler. **Arthur Foss** remained in continuous service with the Foss Company until 1970, except for duty in the U.S. Navy during World War II. While with the Navy, she was the last vessel to escape from Wake Island in January 1942, before Japanese forces attacked and captured the island. She was transferred to Northwest Seaport in 1970, and restored to operating condition 1981. When not at her Maritime Heritage Center berth for visiting, she chugs around Puget Sound with a volunteer crew taking part in various maritime festivals. *(Source: Historic Naval Ship Association)*

ACCIDENTS – SALVAGE NEWS

TANKER AND TUG COLLIDE IN HOUSTON SHIP CHANNEL

The Coast Guard yesterday responded to a collision between a tug pushing barges and a tanker in the Houston Ship Channel Sunday. There has been no report of pollution or injury from either vessel. The unloaded 800-foot tanker, *Minerva Maya*, reported damage to the port bow and the five barges being pushed by the tug, **M.L. Crochet**, sustained some damage. The unloaded 800-foot tanker, *Minerva Maya*, sustained some damage after a collision with a tug pushing barges in the Houston Ship Channel June 2, 2013. No injury or pollution was reported from the incident. U.S Coast Guard Photo The 105,709, 2002-built, Greek flag *Minerva Maya* is operated by Athens headquartered Minerva Marine. The pusher tug **M.L. Crochet** was delivered to Crochet Boat Company by Thoma-Sea in 1996. All vessels were reported as secured and in stable condition. Coast Guard Marine Safety Unit Texas City watchstanders were notified of the collision at 9 a.m. and began the response. A team of incident responders, marine inspectors, port state control examiners and marine casualty investigators from the marine safety unit went to each vessel to conduct a preliminary investigation and mitigate any possible risk to environment or the mariners aboard the vessels. The cause of the collision is under investigation. The unloaded 800-foot tanker, *Minerva Maya*, sustained some damage after a collision with a tug pushing barges in the Houston Ship Channel June 2, 2013. No injury or pollution was reported from the incident. *(Source & Photo: USCG; Photo: M.L.Crochet by Capt. Billy Smith)*

DEEPSEA SALVAGE VESSEL RETURNS TO GAIRSOPPA WRECK

Odyssey Marine Exploration Inc. started its 2013 campaign on the wreck of the SS "*Gairsoppa*" in the North Atlantic with the "**Seabed Worker**". In summer 2012, the Tampa-based company retrieved 1,218 silver ingots weighing 48 total tons from the shipwreck before ceasing recovery efforts due to the approaching storm season and was scheduled to return in 2013. The company believes the wreck is containing more silver – about 1,600 insured silver ingots and perhaps a substantial amount of uninsured silver. The "*Gairsoppa*" is a British merchant ship which sank in 1941 after it was torpedoed by a German submarine. Odyssey has contracts with the United Kingdom Department for Transport for the *Gairsoppa* recovery project and for the recovery from the SS "*Mantola*" shipwreck and will keep 80 percent of the net salvaged value of the cargoes after expenses. After completing silver recovery at the "*Gairsoppa*", Odyssey is planning to begin recovery operations at the "*Mantola*", which the company believes contains 600,000 ounces of silver. The ship was torpedoed in World War I. The company expected to complete the two recovery projects as part of its commodity shipwreck program, which includes other shipwrecks reportedly carrying commodities valued at $230 million. *(Source: Vesseltracker)*

OFFSHORE NEWS

DOF SUBSEA WINS NZ WORK

DOF Subsea has secured charters from OMV for a pair of anchor-handling tug supply vessels to support upcoming drilling work by the Austrian player off New Zealand. The **Skandi Emerald** and **Skandi Pacific** will be deployed on work in connection with the scheduled mid-September drilling of the Matuku prospect in the Taranaki basin, for which OMV has secured Frigstad Offshore semi-submersible rig *Kan Tan IV*. The pair of vessels have been chartered for 160 days each plus options, with start-up in July/August this year, though no value was disclosed for the contracts. *(Source: Upstream)*

INCAT-DESIGNED CREWBOAT SEACOR LYNX DELIVERED TO ITS OWNER

Incat Crowther announced the delivery of the first of two 58m Catamaran Crew boats, **Seacor Lynx**. Built in Louisiana by Gulf Craft LLC to an Incat Crowther design, the third vessel in the SEACOR CrewZer series brings a new era of very fast crew boats, larger and faster, and offering increased levels of technology, capability, and comfort. SEACOR Marine pioneered the use of large, fast catamarans in the offshore industry with the commissioning of the innovative **Seacor Cheetah** in January 2008, and **Seacor Cougar i**n April 2009. The operator takes this evolution further with the **Seacor Lynx**, and sister ship **Seacor Leopard,** currently nearing completion at Gulf Craft. Benefiting from operational experience of the **Cheetah** and **Cougar**, SEACOR has delivered a vessel which offers substantial improvements in operational capability both in terms of vessel motions which translates to crew comfort, and operational envelope. During the first few months of service, the vessel has operated confidently in very rough seas at full deadweight capacity, demonstrating a maximum deviation of only 0.5 meters DP holding capability in a 3m sea with 4 knots of cross current and a 20 knot breeze. **Seacor Lynx** is powered by four MTU 16V4000 M73L main engines, driving four Hamilton HT-810 water jets. The vessel has a service speed of 40 knots with more than 120 tons deadweight and a top speed of 42 knots, allowing the vessel to service multiple deepwater installations with reduced transit times, and is a viable alternative to the much higher cost option of helicopter transfer. As with the **Seacor Cheetah** and **Cougar**, the cargo deck is lined with hardwood inserts, and protected by heavy duty cargo rails at the sides. An optional landing rig for surfer class vessels can be fitted amidships. The vessel has the capacity to carry 150 tons of deck cargo. The combination of four reversing jets and 2 retractable azimuth thrusters, coupled with a Kongsberg control system, provides the vessels with dynamic positioning in a wide operating area. **Seacor Lynx** is the first crew boat with DP3 capability, offering the ability to stay on station even with the failure of any main component such as a main engine or thruster, reference system or fuel system, or loss of any compartment due to a fire or a flood. The main cabin seats 150 in very spacious seating, whilst comfort is further enhanced with increased luggage space and additional toilets. The main cabin also houses a snack bar and coffee making

facilities. The upper deck wheelhouse features forward and aft-facing control stations. Outside are fire monitors and rescue boat. As well as excellent forward and aft visibility, direct access is provided to the foredeck for quick and safe mooring operations. The hulls accommodate 12 crew in a mix of officer and crew cabins. The port hull features galley and mess facilities. SEACOR Lynx's stability is designed to fully comply with the IMO HSC code, giving regulatory versatility. "We are very pleased to support SEACOR Marine with continued evolution of the CrewZer Class vessel. **Seacor Lynx** and **Seacor Leopard** equip SEACOR to expand its capability and service offering," said Incat Crowther in a press release. *(Source: Incat Crowther)*

IMR VESSEL 'SEVEN VIKING' IS 'SHIP OF THE YEAR 2013'

The next generation Inspection, Maintenance and Repair (IMR) vessel '**Seven Viking'**, designed and built by ULSTEIN, was announced 'Ship of the Year 2013' by the maritime magazine 'Skipsrevyen' at Nor-Shipping on 4 June 2013. "This award is testimony to the result of the collective efforts of Eidesvik, Subsea 7 and ULSTEIN, and a great inspiration to our long-term innovation efforts," says CEO in Ulstein Group, Gunvor Ulstein. The cutting edge vessel, designed for operations in the harshest environments, was delivered from Ulstein Verft in January and is co-owned by Subsea 7 and Eidesvik. 'Seven Viking' has been working for Statoil in the North Sea since February. *Tailor-made* "**Seven Viking'** is tailor-made for IMR operations and has unmatched technical and operational capacity within this sector. She operates in a most satisfactory way and our client is very pleased," comments Subsea 7's Offshore Manager, Vidar Øvstedal. The ICE-C class vessel, with a crew capacity of 90 and a top speed of 17 knots, works for Statoil on a five-year contract. It has been custom-built according to the operator's specifications to carry out tasks including inspection, maintenance and repair of subsea installations, in addition to scale treatment and RFO (Ready for Operations) work scopes. '**Seven Viking'** incorporates the X-BOW® hull line design to reduce motion in transit and give increased stability in the potentially high waves that characterise the North Sea. Despite this enviable stability usually associated with size, this version of the SX148 design from ULSTEIN has been crafted to be compact in stature – measuring only 106.5 metres long and 24.5 metres wide. The dimensions will allow the 'Seven Viking' to manoeuvre with ease in confined spaces, such as between platforms, accessing difficult to reach areas. *Beyond expectations* "I am really impressed by this vessel. Being on board a brand-new vessel, I had expected some teething problems, but all systems are working smoothly. We've hardly had any disruptions in our work whatsoever," says Captain Jan Tangenes in Eidesvik Offshore. "We are maintaining a service speed of 16 knots in quite rough weather and we've had no trouble with that. The comfort for the personnel on board is very good. This is my first X-BOW vessel, and I am very pleased. She's delivered beyond my expectations so far," says Tangenes. *Clever configuration* Thanks to a clever configuration whereby hull space is maximised and equipment is integrated within a large hangar area, '**Seven Viking**' can carry all necessary maintenance equipment on board, ensuring that operational downtime is kept to a minimum. Safety, efficiency and environmental considerations have been the prime focus for the three partners when developing the vessel, which carries the Clean Design notation. A customised module handling system (MHS) has been integrated

in the ship's hangar for the safe launch and retrieval of subsea modules weighing up to 70 tonnes through the moon pool. To facilitate cooperation and communication, all operational personnel are gathered in one area adjacent to the hangar, with panoramic windows in the control room giving a full overview of this key activity area. *Comfortable* 'Seven Viking' has been developed to meet the highest working environment standards, and is classified as a comfort class COMF-V (3) vessel. Minimal noise levels in the hangar have been achieved by opting for electric winches for the ROVs, the MHS and other utility equipment. In addition, she features a separate accommodation unit, positioned away from all active work areas, to ensure that the crew can rest without any disturbances. Notable environmental initiatives include diesel electric propulsion, which reduces atmospheric emissions, and the electrical winches, which nullify the risk of emissions of hydraulic oil. *(Source: Ulstein)*

FARSTAD TAKES DELIVERY OF 'FAR STATESMAN' OSV

Farstad Shipping, a Norway-based owner of offshore support vessels, today announced it has taken delivery of **Far Statesman** offshore service vessel from Vard Langsten. As previously announced, Farstad has sold the vessel to Ocean Yield AS and leased it back on a 12 year bareboat charter. The agreement includes options for Farstad Supply AS to buy back the vessel. The vessel will operate in the North Sea spot market. *(Source: Farstad)*

ISLAND OFFSHORE CHRISTENS ISLAND CROWN

Christened in Oslo today, June 3, as part of the Nor-Shipping opening events, the **Island Crown** is the 34th vessel designed by Rolls-Royce to be delivered to Island Offshore, in which the Chouest and Ulstein families are partners. Built at the Vard Brevik shipyard, and featuring equipment from more than 90 Norwegian suppliers, the 97 m x 20 m UT 776 CD design **Island Crown** is a purpose built "Walk2Work" Maintenance and Subsea Support Vessel. It will usually spend its time being

dynamically positioned and connected to an offshore installation via a telescopic gangway - acting as a hotel for people working on the installation. **Island Crown** can also carry out a separate set of functions such as subsea construction and Remotely Operated Vehicle operation, and is additionally equipped to transport all the liquid and bulk supplies needed by rigs and platforms. Anders Almestad, Rolls-Royce, President – Offshore, said: "We are proud to be able to present our innovations together with such a forward-thinking shipowner as Island Offshore. *(Source: MarineLog; Photo: Offshore Energy Today)*

SEABIRD SECURES TWO CONTRACTS FOR MV VOYAGER EXPLORER

SeaBird Exploration Plc announced that **Voyager Explorer** has been awarded two contracts in the Asia Pacific region. The total contract value is approximately USD 10 million and commencement is within the next days. Contract duration is estimated to 60 days. SeaBird is a global provider of marine acquisition for 2D/3D and 4D seismic data, and associated products and services to the oil and gas industry. SeaBird specializes in high quality operations within the high end of the source vessel and 2D market, as well as in the shallow/deep water 2D/3D and 4D market. Main focus for the company is proprietary seismic surveys (contract seismic). *(Source: SeaBird)*

JAYA ENTERS LONG TERM CHARTER CONTRACTS FOR THREE PSVS

Leading offshore energy services provider, Jaya Holdings Limited, announced that the Group has signed contracts for three of its four new build platform supply vessels (PSVs) well ahead of their delivery dates from the shipyard. The total value of these three contracts is more than US$60 million, including optional extension periods. Jaya's first high specification PSV "**Jaya Valour**" will deliver at the end of next month (July) and has been fixed into a time charter contract for up to three years in South East Asia with an existing customer undertaking fracturing work. "**Jaya Valour**" has more than 1,000 square metres of clear deck space, firefighting capability and dynamic positioning to DP-2 class. The vessel has accommodation for up to 60 people on board including workout equipment and an internet café. The vessel has the capacity to carry up to 4,800 tons of cargo deadweight and her cargo capacities will be utilised in the carriage and pumping of brine and

specialised fracturing proppants to stimulate production from offshore oil and gas wells. "**Jaya Victory**" and "**Jaya Valiant**" are medium sized PSVs with 3,500 tons of cargo deadweight and 78m of length. Both vessels are equipped with DP-2 capability and Fire Fighting class. They will deliver in the first half of 2014 to a new client and are expected to operate primarily in Latin America. The charters are for up to three years. CEO of Jaya Holdings, Mr Venkatraman Sheshashayee said today: "The PSV market is strengthening both in Asia and the rest of the world. Both the surge in deep water drilling and the need to stimulate production from older shallow water fields are increasing demand for high specification platform supply vessels. Our newbuilding designs maximise the flexibility our vessels offer to customers, with high cargo capacities for drilling fluids and bulk, big clear decks, and good quality accommodation for charterer personnel. This means they can provide both general platform and rig support, as well as more specialised services such as ROV and coil tubing work scopes." He added, "The charters for Jaya Victory and Valiant also mark our foray into the booming Latin American market and are very much in line with our market growth and geographical diversification strategies." The fourth vessel in Jaya's PSV programme, "**Jaya Vigilant**", is an identical sister to "**Jaya Valour**" but with a big value added extra – "**Jaya Vigilant**" is being fitted with a 50 ton active heave compensated deep water crane built for service in more than 3,000 metres of water. Mr Sheshashayee added: "**Jaya Vigilant** will deliver from the yard at the end of August and will be ready for service with the brand new crane installed in September. There's currently a backlog of underwater inspection and repair work in the region, and the vessel is perfect for ROV support. In addition, the ship is well suited to fracturing work like her sister, or for deep water drilling support contracts with DP rigs." Jaya has an additional two large anchor handlers delivering from its Singapore yard in the next 12 months, and three specialised subsea and accommodation workboats delivering from its Batam yard. The Group owns and operates more than 25 offshore vessels working across South East Asia, the Middle East and West Africa on charter to both oil companies and offshore services companies. *(Source: Jaya)*

OLYMPIC SHIPPING TERMINATES VESSEL CHARTER DEAL WITH REEF SUBSEA

Olympic Shipping today announced it has terminated the previously agreed charter deal with Reef Subsea for a subsea construction vessel currently being built by Kleven Maritime in Norway. In a statement published on the Norwegian stock exchange, the company said that the reason for the termination was Reef Subsea's failure to meet certain conditions in the charter contract. The vessel is to be delivered in August 2013. The vessel will be of type **MT 6022 Mkll**, designed for low fuel consumption and excellent sea and station-keeping. Olympic added that it already has a new client for the vessel. *(Source: Offshore Energy Today)*

BOURBON VESSEL RAIDED OFF NIGERIA

An Edison Chouest Offshore-owned unit is also said to have been targeted by the same attackers in the simultaneous assaults on Tuesday night . The International Maritime Bureau's Piracy Reporting Centre reported that an unknown number of pirates boarded an offshore supply vessel on the Usari field just before midnight GMT on Tuesday. "Seeing the pirates, the crew raised the alarm, retreated into the citadel, alerted other vessels and shore based office by VHF and waited until the pirates had left," the report read. "On investigation it was found that ship's and crew belongings were stolen," it continued, adding that all the crew were safe. Upstream has learned that the vessel involved in the incident in the Bight of Benin was the French vessel owner's multi-purpose supply vessel **Bourbon Arethuse**. An informed source said the pirates, once they left the 2008-built unit, set upon the platform supply vessel **C-Viking** but were repelled by another security vessel. The **C-Viking** is listed as in the fleet of Louisiana-based Edison Chouest. The source said the Bourbon attack was the sixth off Akwa Ibom/Cross Rivers since the beginning of May. The waters off the Nigerian state of Bayelsa have seen a particularly large hike in the number of vessel assaults, both on oil industry and commercial shipping assets. *(Source: Elombah)*

NAVIERA'S LATEST VESSEL 'ANNY MV' HITS THE WATER

Mexican offshore contractor Naviera Integral recently launched their latest vessel '**Anny MV**', a Damen Fast Crew Supplier 5009. This 50 m Sea Axe vessel was built at Song Cam Shipyard, a long time Vietnamese partner yard of Damen Shipyards Group. Indeed, the official ceremony was held in

the Ha Long bay in Vietnam, where it was attended by representatives of Damen, Song Cam Shipyard and Naviera Integral, including its president and founder Juan Pablo Vega. Since the beginning in 1987 Naviera Interal has been active in the development of the maritime transport industry, which is reflected by large number of vessels owned by the company. With the '**Anny MV**' added to the fleet, the number of Fast Crew Suppliers of the 5009 type has now grown to seven. In addition to crew suppliers with conventional or Sea Axe bows, Naviera operates a number of other Damen workboats. *(Press Release)*

SEACOR SHIPS IN DEN HELDER

This past few weeks the seaport of Den Helder, the Netherlands, is frequently visited by offshore support vessels from Seacor Marine. In particular the portcalls comprise crew changes. Spotted are the safety standby vessels **Putford Voyager, Putford Trader, Putford Terminator, Putford Athena, Typhoon** and last week the **Putford Achiever**. *(Source & photos Paul Schaap)*

WINDFARM NEWS

CWIND EXTENDS BOAT-SHARE SCHEME TO GERMANY

Experienced skipper Jannes Piepgras takes on CWind 50T workboat. CWind is making its popular boat-share scheme available to skippers in Germany. Jannes Piepgras, a skipper with more than 5 years' experience in the North Sea, is joining CWind and taking on the new 50T designed by CWind's sister company CTruk and currently under construction. The vessel, which will be a DNV classed vessel of 28m length, with CTruk's customary fuel-efficiency, modular pod system and a 14,000l refuelling capacity, is due for delivery in February next year. The modular system makes the new vessel an ideal workboat and crew transfer vessel with a payload of 50T and transfer capacity for 12 people plus crew. Commenting on the development, Peter Jorgensen, Managing Director of CWind, said: "I am absolutely delighted that Jannes has chosen to join our boat-share scheme. The boat-share has proven very attractive in the UK and the interest we now see from German skippers is in line with our own plans of extending our services into the German offshore wind market. In Jannes we have found an excellent skipper, who has skippered a variety of vessels including 24m catamarans and has worked on wind farms in Germany, Belgium and the UK." Jannes Piepgras, who hails from Hallig Hooge a small island in the North Sea, is no stranger to the offshore wind industry, having worked at Thorton Bank, Thanet and Bard 1 among others. He brings with him an experienced German crew, staffed in accordance with the German Ship Crewing Regulation (SchBesV). Jannes Piepgras said: "This is an exciting time to be joining the CWind boatshare scheme, Germany has ambitious targets for offshore wind construction in the next few years, 10 gigawatts by 2020, rising to 25 gigawatts by 2030. I am looking forward to being part of this, at the helm of my own vessel, designed to meet the tougher requirements of deeper offshore wind farm construction, which will become the norm in Germany." *(Press Release CWind)*

FIRST US OFFSHORE WIND TURBINE INSTALLED"

The United States Energy Department recently announced the country's first grid-connected offshore floating wind turbine prototype off the coast of Castine, Maine. Led by the University of Maine, the project is also claimed to represent the first concrete-composite floating platform wind turbine to be deployed in the world. "Developing America's vast renewable energy resources is an important part of the Energy Department's all-of-the-above strategy to pave the way to a cleaner and more diverse domestic energy portfolio," said Jose Zayas, director of the Energy Department's Wind and Water Power Technologies Office. "The Castine offshore wind project represents a critical investment in this fast-growing global industry, helping to bring tremendous untapped energy resources to market and create new jobs across the country." Offshore wind represents a large, untapped energy resource for the United States, offering over 4,000 gigawatts of domestic energy potential – four times the nation's current

total generation capacity. According to a recent report commissioned by the Energy Department, a US offshore wind industry that takes advantage of this abundant domestic resource could support up to 200,000 manufacturing, construction, operation and supply chain jobs across the country, driving over USD70 billion in annual investments by 2030 and creating a demand for specialist offshore wind support vessels. In Maine, as with many other areas off US coasts, the bulk of the energy resource lies in deeper waters where conventional turbine technology is not practical. Innovative floating offshore wind turbines, like the one recently launched, will open up new economic and energy opportunities. With the support of a USD12 million Energy Department investment over five years, University of Maine and project partners conducted extensive design, engineering and testing of floating offshore wind turbines, followed by the construction and deployment of the 'VolturnUS' prototype. In related developments, the Bureau of Ocean Energy Management (BOEM) recently announced that a lease sale/auction will be held in July for a Wind Energy Area (WEA), situated offshore from the states of Rhode Island and Massachusetts. The auction represents the first competitive lease sale for renewable energy on the Outer Continental Shelf (OCS). *(Source: Baird)*

VSMC SIGNS TWO CONTRACTS FOR OFFSHORE WIND FARMS IN ENGLAND

VSMC recently signed two separate contracts to lay and bury export cables for the Westermost Rough (ENG) and Humber Gateway (ENG) wind farms. With these latest projects, VSMC strengthens its strong position in laying and burying electricity cables in and to offshore wind farms. *Westermost Rough Offshore Wind Farm*. Under commission from the Danish company DONG Energy, VSMC will start laying and burying approximately 11 kilometres of export cable along the East coast of England, near Hull. The cables will transport electricity generated at the 210 MW offshore wind farm to the onshore grid. *Humber Gateway Offshore Wind Farm* Nearby, the Humber Gateway Offshore Wind Farm is being built 8 kilometres out from shore. This park will eventually have 70 wind turbines, with a total capacity of 288 MW. VSMC was contracted by E.on to prepare the seabed along the route and transport and install two export cables. Project execution is scheduled to start in the 3rd quarter of 2013. *Partnership* VSMC will be partnering with Boskalis Offshore to perform these projects. Statement from Arno van Poppel, VSMC CEO 'We are very pleased to have been awarded such great contracts. The Humber Gateway Offshore Wind Farm will be our first project working directly for E.on. And the work on the Westermost Rough allows us to continue the very fine partnership we have with DONG.' Both E.on and DONG have ownership shares in the London Array, the largest offshore wind farm in Europe. VSMC performed a significant portion of the work on that project, as well. 'These contracts demonstrate just how much confidence the market has in us,' Van Poppel says. *(Press Release VSMC)*

YARD NEWS

AMUR SHIPYARD LAUNCHES ICE-CLASS SUPPLY VESSEL IVAN SIDORENKO

Amur Shipyard (Komsomolsk-on-Amur) has launched the **Ivan Sidorenko** ice-class supply vessel, press center of Khabarovsk Territory government informs. The design was developed by Krylov State Research Center. The project customer is Gazflot LLC, Investor – Gazprom OJSC. The shipyard is building 2 vessels of this type. The other one named **Ostap Sheremet** will be launched in 2014. The vessel equipped with the dynamic positioning system will supply drilling and production platforms. In case of emergency the vessel can help damaged vessels and floating drilling rigs, accommodate rescued people, assist in firefighting operations. Amur Shipyard JSC is the largest shipbuilding company in the Far East of Russia. Since its foundation in 1936 it has built 270 civil and military vessels including 56 nuclear icebreakers, 41 diesel icebreakers, 36 surface warships and 137 different civil ships. *(Source: PortNews; Photo: Vladimit A.Khanov)*

HARVEY GULF EXERCISES OPTION FOR SIXTH TY OFFSHORE DUAL FUEL OFFSHORE VESSEL

TY Offshore is pleased to announce that Harvey Gulf International Marine has ordered the construction of an additional TY Offshore built 302' x 64' *Dual Fuel Offshore Supply Vessel*, bringing its total order to six. The order, and subsequent delivery, positions Harvey Gulf as the largest owner/operator of clean burning LNG Offshore Support Vessels in the world. TY Offshore is building all six vessels at their Gulfport, Mississippi shipyard. Harvey Gulf CEO, Shane J. Guidry, announced the signing, saying, "My commitment to our clients, the environment and our industry is clear. We are the only company in America building Offshore Supply Vessels utilizing liquefied natural gas (LNG) as its fuel source regardless of the fact that these vessels have a construction cost of twenty (20%) percent higher than a conventional Offshore Supply Vessel." John Dane III, TY Offshore's President and CEO, stated, "We appreciate Harvey Gulf's confidence in our shipyard. To have several follow on orders—and to be building the largest LNG fleet in the world—is significant for us. We are delighted to show our commitment to evolving LNG technology through our engineering and build skills. Of course, the confidence Harvey Gulf

puts in us also ensures steady employment over the next 36 months." The vessels are powered by cleaner-burning natural gas and will achieve "ENVIRO+, Green Passport" Certification by the American Bureau of Shipping. The requirements for this certification include, among others, that the vessels be continuously manned with a certified Environmental Officer, be completely constructed with certified environmentally-friendly materials, and have advanced alarms for fuel tanks and containment systems. These are the first OSV's to achieve this certification, making them the most environmental friendly OSV's in Gulf of Mexico. To achieve environmentally friendly status, the vessels will be outfitted with Wartsila's 6L34DF (DF=Duel Fuel LNG/Diesel) Gensets, Wartsila Transverse and Steerable Thrusters, Wartsila Switchgear and Wartsila I.A.S. Machinery Control, Alarm and Monitoring System. Operating in LNG mode provides less noxious emissions than with diesel fuel. The system is designed to maximize fuel efficiency and economical power generation for all operating conditions and is ABS certified. The two AC propulsion drive motors each have a maximum continuous rating of 3620 HP (2700 kW), variable input speed up to a maximum RPM continuous rating. Founded in 1955, Harvey Gulf International Marine is a marine transportation company that specializes in towing drilling rigs and providing offshore supply and multi-purpose support vessels for deepwater operations in the U.S. Gulf of Mexico. *(Press Release: TY Offshore)*

WÄRTSILÄ TO PROVIDE DESIGN OF LARGE HCV FOR SUBSEA 7

Wärtsilä, the marine industry's leading solutions and services provider, has been contracted to provide the design for a large heavy construction vessel (HCV). The ship is to be built for Subsea 7 S.A., the seabed-to-surface engineering, construction, and services contractor to the offshore energy industry worldwide, by Hyundai Heavy Industries (HHI) in South Korea. HHI is one of the world's largest ship building companies. Wärtsilä Ship Design's **VS 4285 HCV design** will be one of most capable heavy construction vessels in Subsea 7's fleet of over 40 ships. The vessel will be deployed globally to meet increasing market demands for executing ever larger and more complex projects. It is designed for operating efficiently in deep and ultra-deep waters and in harsher environments. The new HCV will

be capable of operating on a year round basis. In finalising the design, close cooperation between Hyundai Heavy Industries as builder, Huisman for the crane and vertical laying system, and MAATS as supplier of the carousel, was essential in meeting the requirements set by Subsea 7. Important features of the design include the good dynamic positioning (DP) capabilities, as well as an efficient hull form. "We have enjoyed a successful co-operation with both Subsea 7 and HHI, major players in their industries. This latest order follows the contract that Wärtsilä received last year to design a dive support vessel (DSV) for Subsea 7, which is also being built by HHI. It clearly indicates the confidence that the industry has in Wärtsilä Ship Design's offering. Our way of working is based on deep understanding of the clients demand and the operating profile of each vessel in question and prepare the design accordingly," says Riku-Pekka Hägg, Vice President Wärtsilä Ship Design. Wärtsilä Ship Design has a good track history with Subsea 7 and has recentlysigned an order for a diving support vessel. *(Source: Wärtsilä)*

ULSTEIN DEVELOPS OCV VESSEL DESIGN FOR DEEPER AND COLDER WATERS

Advancement in technology is permitting the offshore oil and gas industry to move into progressively deeper and colder waters in remote locations. ULSTEIN supports this development by providing products and solutions that contribute to safer, smarter and greener operations. A case in point is the versatile and flexible OCV/subsea vessel **design SX121**, which ULSTEIN is currently building customised versions of for GC Rieber Shipping and Island Offshore. The design can be tailored for a multitude of offshore construction and subsea operations in deep and ultra-deep waters both below and above the Arctic Circle. Deepwater and ultra-deepwater projects occur outside of the continental shelf at water depths between 400 and 1,500 metres and depths greater than 1,500 metres respectively. Deep waters mean remote locations, harsh weather conditions and sensitive ecosystems. This type of environment requires vessels that are reliable and safe, cost-efficient and environmentally sound. "We aim to develop ships that can operate reliably, safely and efficiently in harsh conditions with as small an environmental footprint as possible. The robust configuration, system integration and X-BOW® hull line of the **SX121** ensure safety and comfort for the crew, an increased operational window and significantly reduced environmental impact," says sales manager in Ulstein Design & Solutions, Lars Ståle Skoge. Currently, there are four sailing **SX121** vessels designed and built by ULSTEIN. The vessels, which operate in different segments such as offshore construction, riserless well intervention and inspection/maintenance/repair, have received very good feedback. Gordon L. Wilkinson in Veolia ES said the following about '**Viking Poseidon**''s work in the Gulf of Mexico: "She is the Queen of the Gulf." At the end of 2012 shipowner Island Offshore, together with their American partner Edison Chouest Offshore, ordered another **SX121** vessel from ULSTEIN currently under construction at Ulstein Verft. "We've received very good feedback on our two operating vessels of this design, '**Island Constructor**' and '**Island Intervention**'," says Technical Manager in Island Offshore, Trond

Hauge."I'm confident that this type of vessel is a safe and comfortable platform for the performance of advanced work in the years to come." *Optimised for heavier installations* "The **SX121** is a compact vessel that can perform deepwater and ultra-deepwater operations for which currently larger vessels are frequently used, thus providing the customer with a more cost-efficient solution," says Håvard Stave, Sales Manager in Ulstein Verft. "The typical **SX121** vessel operates at depths down to 3,000 metres, which comprises most current oil & gas activities. The need to deploy heavier equipment in deep waters such as offshore Brazil and Africa and in the Gulf of Mexico, has spurred market interest in OCV vessels with a 400-tonne crane, which we've now incorporated in the **SX121** design." ULSTEIN has drawn on experiences from its latest **SX121** projects, and optimised the utilisation of the hull with regards to work from deck as well as crane construction work, resulting in an even more versatile OCV/subsea vessel. The robust platform is optimised for efficient operations in deep waters with a crane capacity of up to 400 tonnes and a substantial remaining deck loading capacity, and it can be configured for a variety of mission equipment. There is a large deck area of 1,750 m2, and the area around the main moon pool is reinforced in order to sustain a VLS or module handling system. The ROV installation is designed and chosen for operations in significant wave heights of 4.5 metres or more. Two heavy-duty work ROVs are situated in the enclosed hangar, one to be deployed from the starboard side, the other through a dedicated moon pool. *Extended redundancy* A reliable vessel is key for cost-efficiency, as down-time and aborting on-going operations are costly affairs, particularly when operating far from shore. The **SX121** vessel meets the highest standard for position keeping, DYNPOS-AUTRO, with redundancy on all major components. Featuring the 'Operation+' concept, an increase in redundancy in AUTR operations if a single major failure occurs, the vessel will still maintain system redundancy throughout the most critical areas. The typical configuration is diesel electric propulsion powered by six identical medium speed main generator sets. The switchboard system, propellers and diesel motors can be configured in groups of two, three or four. If a major failure occurs, the vessel will only lose one third of its power and propulsion. The combination of system architecture and power stations, three side thrusters and three main thrusters, ensures that the operation can be safely completed using two thirds of its capacity. Smart and safe. In order to optimise capacities and performance of the vessel, the freeboard has been increased by one metre compared with the previously built vessels of this design. This increase also improves safety and ensures a dry work deck. In addition, the helideck has been moved further back in order to increase the weather window for helicopter landings. The vessel's X-BOW provides good motion characteristics for safe operations. It also reduces the vessel's environmental footprint through lower fuel consumption and reduced emissions. With optimised resolution of the power generation plant, the vessel will have high fuel efficiency in all operational modes. The vessel accommodates a crew of 130 and complies with all international requirements for comfort and safety. *(Source: Ulstein)*

MARIN TEKNIK INKS CONTRACT FOR DSCV DESIGN

Marin Teknikk AS has entered into a contract with China Merchants Heavy Industry (Shenzhen) Co. Ltd., for design & engineering delivery of a large Diving & Construction Vessel to Kreuz Subsea Marine Pte Ltd. in Singapore. The vessel will be to the **MT6024 DSCV design** with an 18 men double diving bell saturation system for operations down to 300 meters. MT6024 DSCV is an advanced Diving & Construction Vessel developed for demanding operations worldwide. The vessel will have a length of 120 meters and a breadth of 25 meters, accommodation for 130 persons, a 140 T offshore crane, in addition to arrangement for 2 ROV's (unmanned submarines) for operations down to 3000 meters depth. "We are very pleased to sign this contract", states Sales Director of Marin Teknikk Richard K. Gjerde. "This is a project we have been working with since early 2011,

and clearly shows that we are among the world's leading designers of advanced diving & construction vessels. Marin Teknikk has signed several new contracts recently, and this contract will be a solid contribution to ensure amount of work the coming months. The vessel is to be built by China Merchants Heavy Industry (Shenzhen) Co. Ltd. in China, and will be ready for delivery 2nd quarter 2015. In close cooperation with the customer Marin Teknikk has designed a functional vessel with high focus on safety, which also follows up the new generation of environment-friendly, modern and advanced multifunctional offshore construction vessels. The design emphasizes the reduced fuel consumption together with latest environmentally diesel electric technology with reduced exhaust emission, and large cargo capacity on deck (1300 sqm) and below deck. The vessel will be built according to Det Norske Veritas class with the new SPS code, COMF-V(3) and Clean Class. The contract includes an option for one vessel of the same type. *(Source: Marin-Teknik)*

WEBSITE NEWS

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Last week there have been new updates posted:

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

   - Commercial management between Seacontractors and Marine Projects Rotterdam
   - European Tugowners Association (ETA) celebrated the 50th annual conference in Opatija; Croatia
   - Harvey Gulf Exercises Option for Sixth TY Offshore Dual Fuel Offshore Vessel

Be informed that the mobile telephone number of Towingline has changed into: +31 6 3861 3662
The old number +31 6 5364 2576 is closed

mailto: *jvds@towingline.com*

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