Tugs Towing & Offshore Newsletter

LEKKO All about tugs

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

MIDWEEK–EDITION

TUGS & TOWING NEWS

KOTUG ROTTERDAM MOVES TO WILHELMINAKADE 318

With effect from 17th January 2014 our Rotterdam office will move to the top floor of 'Las Palmas Building' Wilhelminakade 318, 3072 AR Rotterdam. Our postal address P.O. Box 22002, 3003 DA Rotterdam and phone numbers remain unchanged. The 'Las Palmas Building' featuring many smart energy savings, completely in line with KOTUG's strategy of sustainability and innovation, was

opened by Bill Clinton in 2007 and received a sustainability award. Despite the international ambitions, KOTUG feels at home in the port of Rotterdam and its headquarters remains located on its homeland. The new location on the characteristic Wilhelminakade offers a beautiful view of Rotterdam's Maas River and the Erasmus Bridge. The connection to the water is an integral part of KOTUG's identity: AHEAD IN TOWAGE!

FAIRMOUNT MARINE SAFELY DELIVERED ENSCO RIG IN MALTA

Fairmount Marine has safely delivered rig *ENSCO 5004* in Malta at the end of a voyage that began

offshore Rio de Janeiro. Rig *ENSCO 5004* is a 1982 built 94,7 meters long and 70,4 meters wide semi-submersible drilling rig. The towage of rig *ENSCO 5004* from Rio de Janeiro to Malta took about 5,782 nautical miles and during the voyage speeds well over 7 knots were reached. Fairmount Marine is a marine contractor for ocean towage and heavy lift transportation, headquartered in Rotterdam, the Netherlands. Fairmount's fleet of tugs consists of five modern super tugs of 205 tons bollard pull each, especially designed for long distance towing, a multipurpose support vessel and a large submersible transport barge. Fairmount Marine is part of Louis Dreyfus Armateurs Group. *(Press Release)*

NEW TUG TO THE DANISH SALVAGE & TOWING

Danish Bjergning og Bugsering (DBB) has expanded the fleet with a new tug. The newly-built "Euro Tug 2710" from Neptune Shipyards in the Netherlands, taken over shortly before Christmas. The new ship has been named **Obelix**, an appropriate name in relation to the company's other, somewhat larger 72 ton bollard pull large tug **Asterix**. According to Neptune Shipyards the Euro Tug 2710-configuration specified to a bollard pull of 35 tons from a double Caterpillar machinery on a total of 2,500 kW. **Obelix** has a grt of 249.9 tons and measure an overall length of 27.5 m. Extension is in line with the company's other ships registered in the DIS. **Obelix** is a same tug as the **Katrine** which DBB has sold in 2010 to Cyprus-company Dredging International Services. *(Source: Soefart.DK; Photo: Jan Oosterboer)*

URAG FLAGGT "EMS" UND "ELBE" AUS

Die Unterweser Reederei (URAG) mit Sitz in Bremerhaven wird mit ihren Schleppern "**Elbe**" und "**Ems**", die bisher sowohl in der Seeschiffsassistenz in den Bremischen Häfen und in Wilhelmshaven als auch für Seeverschleppungen eingesetzt wurden, das schon seit über 30 Jahren sehr erfolgreiche

Offshore-Geschäft weiter forcieren. Bereits seit der Indienststellung haben sich die beiden Schlepper im Offshore-Bereich bewährt und waren immer wieder für die Verholungen von Bohrinseln in der südlichen Nordsee sowie auch für die Wind-Offshore-Industrie im Einsatz. Um der zunehmenden Nachfrage von Offshore-Kunden zu entsprechen, werden diese Einheiten zukünftig ausschließlich für Offshore-Aktivitäten eingesetzt und dazu unter Zypriotische Flagge gestellt. *(Mehr: THB Täglicher Hafenbericht)*

OCEAN TUNDRA – CANADA'S MOST POWERFUL TUG ENTERS SERVICE

On December 13th, 2013 the 6000 kW ASD tug **Ocean Tundra** was commissioned into service for its Owners, Ocean Groupe Inc. (Ocean) of Quebec City, Canada. This icebreaking escort tug becomes the most powerful tug in Canadian registry, and heralds a new generation of extremely capable tugs which will provide the highest degree of year-round escort towing capability to Canada's east coast and the St. Lawrence River and Seaway system. The **Ocean Tundra** is the latest addition to the *TundRA 100* series (with a nominal 100 tonnes Bollard Pull) of icebreaking tugs designed by Robert Allan Ltd., Naval Architects of Vancouver B.C.. This tug was built to the highest standards at Ocean's own shipyard, Ocean Industries, on Iles aux Coudres, Quebec. The launching of this heavy tug was a major challenge for the shipyard, due to its high weight and draft. The tug was therefore launched with additional flotation provided by inflatable bags surrounding the hull, as shown right. This powerful tug has been designed to provide a wide range of services, including tanker escort, terminal support, general ship-docking operations and icebreaking/ice-management services in various ports along the St. Lawrence River. The vessel is also equipped for coastal and rescue towing and is

equipped with a major fire-fighting capability. In addition the vessel is equipped to carry lube oil as cargo, for transfer to transiting ships. The tug was built under the inspection of and classed by Lloyd's Register of Shipping, with the following notation: - ✠ 100 A1 Escort Tug, Fire-Fighting 1 with water spray. - ✠ LMC, UMS. - Ice Class 1AS FS. Particulars of the ***Ocean Tundra*** are as follows: Length overall: 36.0 m; Beam, moulded, extreme: 13.0 m; Depth, moulded (hull): 6.85 m; Maximum draft (DWL): 6.80 m. *Tank capacities are:* Fuel Oil: 294 m³; Fresh Water: 18 m³; Foam: 11 m³; Z-drive Oil: 1.7 m³; Sludge: 5.4 m³; Oily Water: 5.4 m³; Main engine lube oil: 6.0 m³; Sewage: 7.6 m³; Cargo Lube Oil 130 m³. The trials of this powerful tug were completed in early January 2014, with the following impressive results: Bollard Pull, ahead: 110.3 tonnes; Free Running speed, ahead: 15.13 knots, calm water; Escort Steering Force (Predicted): 122 tonnes at 10 knots; Range at 12 knots - 3700 nautical miles. This icebreaking hull form has been extensively model-tested to ensure superior performance in ice, as well as to provide the best possible open water and escort performance, bearing in mind the contradictory hull geometry requirements of those functions. The ice capabilities have been well demonstrated in similar slightly smaller tugs working in Sakhalin, Russia. As indicated on the accompanying General Arrangement drawing, the vessel has been outfitted to the highest standards for a crew of up to ten (10) people, although the normal operating crew for short runs is four (4), and for longer voyages with up to seven (7) people. The deckhouse is entered via a generous transverse corridor/wet lobby which also serves to isolate engine room and exhaust noise from the accommodations spaces. On the main deck are located the galley, a generous mess room/lounge, and the spacious cabins for the Master and Chief Engineer, with a shared en-suite lavatory. In common with all the cabins, the bunks are located inboard to be isolated from cold exterior bulkheads and to minimize the motions experienced by crew members when resting. The lower deck contains four (4) two person crew cabins, separate toilet and shower rooms, a laundry and galley stores. The wheelhouse has a split-level design, providing excellent all-round visibility. The forward control station, of typical split parallel console type, affords the Master maximum visibility to both fore and aft deck working areas. The main propulsion for Ocean Tundra consists of a pair of MAK 9M25C diesel engines, each rated 3000 kW at 750 rpm, and each driving a Rolls-Royce US 305 CPP, 3000 mm. diameter Z-drive unit, in ASD configuration. The main engines, auxiliary engines are resiliently mounted for maximum noise and vibration isolation. The electrical plant comprises three (3) identical diesel gen-sets, Caterpillar C9, each with a power output of 250ekW, designed for independent or parallel operation. The deck machinery is dominated by a very high-performance all-electric, escort rated, hawser winch on the fore deck, Markey model DESDF-48-200HP and aft an electric towing winch, Markey model TES-40UL-125HP. The latter is fully enclosed in a deckhouse/shelter. A Palfinger model 15500 hydraulic knuckle boom crane, with 14 t·m maximum capacity and a 14.4 metre reach serves the aft deck and over-side operations. The off-ship fire-fighting system is rated to about twice the Fire-Fighting 1 standard, with two pumps, each rated 2978 cubic metres/hour at 11 bar, and driven from front end PTO's off the main engines. The pumps feed a trio of high capacity monitors; two foam/water monitors each rated at 1200 m³/hr. and one large water-only monitor rated at 2400 m³/hr., all mounted on a large header above the wheelhouse top. Ship-handling fenders at the bow comprise a set of extruded 300 mm thick 'W' fenders and large heavy duty rubber tires. This system has been

proven to be the most effective and durable in the cold climate of eastern Canada. A 300 x 300 hollow "D" fender, along with hard type rubber tires, provides protection at the main and foc'sle deck sheer lines, and 350 x 350 hollow "D" type fendering is used at the stern. *(Press Release Robert Allan)*

BUGSIER 7 ON TRANSPORT

The new building under construction tug **Bugsier 7** (Imo 9693252) was seen at the Fassmer shipyard in Berne/Bardenfleth before her transport to Berne/Makaveli. The tug after completion will be handed over to and managed by Bugsier Reederei Hamburg, Germany. She has a grt of 364 tons a dwt of 170 tons and is classed Germanischer Lloyd. *(Photo: Shipspotting-Büsing)*

ANOTHER NEW BUILDING SPOTTED

Last week I received a picture of the latest newbuilding of Smit-Lamnalco the tug **SL Korowi** (Imo 9670133). She is the 2nd in a series of four and built at the Cheoy Lee Shipyard Ltd. The first RAstar 3200 designed tug the **SL Jamba** was delivered last month and with the other two be delivered soon. These powerful tugs will assist berthing and unberthing of LNG carriers at new export facilities being developed in Papua New Guinea by the Exxon Mobil-led consortium, Papua New Guinea LNG with homeport Port Moresby. *Major particulars of the new tugs are:* Length O.A.: 32.00 metres; Beam, moulded: 12.80 metres; Depth, moulded (hull): 5.37 metres; Maximum Draft: 5.80 metres. The **SL Korowi** is classed and built according to the following Lloyd's Register of Shipping notation: 100A1, Escort Tug, LMC, UMS, Fire-Fighting Ship 1 with Water Spray, Unrestricted Voyages, IWS. *Main Tank Capacities are:* Fuel Oil: 193 m3; Fresh Water: 35 m3; Foam: 16 m3. On trials, the **SL Korowi** met or exceeded all performance expectations, with the following results: Bollard Pull, ahead: 73.8 tonnes; Bollard Pull, astern: 71.8 tonnes; Free running speed, ahead: 13.5 knots. These

vessels have been outfitted with full accommodation for up to crew of 8. The Master's and Chief Engineer's cabins are located on the main deck, with three additional 2 person crew cabins on the lower accommodation deck. The galley and a spacious mess/lounge room complete the deckhouse arrangement. The deck machinery comprises a ship-assist hawser winch forward, manufactured by C. Kraaijeveld and a radial type tow hook on the aft deck. In addition, a capstan is installed aft to facilitate line handling operations. The wheelhouse is designed for maximum all-round visibility and provides maximum visibility to both fore and aft deck working areas. Main propulsion for the RAstar 3200 class tugs consists of a pair of CAT 3516C HD high-speed diesel engines; each rated 2240 kW at 1800 rpm, and each driving a Schottel SRP 1515 controllable pitch Z-drive unit, in ASD configuration. The electrical plant comprises two (2) identical diesel gen-sets, each with a power output of 100 ekW, plus a small harbour genset. Ship-handling fenders at the bow consist of one row of 1000 OD x 650 ID cylindrical fender at the main deck level, with 500 x 450 mm W block fenders between the main deck and the knuckle. Two 300 x 300 hollow 'D' fenders provide protection at the main and foc'sle deck sheer lines, and 500 x 450 W block fenders are used at the stern. The unique sponsoned hull form of the RAstar Class tugs gives these vessels a level of crew safety and comfort that will enable operation in conditions previously deemed unworkable. The RAstar hull form, developed and used exclusively by Robert Allan Ltd., has been proven in both model and full-scale testing to provide significantly enhanced escort towing and seakeeping performance. The motions and accelerations are significantly less than those of comparable sized, wall-sided "standard" tug hulls. *(Photo: via Jacco van Nieuwenhuyzen)*

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Send your press releases, news, articles and/or pictures to

jvds@towingline.com

YESTERYEAR STEAM TUG

One of the longest-lived wooden steam towboats of all time – the **Norwich**, built in 1836, seen here in the Hudson-Fulton celebration of 1909, near the end of her career. She was then billed as the oldest steamboat in the world. Though most of her days were spent as a towboat, the **Norwich** began life as a passenger steamer. (The first large steamboat built exclusively for towing purposes, the **Oswego**, owned by Cornell Steamboat Company, was not built until 1848). The **Norwich** spent five years as a night boat between New York City and Norwich and New London, Connecticut, and then a few months on Chesapeake Bay. She returned to New York, where she became a stalwart on the Hudson, carrying passengers and market freight barges of the day that operated from innumerable

landings along the river. In later years, she was called on to perform any number of assignments, from towing barges of every description to breaking ice. It was as an icebreaker that the **Norwich** gained her greatest fame. Because of the shape of her bow, she was able to climb up on the ice and break it with the weight of her hull; the use of ballast aft in the wintertime allowed her to get her bow high enough for this. To aid in her icebreaking, the **Norwich** had iron sheeting fitted during the winter months as a supplement to her normal copper sheeting. Her years of service on the Hudson gained her the affectionate nickname, "*Ice King*" Her last active season as a towboat ended in 1917, and she was sold for scrap in 1923 after being laid up for a number of years. The **Norwich** was 160 feet long and, at nine feet deep, quite shallow. Her overall breath was 25 feet, but her hull itself was much narrower than that. Because of her long, shoal hull, she was, like other steamers of the era, prone to hogging-drooping at the bow and stern. Shipbuilders at the time did not have the engineering knowledge to build hulls to resist such stress, so she carried an exterior hogging frame that started just forward of her wheelhouse and extended aft beyond the paddlewheels. The hogging frame prevented her otherwise unsupported ends from falling below her middle. The **Norwich**'s engine was of the crosshead type, and the structure just aft of her stack was known as the crosshead steeple. Each paddlewheel had its own crank on either side of the engine's vertical single cylinder. The cranks were connected to the crosshead, which moved up and down in the crosshead steeple and transmitted power to the paddlewheels. Originally, the **Norwich** had two boilers, port and starboard on the guards, and twin stacks; later they were replaced with a single boiler. As the **Norwich**'s historian Donald C. Ringwald, said, "... she was blessed with a stout hull, a sturdy engine, and a rare ability to work her away through apparently impregnable icefields. She was a toiler... Although one by one her old associates fell by the riverside, she kept going until her crosshead engine was an anachronism, until sidewheel towing steamers were archaic, and until she was practically a floating museum piece... she is still remembered with happiness, with pride and with a tremendous deal of affection." *(Steamboat Bill of Facts, September 1955)* *(Source: On the Hawser by Steven Lang & Peter H. Spectre)*

ACCIDENTS – SALVAGE NEWS

FIRST INSPECTION OF CRUISE SHIP'S BRIDGE

The "Costa Concordia" is to be inspected for the first time since its sinking, after an Italian judge agreed to let experts climb aboard to collect fresh evidence. On Jan 23, a delegation is to inspect the bridge of the vessel to check for any remaining electronic apparatus and to look at the on-board lifts. On Jan 27 the experts are to return to the ship to inspect the emergency generator, which failed to activate on the night of the disaster. The dates might change, however, in case of bad weather. The sections of the ship due to be scrutinised were unreachable until September, when the "Costa Concordia" was righted from the half-capsized position it laid in after it crashed against rocks near the Italian island of Giglio on Jan 13, 2012. Codacons, an Italian consumer group, and a group of lawyers representing victim's relatives and survivors, argue that captain Schettino is being made a scapegoat, while organisational and security shortcomings on the "Costa Concordia" were overlooked. They pressed the court trying Schettino to allow the on-board inspections, hoping they could provide fresh evidence in addition to the findings of a court-appointed expert report that was compiled in 2012, using black box recordings and other documentation. *(Source: Vesseltracker)*

ITALY'S COSTA CONCORDIA WRECK 'TO BE REMOVED IN JUNE'

An operation to remove the wreck of the Costa Concordia cruise ship from the coast of north-west Italy will begin in June, officials say. The stricken liner will then be taken away to be scrapped. Ports in Italy, Britain, France, Turkey and China are bidding for the lucrative contract to dismantle the ship, Italian officials said. The Costa Concordia hit a reef near the island of Giglio in January 2012 and capsized, killing 32 people. The captain, Francesco Schettino, is currently on trial for multiple charges of manslaughter and for abandoning ship. Officials overseeing the Costa Concordia salvage operation set out their timetable at a news conference on Friday. Project manager Franco Porcellacchia said that, from April, the team would start to fix at least 15 large tanks to the side of the ship. They will be filled with water, and then

gradually emptied to give the ship enough buoyancy to float off the seabed. Once afloat, the ship can then be towed away. But, he said, if that does not work then the world's largest semi-submergible ship, the **Dockwise Vanguard**, will be on standby and can literally carry the ship into port. The winning contract for dismantling the **Costa Concordia** is due to be announced in March. Italy's environment minister Andrea Orlando said the preference was to keep the project in Italy, both to limit the environmental impact and to keep any economic benefits. The 290m-long vessel was righted last September in one of the largest, most complex salvage operations ever that took 18 hours and followed months of stabilisation and preparation work by a team of 500 engineers and divers. That operation allowed divers to retrieve the remains of one of the two people still missing in the disaster, believed to be an Italian passenger, Maria Grazia Trecarichi. An Indian waiter, Russel Rebello, is still unaccounted for. *(Source: BBC News)*

OFFSHORE NEWS

TGS TO CARRY OUT FOUR MULTI-CLIENT SURVEYS. HIRES 'POLARCUS NAILA'

TGS announces four new multi-client surveys; a 3D survey in offshore Northwest Australia, two 2D surveys offshore Madagascar and a 3D survey onshore Alberta, Canada. The Huzzas is a 2,100 km(2) 3D survey that will cover the Barrow Sub-basin, offshore Northwest Australia. The data is being acquired by the M/V **Geo Caspian** using CGG's BroadSeis(TM) and BroadSource(TM) technologies. Preliminary data will be available to clients from Q3 2014. Upon completion of this survey, the total TGS portfolio of 3D multi-client coverage offshore Australia will exceed 32,500 km(2). The CSM-14 and AN-14 2D surveys cover 8,847 km offshore Madagascar. CSM-14 is being acquired by the M/V **Geo Arctic** and AN-14 by the **BGP Challenger**. Data processing will be performed by TGS using its Clari-Fi(TM) broadband processing technology and final data will be available to clients from Q4 2014. Washout Creek, a 65

km(2) 3D / 3C survey, will cover the West Pembina area of Alberta, Canada. This high-density survey is designed to assist in the evaluation and development of the Cretaceous (Cardium, Manville), Jurassic (Nordegg/Rock Creek), Mississippian (Pekisko) and the Devonian (Duvernay) plays. Data processing will be performed by Arcis and final data will be available to clients from Q2 2014. All four surveys are supported by industry funding. In addition, TGS has signed a Letter of Award with Polarcus to utilize their vessel, the **Polarcus Naila**. Contingent on execution of final contractual documents, the charter will begin in April 2014 and will last for a period of six months. *(Press Release)*

OCEAN PRINCE SOLD

One of our UT 704, **Ocean Prince**, is sold to new owners. She will depart the standby marked in the North Sea. Atlantic Offshore have sold 11 vessels since 2008, ordered 9 new buildings and bought two second hand. *(Source: Atlantic Offshore)*

DEEPOCEAN TO INSPECT NORD STREAM PIPELINES IN BALTIC SEA

DeepOcean AS, subsidiary of DeepOcean Group Holding BV, announces that company has been awarded the contract for inspection of the Nord Stream gas export pipelines in the Baltic Sea by Nord Stream AG. The Contract is for two years and confirms DeepOcean's strong position as a provider of advanced pipeline inspection services to operators of key subsea pipeline systems in Europe. "Winning the Nord Stream pipeline inspection contract in the Baltic Sea has been a key target for us," says Commercial Director Rolf Ivar Sordal. "DeepOcean has a very strong track record in the inspection of subsea pipeline systems running from Norway to UK and mainland Europe as well as similar systems crossing the Mediterranean and the Black Sea. With a total capacity in the order of 55 BCM/year, the two 48 inch Nord Stream pipelines from Russia to Germany constitute one of the biggest offshore gas transmission pipeline systems in the world. DeepOcean is very pleased to be the preferred survey service provider to the pipeline operator Nord Stream AG," Sordal continues. The contract is for two years in 2014 and 2015 and includes the full external inspection of the two pipelines using ROV and ROTV methodologies. DeepOcean plans to use its vessel **Deep Vision** for the 2014 campaign. The expected duration of work is 4-6 months each year. *(Press Release)*

NEW OFFSHORE SECTION AT THE DSA

Maritime activities related to offshore has great growth potential. Shipowners' Associations has from. 1 December 2013 established an offshore section consisting of two employees. The department is headed by offshore manager Michael Wengel -Nielsen. "Offshore is an area we have increasingly focused on the Danish shipping industry , and now we bring more resources to the area by establishing a separate offshore section that is dedicated to creating the best possible conditions for the members of the Danish Shipowners Shipowners' Association 2010 , engaged in the field. Moreover , we continuously focus on offshore by holding focus sessions key locations where we bring together all relevant stakeholders , most recently in ' offshore capital Esbjerg , "says Vice President of this Association, Jan Fritz Hansen. With an annual turnover estimated at about $ 10 billion and employment of up to 20,000 people , the Danish maritime activities related to offshore growth engine in not only the Blue Denmark , but also in the Danish economy. *(Source: Danish Shipowners' / Maritime Denmark)*

HFW ADVISES ON ACQUISITION OF OFFSHORE SUPPORT VESSEL

A team of HFW lawyers, led by Partner Paul Aston, has advised An Kang Co Ltd (BVI) on the US$149 million purchase of **Skandi Bergen**, a multi-purpose DSV/ROV survey and intervention support vessel. The vessel, which is being purchased from DOF Subsea Rederi AS, part of the DOF Subsea Group, has capacity to cover a range of offshore field operations and is equipped with 30 tonne/10m deck crane capable of handling loads in water depths down to 1,100m and a helideck. On completion of the acquisition, the vessel will sail to the South China Sea, where it will be used to support various offshore projects.

HFW Partner Paul Aston commented, "We are delighted to have advised on this important transaction in the offshore sector. This is a quality vessel which will be used in the development of significant offshore projects in the South China Sea, and in other exploration and development projects where the client has interests." The HFW team consisted of Partner Paul Aston and Associate Lucy Chen. *(Source: OSO; Photo: DOF)*

SEABULK BRASIL CHARTERED BY PETROBRAS

Westshore reports that the Brazilian-built and flagged PSV **Seabulk Brasil** has been chartered by Petrobras for 2+2 years. The vessel started work under the deal in early December. *(Source: OSO)*

SEA LEOPARD CHARTERED BY STATOIL BRASIL

Westshore reports that the AHTS **Sea Leopard** has been chartered by Statoil Brasil after its charter with Oceanrig to assist on the operation of hose maintenance of Peregrino FPSO. *(Source: OSO)*

SELF-PROPELLED DIVE SUPPORT CRANE AND WORK BARGE SOLD TO NORWAY

Blue Sea Brokers announces the sale of the 1980 built self-propelled dive support crane and work barge in The Netherlands on the 9th January 2014. It was sold to Blue Sea Brokers clients in Norway and is being prepared for her delivery trip. The barge is fully classed Lloyd Register of Shipping. The vessel experienced major refits these last years. She has a length of 24.00 mtrs. and a beam of 11,50 mtrs. She has two retractable propellers and a total power output of 720 hp. (Source: Patricia Pardo-Blue Sea Brokers / info@blueseabrokers.net / admin@blueseabrokers.net / www.blueseabrokers.net)

WINDFARM NEWS

GODE GOES TO A2SEA

A2Sea has won a major contract from Dong Energy to install 97 turbines at the Gode Wind 1 and 2 offshore wind farms in Germany. The work will kick off in the first half of 2015 and involve Siemens

6MW machines with 154m rotors. The total capacity of the joint wind farms, when fully commissioned in the second half of 2016, will be 582MW. A2Sea will deploy its second generation offshore installation vessel **Sea Installer** on the project. The vessel has previously installed turbines on the Gunfleet Sands Extension and West of Duddon Sands. A2Sea CEO Jens Frederik Hansen said it was no secret that the industry is facing a lull until 2017, making the contract award very satisfying. He commented: "And naturally we are interested in keeping our vessels deployed continuously to keep costs down and be able to contribute to the industry's goals to reduce the cost of energy." He said A2Sea had installed 235 turbines in 2013. "Last but not least it is a very positive signal from the German market that offshore wind is back on the agenda and prioritised," Frederik Hansen said. *(Source: RE Nwes)*

BIG CAT TO JOIN OWS FLEET

Offshore Wind Services B.V. will make public the contract signed with Damen Shipyards, Gorinchem. With the contract signed end-December 2013, the construction of the new vessel began immediately and is set to be delivered in October this year. The official ceremony is taking place today. OWS has spent considerable time refining the well-known 2610 with prospective clients and the Damen team and is excited to be the first to add a this next generation of the **TwinAxe2610** to its fleet. The additional changes and add-ons make this vessel a true next generation vessel. More details will be published after the official ceremony. The 2610 allows operating further offshore in rougher weather conditions, while ensuring safe transfer and vast cargo capacity. This announcement marks the first step in OWS' expressed ambition to continue growing the company in quantity and quality, while ensuring zero accidents and high client satisfaction. 2014 will be the year of continued improvement in their level of service towards existing and prospective clients. Investments in crew training and health and safety awareness programs, the installation of BMO Offshore Vessel Black

Box measurement systems on all vessels, and now the acquisition of a next generation Damen Twin Axe 2610, are just a few examples how these ambitions will be realized. Workships Contractors B.V. is the manager for Offshore Wind Services (OWS), as well as its subsidiary Offshore Wind Power Marine Services Ltd. (OWPMS). Workships provide commercial, operational and QHSE assistance from their offices in The Netherlands and the UK for the fleet of CTVs. Workships and OWS have an extensive track record in the offshore industry of 25 years and counts over 360.000 safe crew transfers in the Offshore Wind Industry since 2006. Presently they are operating CTVs in the UK, the Netherlands and Germany for companies such as Vattenfall, Dong Energy, RWE npower and ENECO. *(Source: OWS)*

SEAFOX 5 COMPLETES OFFSHORE WIND PROJECT AND RETURNS TO OIL AND GAS SECTOR

In December, the largest self-propelled jack-up in Workfox's fleet, **Seafox 5**, completed installing 80 monopiles and transition pieces for the DanTysk Offshore windfarm in the German North Sea, 70km west of the island Sylt. **Seafox 5** then made for Esbjerg in Denmark for demobilization and mobilization for its next assignment in the offshore oil and gas sector. *(Source: OSO)*

YARD NEWS

MERMAID ORDERS TWO TENDER RIGS AND ONE DSV FROM CHINA

China Merchants Industry Holdings has entered into shipbuilding agreements with Mermaid Maritime Public Company's subsidiaries for an aggregate sum of USD 436million. The agreements relate to the design and construction of two self-erected drilling tenders and **one multi-purpose subsea dive support & construction vessel** (DSV). Each newbuild tender rig will cost USD 149 million and the price of DSV is estimated to be USD 138 million. The delivery of the tender rigs and accompanying equipment sets is expected in the 1Q and 2Q of 2016 respectively, while the delivery

of the newbuild DSV is scheduled for the 3Q of 2016. *(Press Release)*

RUSSIA LAYS DOWN WORLD'S LARGEST NUCLEAR ICEBREAKER

Construction of the world's largest and most powerful nuclear-powered icebreaker has begun at the Baltic Shipyard in St.Petersburg. The yet-unnamed vessel will be powered by two nuclear reactors, and it will be 173 meters long and 34 meters wide – 14 meters longer and 4 meters wider than the current largest icebreaker "**50 let Pobedy**". The new icebreaker, which will be ready for operations in 2017, has a price tag of €1.1 billion and will make it possible to use the Northern Sea Route all year around, says General Director of Atomflot Vyacheslav Ruksha, who participated in the ceremony in St.Petersburg on Tuesday, to Atomflot's web site. The **LK60** icebreakers will have the overall power of 60 MW with variable draught from 8.5 m to 10.8 m. A tender for two more icebreakers of the same type has been announced, and it is expected that these two also will be built at the Baltic Shipyard. Baltiysky Shipyard has built most of Rosatomflot's icebreakers, among them the last icebreaker in the fleet, "**50 Let Pobedy**". This vessel was commissioned in 2007. *(Source: Barents Observer; Photo: Rosatomflot)*

WEBSITE NEWS

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

   - Change of management at van Woerkom, Nobels & Ten Veen
   - Chance of Year, Change of Name Rotortug B.V.
   - Boskalis subsidiary Dockwise secures USD 275 million Wheatstone contract
   - Rederi AB Transatlantic appoints new managing director

mailto: *jvds@towingline.com*

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