Tugs Towing & Offshore Newsletter

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

TUGS & TOWING NEWS

LEEVAC SHIPYARDS COMPLETES CONSTRUCTION OF TWO Z-TECH TUGS

Leevac Shipyards has completed the construction of the second of two Robert Allan designed Z-Tech® 2400 tugs. **Zeus** was delivered to its owners Suderman & Young Towing Company of Houston, Texas in December following the delivery of her sister **Chloe K** in September to her owners: Bay-Houston Towing Co. of Houston, Texas. Both tugs are operated by G&H Towing of Galveston, Texas on behalf of their owners. The Z-Tech® Class tugs from Robert Allan Ltd. are designed primarily for operation in major ports and marine terminals. The design of the Z-Tech® tug emphasizes the safe and capable operation of ship-handling operations with large ships, particularly those with extreme flares. It offers an omni-directional performance; speed and bollard pull astern are almost equal to that going ahead. After taking delivery of eight Z-Tech® 7500 Class Escort Tugs, G&H Towing Company has contracted Robert Allan Ltd. to develop this new compact class of high performance ASD ship-handling/escort tugs. The vessels meet all USCG requirements for vessels under 200 US GRT. Although the vessels are not required to meet Loadline regulations, the owners have opted to voluntarily comply with ICLL. Robert Allan Ltd. design team worked closely with owner's representatives, led by Mike Nigro, VP of Engineering and Mark Woods, Port Engineer, and the result is yet another capable tug for the G&H fleet. *(Source: Robert Allan)*

COUGER

As per 17th February the **Tito Neri Quinto** (Imo 8120478) has been owned by Catharina Shipping Limited, Kingstown/St. Vincent and The Grenadines and renamed **Couger**. She is managed by Westcoasting Offshore Services BV - IJmuiden/The Netherlands and insured by Howden Insurance Brokers BV. *(Source: Vesseltracker; Photo; Neri)*

SHEN HUATUO NO.10 ASD TUGBOAT DELIVERED

On the afternoon of 20th February 2014, the 5,200 HP ASD tugboat named **Shen Huatuo No. 10** was delivered to CCCC First Harbor Engineering Company Ltd. from Zhenjiang Shipyard, starting its sail smoothly. *(Source: Zhenjiang Shipyard)*

MERSEY PRIDE – NEW WORK BOAT FOR HALIFAX

A new to Halifax workboat arrived today in tow from Liverpool, NS. **Mersey Pride** arrived in tow of **Dominion Victory**, which was dispatched yesterday to fetch the craft. Built in 1987 to their own account by Georgetown Shipyard Inc, the boat was originally named **G.S.I.**

No.1. Aluminum hulled, The single screw vessel has a 250 bhp engine and a fire pump. In 1992 the Bowater Mersey Paper Co acquired the boat, renamed it **Mersey Pride** and put it to work at their paper mill in Brooklyn, NS across the harbor from Liverpool. It was used to assist ship docking and other chores around the mill and paper export wharf. In 2012 Resolute Forest Products (the successors to Abitibi-Bowater) and the *Washington Post* newspaper, owners of the mill, closed the facility and the Province of Nova Scotia acquired the assets, including mill, deep water marine terminal and forest lands and began the process of dismantling the mill. The workboat/tug, which was never busy at the best of times, was thus idled. I assume ownership of the boat also passed to the Province, although Transport Canada's website shows to change. If the province did acquire the boat, they have now apparently sold it - possibly to Dominion Diving. *(Source: TugFax-MacMackay)*

DOCKED TUGBOAT SINKS NEAR SOUTH HAVEN

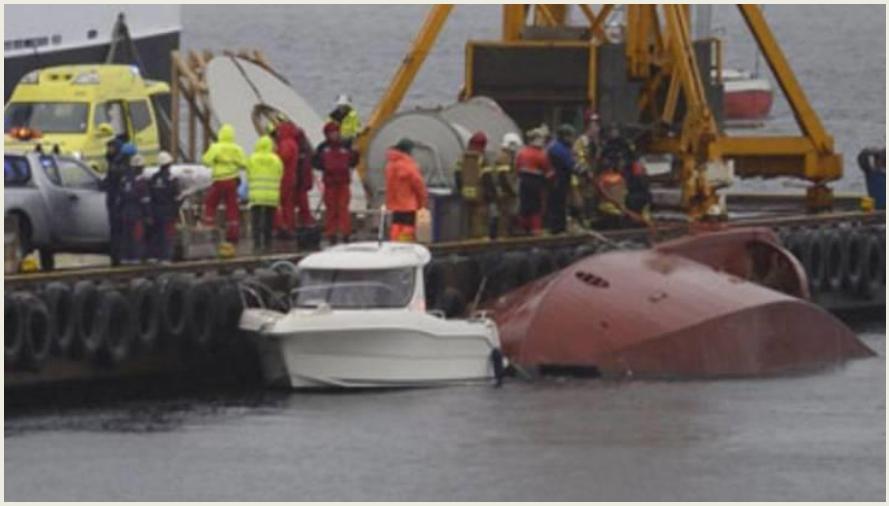
A docked tugboat sank Sunday behind the Michigan Maritime Museum. Police haven't determined why the **Wilhelm Baum** tugboat sunk in the Black River, according to a news release from the city of South Haven. The owner of the vessel, the Coast Guard and federal authorities have all been notified. There was no one aboard the tugboat when it sank. The **Wilhelm Baum** was built in 1923 as an Army Corps of Engineers tugboat. In 2003, on the boat's 80th birthday, it was given a permanent spot at the museum docks, according to Kalamazoo Gazette archives. Harbormaster Paul VandenBosch said the boat is still sunken at its dock, as of Monday morning. When the vessel is removed from the water, crews will be able to assess the damage and determine what can be done to repair it, VandenBosch said. *(Source: Michigan)*

BOUSTEAD'S SHIPYARD BUILDS MACDUFF HARBOUR TUG

The ongoing collaboration arrangement between the Boustead Heavy Industries Group (BHIG) in Malaysia and Macduff Ship Design in Scotland, initially signed in June 2011, continues to reap

rewards. North Tugz of Northport, MarsdenPoint, New Zealand has placed an order for a new design 17m Macduff harbour tug with BHIG. The vessel will be built at Boustead's Langkawi Shipyard. The towing company originally approached Macduff in 2012 enquiring about the successful 16m "**Sally Mcloughlin**" class of tug but with an increased bollard pull. Macduff produced a new design to the specific requirements of North Tugz and worked in conjunction with Boustead who tendered the complete project. Macduff had to satisfy the requirements of the client and Bureau Veritas (BV) in addition to the stringent stability regulations of Maritime New Zealand, to ensure the new design would be suitable for operations in NZ waters. With an overall length of 17m, beam of 8m and aft draft of 3.4m the vessel will have a bollard pull of 28 tonnes from her twin Cat C 32 main engines and fixed nozzles. Capacities have been maximized to ensure a large operating window with 19,000 litres of fuel and 3,400 litres of fresh water. Deck machinery will comprise a 30t forward towing winch, 30t aft towing hook, 2t aft tugger winch and a deck crane with a capacity of 2.15t @7.8m. Manoeuvrability will be enhanced with twin high performance rudders and an 800 kgs thrust bow thruster. Design and layout generated efficiencies and equipment of the vessel mean she will be operated by a crew of 2. This order marks the first entry into New Zealand for both Boustead and Macduff and was won in the face of major international competition. The companies are jointly working on a wide range of commercial designs from 12m to 85m, in steel and aluminium, for various tenders. *(Source: Macduff Ship Design)*

ASSISTANCE TUG OF FFS ATLAS CAPSIZED IN FIRTJARVIKA



On Feb 22, 2014, the Norwegian tug "**Starkad**", 65 dwt (built 1991 at Singa Nor AS Drammen), owned by the BK Marine AS in Sagvåg, capsized during a tow in Fitjarvika at the Fitjar Mekaniske Verksted in Stord. The accident happened while the 15-m-tug assisted the St. Vincent-Grenadines flagged tug "**FFS Atlas**" (IMO: 8500953), to berth the casco of the "*Harvest*" it had taken in tow in Szczecin on Feb 18, at the quay of the shipyard. The police was notified at 10.55. a.m. One of the two crew members was saved by a fisherman from the water. The second was trapped inside the wreck and confirmed dead. At 11:30 divers from the fire department in Bergen arrived at the sinking site. The sunken tug was

pulled towards the shore, secured and held in place by two other ships before the divers managed to retrieve the body of the other man frin Stord. He was confirmed dead at 1.04 p.m. The Norwegian Maritime Directorate and the Accident Commission started an investigation of the accident. *(Source: Vesseltracker; Photo: Per Egil Larsen)*

TUGBOATS OF BOKUDA TOWAGE & SALVAGE FROM ALGECIRAS ASSIST THE LAUNCHING OF THE CRATE ANA CRISTINA

The *Ana Cristina* is destinated to the built of the new dock of Açu Superport (Brasil). Algeciras - The tugboats **VB Braco** and **VB Siroco** from the fleet of Boluda Towage and Salvage, the division of port and offshore towage of Boluda Corporación Marítima, have assisted the launching of the crate *Ana Cristina*, destinated to the port of Açu Superport (Brasil), situated in the city of Sao Joao de Barra, and that will be the third biggest port in the world. The *Ana Cristina*, belonging to FCC, is the first of the two crates that will be built in Algeciras. Previously, and with destination to the same port, nine crates built in two phases were already sent to Brasil in a half submersible vessel together with the crate Mar del Aneto, where Boluda Towage and Salvage also took part in its launching and load on the boat. Boluda Towage and Salvage has a fleet who exceed widely the 200 tugboats and gives service in the coasts of Spain, France, West Africa, Indian Ocean and South and Central America. *(Source: Boluda)*

TUGBOATS AND BERTHING MASTERS BOLUDA FRANCIA ASSISTED IN THE MANOEUVRING OF PORTAL CRANES

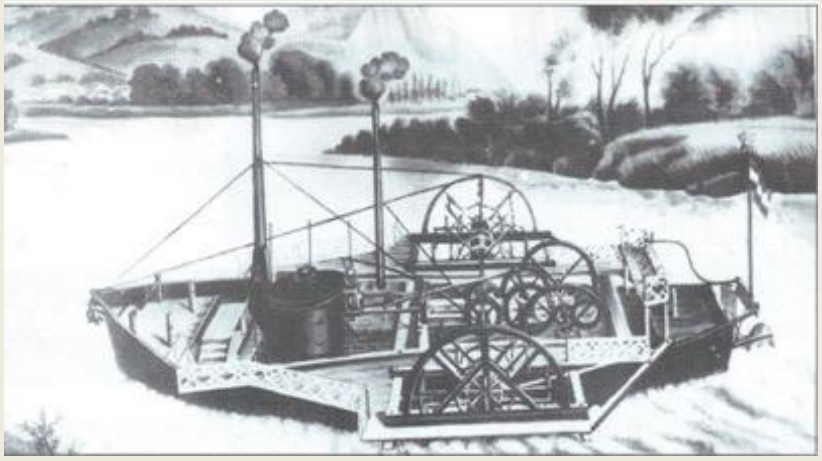
The tugboats Performance and Atturri and the team of the Berthing masters of Boluda Cameroun, have assisted the boat **Zhen Hua 9** in its manoeuvre of berth for the supply of the portal cranes of the terminal of the new port in deep waters of Kribi (Cameroun). Boluda Francia give in Africa

presently service of port towage in 5 countries, with 22 tugboats and berth service in 5 ports. Boluda Francia, is pre qualified to give service of towage and berth in the port of Kribi. *(Source: Boluda)*

UZMAR DELIVERS ROBERT ALLAN DESIGNED PUSH BOAT

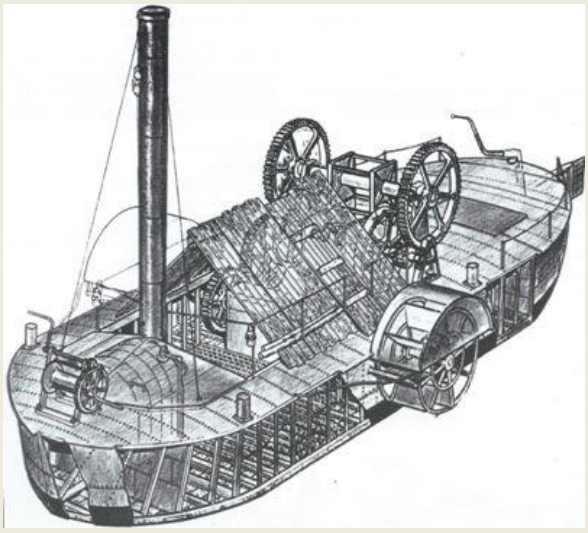
On 21st Feb 2014 UZMAR Shipyard, also known as "Workboat and Tug Factory" of Turkey, announced the delivery of first two most advanced diesel electric shallow draft river push boats to Brazilian owners, Hidrovias do Brazil S.A. A total of eight ordered push boats will operate in Parana River, South America under a long term iron ore barge transportation contract with VALE. The first two push boats were transported from UZMAR Shipyard, Turkey to Uruguay by semi-submersible heavy cargo vessel in early March 2014. Robert Allan designed and Vienna Model Basin optimised push boat design is specifically customised for Hidrovias do Brasil's essential operational requirements of range, crash-stop distance, speed and heavy fuel oil operations. The main objective is to shorten the voyage transit times with sophisticated power management technology and reduce the fuel consumption on per mile per tonne basis. The higher installed horse power and greater manoeuvrability with three z-drives move the 16 barge flotilla through the 2.500 km range at higher average speed. The 16 barge flotillas of approx. 48.000 DWT each pushed with this newly designed vessels will operate in extremely circuitous Parana River route and crash stop ability is the key factor in achieving the average speed with min. 2.10 m draft, as well as higher manoeuvrability. The vessels are measuring 45.6 m in LOA, with a beam of 16.5 m, the tugs have a maximum draft of 2.5 m full loaded and are powered by 3 Wärtsilä 9L20 diesel HFO generators each developing 1800KW at 1000 rev/min. This power is transmitted to AC direct controlled asynchronous electric motors for variable propulsion with 3 Schottel SRP 1215 FP propellers of 2150 mm diameter. Diesel electric propulsion system is supplied by Wärtsilä and ABB, integrated by ELKON (a subsidy of IMTECH). This arrangement proved bollard of 69 tons ahead and 63 tons astern and free running speed of 13.2 knots. Besides, due to UZMAR's advanced engineering and building process the design lightweight target is achieved by 97% accuracy. *(Press Release)*

ADA – THE FIRST LOW DANUBE PADDLE STEAMER



The first ever steamship on the Danube was built in 1819 by the inventor Anton Bernhard in Vienna. It had wooden hull and a small one cylinder steam engine. It is known from different books and articles under the name **Carolina.** Several museums in Vienna and Budapest have models, all reconstructions having mainly as original source the painting you may have seen here. As it is clearly shown, the piston was slowly moving horizontally, its linear oscillations being converted in a rotating movement by a simple crank and a connecting rod mechanism. Continuous movement was given by some flywheels, geared to ensure a smooth transmission to the main shaft. Paddle wheels appeared to be the propulsion device most adaptable to the low speed engines of the day. 8 blades seemed enough to move her. As we may see there was much to improve in his design: the boiler and engine, the strength of the hull to support large concentration of weight. Change has made one of her miracles, as real life is stranger than imagination and in the archives of the Romanian monthly inter-wars magazine "Marea Noastra", accidentally saved from waste paper collectors, came out five original collodium pictures of Carol Popp de Szatmary from 1860. One of the first was reporters of the world, he is known for his photography's of the Crimean war and also as the official photographer of the Romanian Royal Court. All five pictures include Danube harbours or shipyards. We may recognise Braila, Giurgiu, Galatzi and Oltenitza. Two of them, marked 1860 include a beautiful steam tug, a mechanical masterpiece adapted to local conditions. In this period commercial traffic on the Danube was continuously increasing. Big, fat wooden barges and sailing ships carried cereals to Istanbul and Mediterranean. More and more ships. Steam tugs were an ideal solution for carrying them against the Danube stream. As the speed of the travelling water was much lower near the banks, the first tug had to have a low draught. Their machines had not enough power to face the main stream, but, in less than 30 years of development, steam tugs and passenger paddle steamers will be able to pass the Iron Gates. The first steam ship to pass officially the Iron Gates down the stream was the Donau-Dampf-schiffahrtsgesselschaft (well known as D.D.S.G. – Danube Steam Ship Company, the oldest

on the river and also the longest composed German word) ARGO, under the orders of captain Gustav Leman in April 11th, 1835. There will be till 1864 when other small paddle steamers, **Ludwig**, succeeded to pass in the other sense, only on his own engines. Looking in the old lists of the Danube harbours, for ship and owners we were able to find some mentions about the reconstruction of the old paddle steamer **Ada** in 1862 and some modifications brought to the pleasure paddle steamer *Mon Plaisir* in 1878. We took the liberty of believing that the **Ada** is the same tug of the Carol Popp de Szathmary pictures in 1860. So, until new archives discoveries will give us the chance to be sure, we shall still assimilate **Ada** by this one. The name comes in Romanian from Alexandra, a common abbreviation of the time and could be the wife, daughter, mother or even sweetheart of the owner. The first picture may give us the idea that with higher probability, the ship was in rainy time, with the machine protected by pine boards. An oar is used as "handbrake" preventing the river stream to rotate the paddles. It is obvious these are very old ones, with no feathering system. Long research made us to find another picture of **Ada**, this time taken from a long distance, showing her silhouette in the harbour of Braila. Enlarged copies of the originals permitted an almost exhaustive research. So, first of all, the ship, is still in het active career, as she is laying among loaded sailing ships. Even if we might think that the gear transmission is not symmetric to the longitudinal axis, we might discover that the shaft has a square end on the starboard, so the other wheel is missing. All the ship was studied in this manner and several calculus, sometimes not so simple, were done to redesign the kinematic chain of the transmission between the engine and the wheels. The final result is concluded in the axonometric and reconstruction planes. We assumed a reduction ratio of 1 : 3 for the gear. The crank activates a 17 teeth pinion to a 68 teeth wheel in the port sides, identical to the one in the starboard. The rotation is transmitted to an intermediary wheel of 51 teeth and by her identical sister to the paddle-shaft. Three complete cycles of the engines piston corresponded to a rotation of 360˚ of the paddles . To be able to climb against the medium stream of the maritime Danube (between Braila and Sulina) the engines has to have a 90 cycles per minute, a perfect achievable speed for the time. Using comparative and anthropometrical calculus we estimated the following dimensions for the tug: Length o.a.: 10.4 mtrs; Breath: 5.4 mtrs; Draught: 5 mtrs; Displacement: 18 t. This analytic study of the ship made us believe that she is in the end of her long career. As all the technical solutions are only slight improvements of those in the **Carolina**, a strong related origin is of very high probability. Here are some possible conclusions: - Hull is of a composite structure, metal skeleton covered with iron sheets and a wooden bottom. There are three dimensions of rivets identifiable in pictures. The big ones are used to hold the iron plates of the boards to the ribs, medium ones to hold the deck and small ones between the metal sheets. As we have found, the wooden tow sealed bottom was common for the period and zone. All was externally tar covered. - Fuel was willow wood, easy to find on the spot. - Steam engine is primitive. This solution was abandoned in the third decade of the XIXth Century. Steam engine builders started the vertical piston movement solution and the oscillating rods. Double effect machines and oscillating cylinders came in the sixth decade of the century. - Except **Carolina, Ada** could be technically related to the tug painted in the famous Turner painting "Last Voyage of the Temmeraire". This is sending us directly to the same period: 1825 to 1835. - All other drawings that we could find in Romanian Archives are much more evaluated, even if there are designs of the '60. - Old sailors



memories are usually valuable for researchers. One of them mentions in the middle of the XIXth century an original tug, **Unio**, being built by an innovative Italian in Sulina. His name was Barbieri and his "masterpiece" was built out of scratch. The tug, as small as **Ada** had an independent march invertor for every wheel. He succeeded to make fortune carrying pine log rafts to Constantza and even Istanbul using **Unio**. We may also presume that Ada was the property of a small entrepreneur using her to carry empty sailing ships in cereal harbours, against the stream. Explotation costs were very low and so, for a period of more than 40 years, **Ada** was still working. Fuel was always available at very low prices, if not for free and crew must have not exceed three people. *(Source: Low Danube Paddle Steamers by Cristian Craciunoiu)*

CROWLEY MARITIME PROMOTE SCOTT HOGGARTH V-P

Crowley inform that Scott Hoggarth has been promoted to vice president, West Coast harbor ship assist and tanker escort services. He has assumed new overall responsibilities for marine operations and engineering functions, as well as commercial results for Crowley's tug services offered in major U.S. West Coast ports. Hoggarth has assumed new overall responsibilities for marine operations and engineering functions, as well as commercial results for Crowley's tug services offered in major U.S. West Coast ports. He will remain based in Seattle and continue to report to Rocky Smith, senior vice president and general manager, petroleum distribution and marine services. Of his new role, Hoggarth said, "My objective is to ensure that Crowley continues to provide customers with the most capable, environmentally friendly equipment, safely operated by the most highly trained crews in the industry, all while maintaining competitive rates." Hoggarth, who joined Crowley in 1987 as a tug dispatcher, has held numerous positions of increasing responsibility throughout his career. Under his direction since 2007, Crowley's harbor ship assist and tanker escort business has succeeded in a highly competitive market and is presently undertaking a fleet renewal program to improve the tugs' capabilities while reducing their environmental impacts. "For Crowley, the effort to protect and improve the environment is not only a company-wide endeavor, but a way of life," said Hoggarth. "For example, we repowered our southern California harbor tugs to meet Tier 2 emission standards three years ahead of government requirements. We are also replacing our San Diego conventional tug fleet with modern technology tractor tugs that have been repowered to Tier 3 emission standards, also ahead of the regulatory requirement." *(Source: Crowley)*

FAIRMOUNT MARINE SAFELY DELIVERED ENSCO RIG IN SINGAPORE

Fairmount Marine has safely delivered rig *ENSCO 5002* in Singapore. The rig was towed from Rio de Janeiro, Brazil, via Cape Good Hope, by tug **Fairmount Expedition**. *ENSCO 5002* is a 1975 built 70 meters long and 61 meters wide semisubmersible drilling rig. The rig can accommodate up to 110 persons and is capable to drill up to 10,668 meters. Tug **Fairmount Expedition** hooked-up with the rig offshore Rio de Janeiro mid-November 2013. The convoy arrived in Singapore this week after a 9,200 miles voyage by an average speed of 5,6 knots. During the voyage stops were made in Cape Town (South-Africa) and Port Louis (Mauritius) for bunkers, replenishments and crew changes. At both stops the **Fairmount Expedition** made some cargo runs. *(Press Release Fairmount)*

CHRISTOS XXIII – SEMISUBMERSIBLE RIG ZAGREB 1

Panama Registered OSV / AHTS **Christos XXIII**, 8000 bhp, 95 tbp, operated by Spanopoulos Group S.A was successfully handled another one demanding rig move / towage operation. OSV / AHTS **Christos XXIII**, as Lead tug has safely delivered her tow – Semi submergible Rig Pentagon 91 Type *Zagreb 1* (Length 103.4 mtrs / Breadth 106.3 mtrs) from the Shipyard of Brodotrogir in Croatia towards delivery handover point / coordinates off Libya. This particular task was lasted approximately twelve (12) days operating off Libya at the agreed handover position on 11/12/2013 early morning hours, whereas relevant cosd signed. Project was performed under endless efficiency, achieving high performance and operational criteria along the legs of the passage. *(Press Release Spanopoulos Group)*

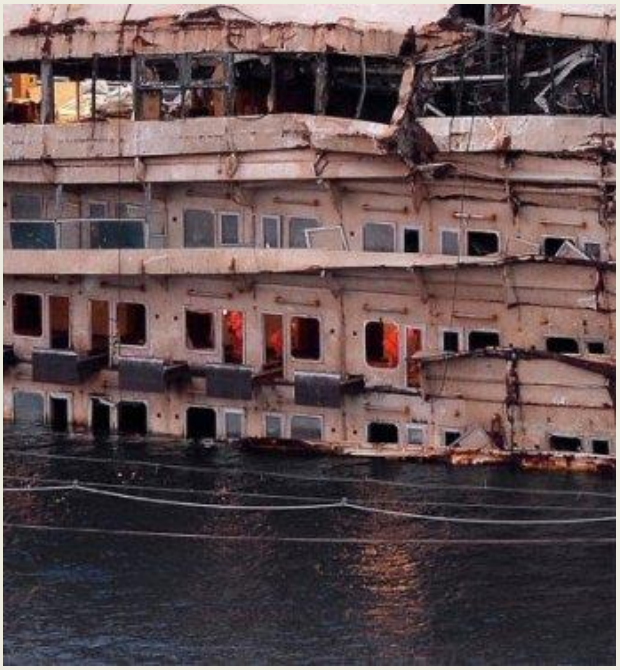
ACCIDENTS – SALVAGE NEWS

LINDSAY ANN ERICKSON – MISSISSIPPI RIVER REOPENED

The Coast Guard was responding to the collision between the "**Lindsay Ann Erickson**" with the tank barge "*E2MS303*" near mile marker 154 on the lower Mississippi River, on Feb 22, 2014. The Coast Guard Sector New Orleans watchstanders received a report from the National Response Center at

approximately 3:30 p.m. that the tug collided with the tank barge as it transited along the river near Bacherie. The collision damaged the barge which caused a release of light crude oil into the Mississippi River. There were no injuries as a result of the collision. A Unified Command has been established with the U.S. Coast Guard, Louisiana Oil Spill Coordinator's Office and the responsible party. Responders from the Coast Guard and ES&H arrived on scene in the early evening and conducted lightering and booming operations. A Coast Guard Air Station New Orleans MH-65 Dolphin helicopter crew conducted an overflight assessment in the evening and was scheduled for more overflights pending weather conditions. The Incident Unified Command continued to respond to the oil spill near Vacherie on Feb 23. Lightering operations on the damaged barge concluded in the early morning and the source of the spill was secured. Oil spill response vessels and recovery equipment were deployed in the river. The Captain of the Port closed the river from mile marker 90 to mile maker 155 to avoid possible contamination of passing vessels and to reduce the amount of oil spreading further down the river. The unified command consisted of the Coast Guard, Louisiana Oil Spill Coordinator's Office, ES&H, Louisiana Department of Environmental Quality and Forefront Emergency Management with participation from the Governor's Office of Homeland Security and Emergency Preparedness along with St James and St John the Baptist parishes. *Update:* The Mississippi River has reopened with restrictions as of approximately 1:30 p.m. on Feb 24 as the Unified Command continues response operations in connection with the E2MS 303 incident near Vacherie. A successful flight with unified command, state and federal on-scene coordinators, conducted a comprehensive assessment of the affected portion of the river and determined the river was safe to transit with restrictions. Mariners had to comply with a broadcast notice to mariners being issued for river transits by the Coast Guard. It was calculated that approximately 31,500 gallons of light crude oil was discharged from the collision of the "E2MS 303" tank barge and the "**Lindsay Ann Erickson**" into the waterway on Feb 22. Response crews with Environmental Safety & Health, an oil spill removal organization, has strategically deployed containment boom to protect the water intakes for three parishes in the affected area. All impacted water intake facilities in the affected area are taking precautionary measures to prevent contamination. The unified command has confirmed with local officials that there are no impacts to drinking water. The Center for Toxicology and Environmental Health is conducting air monitoring for air pollution threats. No exposure concerns to the public have been detected through this monitoring. The unified command consists of the Coast Guard, Louisiana Oil Spill Coordinator's Office, Environmental Safety & Health and Forefront Emergency Management. Also responding are representatives from Louisiana Department of Environmental Quality, Louisiana Department of Wildlife and Fisheries, and with participation from the Governor's Office of Homeland Security and Emergency Preparedness along with St James and St John the Baptist parishes. *(Source: Vesseltracker; Photo credit by Capt. Billy Smith)*

SCHETTINO'S RETURN TO THE COASTA CONCORDIA



The so-called "Captain Coward", the former commander of the "**Costa Concordia**", Francesco Schettino, arrived on Giglio island on Feb 25 and on Feb 27 was taken to the ship for the first time since the sinking on Jan 13, 2012 aboard a small boat. He attended a health and safety briefing at a hotel in the morning to prepare him for the short boat trip out to the wreck, on which he was being accompanied by a group of court-appointed experts. The court in Grosseto had granted him to accompany the experts just a few days ago. He was being allowed on to the ship as a defendant, not a consultant, said Judge Giovanni Puliatti. They will make inquiries on the emergency diesel generator of the ship. Schettino said he intended to help the consultants involved in the investigations to understand the causes and dynamics of the failure of some equipment. Report with photos: http://www.bbc.com/news/world-europe-26362567 *(Source: Vesseltracker; Photo credit AFP)*

TUG PUSHED SINKING BARGE ONTO SANDBANK

On Feb 26, 2014, the "**Multratug 20**" was tasked to the sinking Belgian hopper barge "*Joro*", 1774 nt (built 1965 Lambrechts/Boom) of the Group de Cloedt in Gent, jointly with the lifeboat "*Zeemannshoop*" of the KNRM-Station Breskens and the patrol boat "*RWS 78*" on the Wester Scheldt at the Hooge Plate. They were

alerted at 9:15 a.m. and proceeded to the sinking site at the Hoofdplaat, east of the port of Breskens. The lifeboat ensured that everyone was safe. The pusher tug which was carrying the barge had its propeller fouled by driftgood. The lifeboat took the tug alongside to keep it from drifting before another barge took over. The tug of Multraship managed to pulled the half sunken barge which was carrying a cargo of sand onto a sandbank. The tug returned to Flushing then. *(Source: Vesseltracker)*

BARGE STRUCK BRIDGE ON FRASER RIVER

In the evening of Feb 18, 2014, a barge towed by the "**Stormcrest**" allided with the Lulu Island Swingspan bridge of the CN Rail. There was no train on the bridge at the time the barge hit, and there were no injuries reported. Some repairs were needed so train operations in that area had to be suspended while repair crews were fixing the bridge. The Transportation Safety Board has sent a team of investigators to the incident site on the north arm of the Fraser River. *(Source: Vesseltracker; Photo: Ken Hall-Marine Traffic)*

COAST GUARD INVESTIGATING FREIGHTER AGROUND IN ELIZABETH RIVER

The Coast Guard is investigating a 590-foot freighter that ran aground Wednesday night in the Elizabeth River near Hospital Point in Portsmouth. A pilot aboard the **Hanze Goteborg**, a Netherlands-flagged freighter carrying soy beans, contacted Coast Guard Sector Hampton Roads Command Center watchstanders at approximately 10:30 p.m. reporting the ship soft aground with no reported injuries, pollution or damage. Sector watchstanders dispatched a crew aboard a 45-foot Response Boat – Medium, who arrived on scene at approximately 11:45 p.m. to assess damage and continue to monitor the situation. Though the waterway was partially obstructed, it remained open to vessel traffic with restrictions. Around midnight, the Coast Guard requested the tugboats hold the

ship in place and wait until 5 a.m. for a higher tide and a more complete assessment of damage. The RB-M crew transferred three Coast Guard members from Sector Hampton Roads to the **Hanze Goteborg** around 2:45 a.m. **Three tugboats** were able to free the *Hanze Goteborg* around 6:15 a.m. The freighter was escorted by the tugboats to Lambert's Point, where the freighter moored around 7 a.m. The cause of the grounding is under investigation, and the Coast Guard requested any necessary repairs be completed and the ship's hull be inspected before the ship leaves port. *(Source: USCG)*

BULK CARRIER RAPALLO REFLOATED, KATTEGAT

The 2009 built Malta flag bulk carrier *Rapallo* (Imo 9413690) was refloated at around 0330 LT Feb 23 by two tugs, **Svitzer Trym** and **Fairplay 33** (IMO:9476006), reported vesseltracker.com citing Danish media. Vessel moved to a safe anchorage north of Laesoe Island for survey, including underwater. As of 0300 UTC Feb 24 Rapallo was in the same position, anchored off Laesoe. Bulk carrier *Rapallo* ran aground at 1457 LT Feb 20 in Kattegat 5 nautical miles east of eastern tip of Anholt island, while proceeding in northern direction without pilot on board, which is against recommendations. Vessel is en route from Ventspils Latvia to Algeciras Spain, loaded with coal. At 0200 UTC Feb 22 vessel was in the same position, with tug **Svitzer Trym** and anti pollution vessel *Mette Miljoe* standing by. The Rapallo is managed by TMS BULKERS LTD, Greece. *(Source: Maritime Bulletin; Photo: Maritimedanmark.dk)*

OFFSHORE NEWS

NORSKAN BAGS TWO LONG TERM AHTS CONTRACTS WITH PETROBRAS

DOF ASA's Brazilian subsidiary Norskan has been awarded two four year charter contracts by Petrobras. The contracts are for **Skandi Copacabana** and **Skandi Paraty**. **Skandi Copacabana**'s new contract will begin in March 2014 in direct continuation of its existing contract. **Skandi Paraty**'s contract will start upon expected delivery from the Vard Promar building yard 1st Quarter 2015. The estimated aggregate value of

the contracts is approximately. NOK 1,15 billion (USD 188 million). **Skandi Copacabana** is an AHTS of UT 722 L design built in Brazil in 2005. **Skandi Paraty** is an AHTS under construction in Brazil of Vard AH11 design. *(Press Release Norskan)*

BOURBON STRENGHTENS ITS FLEET WITH NEW DELIVERIES

With the AHTS Bourbon Liberty 320, BOURBON is now running a fleet of 100 Bourbon Liberty series-built, diesel-electric propelled and DP 2 vessels, a first in the oil services industry. This milestone coincides with the delivery of the first two of 20 deep offshore PSVs of the new BOURBON series: the Bourbon Explorer 500. "The Bourbon Liberty's operational success and the launch of the Bourbon Explorer 500 series strengthen our ability to provide a complete range of services worldwide, and reinforce the continued rollout of our strategy to standardize our fleet" asserts Gaël Bodénès, Chief Operating Officer. Bourbon also strengthened its offshore deepwater presence with 20 new PSVs: the Bourbon Explorer 500 series. Bourbon Explorer 500 vessels provide clients real added value compared to traditional PSVs having the same transport capacity. The vessels have been optimized to supply modern drilling equipment, with large liquid mud cargo capacities (drilling lubricant) of 1,500 m3. Bourbon Explorer 500 vessels also have a 50 person capacity, offering clients additional accommodation on the oil fields. This new series of deepwater PSVs perfectly meets global client demand for services to offshore intertropical zones in Asia, the Middle East as well as throughout Africa and Latin America. The first vessel of the series, the Bahtera Permai (Bourbon Explorer 501), has been operating in Asia since early January. *The Bourbon Liberty series – key to BOURBON's strategy of standardizing its fleet* By the end of 2014, the Bourbon Liberty series will include 111 new generation vessels offering high standards of quality and performance with a proven client track record thanks to : exceptional handling and positioning due to 5 thrusters (3 stern thrusters and 2 bow thrusters) and a Class 2 dynamic positioning system; greater operational reliability due to

equipment redundancy; large under deck storage capacity, 30% more than traditional vessels; versatility to operate in deepwater offshore as well as continental offshore; optimized fuel consumption efficiency due to its diesel-electric propulsion. *The Bourbon Liberty series, a genuine success with clients* Today, 100 Bourbon Liberty vessels are working on every continent, offering clients a wide range of dedicated offshore marine services. To give just a few examples: the very first, the PSV Bourbon Liberty 101, has been operating for the last 2 years 100 miles off the coast of French Guiana, as a support vessel for offshore activities. the AHTS Bourbon Liberty 228 installed a semi-submersible wind turbine in Portugal in 2012. She is currently operating in Egypt carrying out supply operations, lifting anchors and towing. the Bourbon Liberty 151 is supplying equipment and products to oil installations off the coast of Qatar. the AHTS Bourbon Kaimook (Bourbon Liberty 301) is at work in the Gulf of Thailand. She conducts, among other operations, the conveying of products and the towing of platforms. *(Source: AHTS)*

HAVILA SHIPPING SECURES CONTRACTS FOR ITS VESSELS

Statoil has declared its last one year option for the AHTS vessel **Havila Mars** for the period from June 2014 until June 2015. Statoil also continue to charter the PSV **Havila Clipper**. Now for a firm period of 3 months starting in March with three monthly options from June. Both vessels have been working for Statoil from the time of delivery from yard: **Havila Mars** since June 2007 and **Havila Clipper** since January 2011. The dayrates are agreed based on market terms. *(Source: Statoil)*

AUSTRALIA'S MERMAID MARINE TO BUY JAYA OFFSHORE

Australian marine logistics firm Mermaid Marine Australia Ltd said on Tuesday it has agreed to buy the offshore business of Jaya Holding Ltd for A$550 million ($495.96 million) to expand its international portfolio. Mermaid Marine Australia, which provides vessel and supply base services to offshore oil and gas explorers, will expand its scale in the Southeast Asian and Middle Eastern markets through the acquisition, the company said in a statement. The company will fund the acquisition through a A$317 million equity raising and new debt facilities from its existing debtors, it said. *(Source: Marex)*

CONTRACT EXTENSION FOR CSV "NORMAND COMMANDER"

Global Industries Offshore L.L.C, a company owned by Technip, has exercised their option to extend the contract for the construction vessel "**Normand Commander**" with one year from June 2014. Technip has option to extend the contract with further 1 year option after expiry of the firm contract. The **Normand Commander** is a 92 meter DP-2 dynamically positioned dive support vessel. The vessel has extensive capabilities, including dynamic positioning, 100-ton crane capacity with deepwater lowering capability to 1,980 m and specialized design features which facilitate diving, ROV inspection, and other offshore construction services. *(Source: Technip)*

NEW CONTRACT FOR CSV SKANDI HERCULES IN ASIA PACIFIC

DOF Subsea, a subsidiary of DOF ASA, has been awarded a contract for mooring installation in the Asia Pacific region. The contract award will secure utilization of the construction support vessel **Skandi Hercules** for approx. 2 months. AKOFS 2 AS has exercised the purchase option for the vessel **Skandi Aker**. The vessel is owned by DOF Subsea Rederi AS, a wholly owned subsidiary of DOF Subsea AS, and the transaction will take place February 2015. *(Source: DOF)*

SKANSI OFFSHORE WINS NEW CONTRACTS FROM STATOIL

Statoil has awarded Skansi Offshore a new contract for the PSV "**Sjoborg**". The contract period is 3 months firm, with 3 additional monthly options. The vessel has been on charter with Statoil since delivery in March 2012. Commencement of the new contract will be on the 28th of May 2014, in direct continuation of current charter. *(Source: Skansi)*

OTTO MARINE TO ORGANISE NAMING CEREMONY FOR 'NORSHORE ATLANTIC'

Otto Marine Limited, a offshore marine company is set to hold a vessel naming ceremony for '**Norshore Atlantic**' at its Batam Shipyard, Indonesia, on 28 February 2014. The **Norshore Atlantic** is one the first of its kind to be successfully constructed by an Asian yard. It is an efficient and environmental friendly multi-purpose drilling vessel built to the MT6022XL Norwegian design. The highly complex vessel classed by DNV is equipped with dynamic positioning 3 ('DP3') capability, and is primarily designed for riserless operation utilizing known and field proven technology. **Norshore Atlantic** is equipped to perform riserless drilling operations, plugging and abandonment of old wells, well completion work, well intervention and subsea construction work. It has an ROV system installed onboard, and is equipped with a 150T AHC, offshore cranes, and a drilling derrick. The **Norshore Atlantic** is suitable for work in both shallow and deep water, ranging from 70 to 3000 meters. For its maiden project, the **Norshore Atlantic** is contracted in Asian waters. Subsequently, it will be engaged by an oil major on a three year program and is expected to work globally. Going forward, the Group's shipyard will support the growth of our chartering operations by constructing sophisticated offshore support vessels to join the Otto Marine fleet. In addition, the Batam yard will also leverage on opportunities to construct newbuild vessels for the Indonesian cabotage market, at the same time expanding its ship repairs, conversion and fabrication business. "The completion of the Norshore Atlantic is a significant milestone for Otto Marine, and for the offshore support vessel industry in the Asia Pacific region. Through Norshore Atlantic and the recently delivered Go Phoenix, we have demonstrated that our yard is capable of constructing ultra-large, highly sophisticated vessels. The learning curve in the construction of these complex vessels shall be put to good use as the Group

embarks on an expansion plan for our chartering services. Our enhanced technical capability will also serve us well in securing third party contracts to construct offshore support vessels, particularly for the buoyant cabotage Indonesian market. The Group looks forward to more successful deliveries of ultra- large offshore support vessels in the near term." Mr. Garrick Stanley, Chief Executive Officer. *(Source: Otto Marine)*

WINDFARM NEWS

NJORD OFFSHORE EXPANDS ITS FLEET WITH DAMEN TRANSFER VESSEL

Njord Offshore is about to add a 26m Damen 2610 Twin Axe Crew Transfer Vessel, the **Njord Alpha** to the fleet. Njord Offshore has worked with Damen to create an optimised vessel to suit its needs, making minor changes to the standard design to improve comfort, efficiency and safety. The vessel is designed and classed to BV Classification I X Hull MACH Light Ships/Fast Utility Vessel standards. The Damen Fast Crew Supplier 2610 has become a well known vessel design in the offshore wind farm industry due to its roven competency and reliability during operations. It brings to the Njord Offshore fleet additional load lugging capability and excellent ride comfort for the further offshore windfarms. Also, the company has just signed on behalf of Gimle Shipping Ltd, two 26m controllable pitch propeller crew transfer vessels with an option for a further six vessels. The CPPs have been designed for the ultimate in efficiency, speed, comfort, redundancy, endurance and increased transfer capability. These vessels have been designed with naval architect's BMT Nigel Gee and will be classed to DNV's Windfarm Service 1 notation. The vessels will be built by Strategic Marine who were chosen for their extensive experience and high build quality of aluminium vessels. *(Source: Njord Offshore)*

SURE WIND MARINE TAKES DELIVERY 'SURE SWIFT'

British company Sure Wind Marine Ltd. has taken delivery of its second Damen Twin Axe Fast Crew Supplier – the **Sure Swift** – in a little over a month after the first joined the company's fleet. Established in 2009, Sure Wind is a specialist in the German offshore wind market and now has 10 dedicated wind farm service and crew transfer vessels, the latest two being the first newbuild Damen vessels. Sure Wind also owns the first FCS 2610 ever built – the pioneering '**Shamal**' (renamed **Sure Shamal**) – which it acquired in July 2013. "The Damen vessels have certainly proven themselves and are hugely popular with customers", says Lucy Kibler, Sure Wind Vessel Operations Coordinator. "Enquiries are unbelievable, Damen has really set the standard for a crew transfer vessel. The Twin Axe is in a different league in terms of seakeeping and crew comfort." *New standard in crew transfer* "We aim to be the preferred crew transport vessel company and Damen helps give us the market presence. Customers want these vessels." The Sure Shamal will have been working at the Barrow Offshore Wind Farm from October 2013 to end-March this year, before heading off for her next job in April. Sure Star and Sure Swift will be based in Eemshaven before being deployed in the German offshore wind market but again, the Sure Star has pretty much had non-stop work since joining Sure Wind's fleet. "One of the advantages of the vessels is that they are excellent sea keeping vessels even in the winter months, and still maintain their passenger comfort ," she adds. "Sure Wind does not rule out the addition of more Damen vessels in the future. The company has exciting expansion plans, which would involve an extensive fleet expansion. We can see more Damen vessels on the horizon." *(Source: Sure Wind Marine)*

YARD NEWS

ULSTEIN VERFT GETS TWO NEW PSV ORDERS

Ulstein announced today, 24th February, the shipbuilding contracts for two new platform supply vessels (PSVs) for Blue Ship Invest. The vessels are of the **PX121 design** and are scheduled for delivery from Ulstein Verft Q1 2015. Ulstein Verft currently has seven vessels on order. In total, Ulstein has sold 20 designs of the **PX121 design**, and the two new vessels will be number nine and ten of this design type to be constructed at Ulstein Verft. The first six of these types of vessels were delivered from Ulstein Verft during 2012-13. All of them are at work in the North Sea, and have received excellent feedback. *"PX121 has become a success, and many such ships have now been constructed at our own and at external yards. It is gratifying to see that we succeed in our efforts to*

bring new products into the market," comments CEO Gunvor Ulstein, continuing: *"Our expertise is in developing new solutions within ship designs, system solutions and ship construction. Blue Ship Invest is an investment company within Ulstein Group, but as ship operation is not one of our focus areas, our plan is to sell these two vessels."* *Lower investment and operating costs* In the North Sea, these PSVs are considered medium-sized, and they have an optimum combination of fuel efficiency and deadweight. They have a capacity and performance that approaches those of larger PSVs. They can take on most of the tasks usually handled by slightly larger PSVs. Both investment cost and operating cost are lower. *(Source: Ulstein)*

SCHOTTEL PROPELS NEW GENERATION OF PANAMA TUGS

The Panama Canal Authority has invested in a new generation of powerful tugs with the muscle needed to handle the larger ships of the Post-Panamax era. In the last four years it has commissioned 14 tractor tugs from Spanish shipbuilder Astilleros Armon and 13 ASD tugs from the Cheoy Lee shipyard in Hong Kong. All 27 tugs have Schottel propulsion systems. The last tractor tug in the series from Astilleros Armon was recently completed. These tugs will replace locomotives at

the new Atlantic locks. They have a bollard pull of 85 tons and with a length of 28.90 meters and a width of 13.50 meters, are a good deal larger than the ASD tugs. Two Schottel SRP 2020 Rudderpropellers (each with 2,330 kW of input power) drive each tug. The tractor tugs are named after mountains in Panama (**Cerro Itamut**, **Cerro Picacho** etc.). Completed earlier, the ASD tugs from Cheoy Lee shipyard are named after Panamanian rivers. The first vessel to arrive in Panama was the **Calovébora** in 2010, the others followed in intervals of six weeks. The tugs needed just over two months for the 9,700 miles, with a stop in Honolulu to refuel. The 27.40 meters long and 12.20 meters wide ships with a bollard pull of about 65 tons were built to Robert Allan Z-Tech 6500 design. Each tug is driven by two Schottel SRP 1515 Rudderpropellers, with an input power of 2,180 kW each. Four more ASD tugs with two Schottel SRP 1212 Rudderpropellers each have already been in service on the canal since 2001. Older models have been replaced in the course of modernizing the fleet. The 5 de Noviembre ferry is another modern vessel with a Schottel propulsion system working at the Panama Canal. The double-ended ferry is in service at the Gatun locks. Though vehicles used to have to wait at a narrow bridge for 45 minutes, today they only need three minutes to make the crossing. The ferry, which was also built in the Cheoy Lee/Hin Lee shipyard, is 42 meters long and 14 meters wide, with space for 24 trucks and 20 passengers. Two SRP 170 Rudderpropellers give it a cruising speed of 8 knots when fully laden. *(Source: MarineLog; Photo: Astilleros Armon)*

NAKILAT, NDSQ AND N-KOM ANNOUNCE PLANS FOR DIMDEX

Nakilat and its shipyard joint ventures NDSQ and N-KOM are strong supporters of the Middle East's leading maritime defense exhibition. Nakilat, Qatar's premier LNG shipping company, and its shipyard joint ventures, shipbuilder Nakilat Damen Shipyards Qatar (NDSQ) and ship repairer Nakilat-Keppel Offshore & Marine (N-KOM), have announced their plans for their participation in and strong support of DIMDEX, the MENA region's leading maritime defense exhibition. Nakilat, NDSQ and N-KOM will be showcasing their naval and coastguard ship construction and repair capabilities at DIMDEX, which will be held from 25-27 March at Qatar National Convention Center (QNCC), with shipbuilder NDSQ the event's exclusive Diamond Sponsor. Visitors to DIMDEX will be able to meet representatives from Nakilat, NDSQ and N-KOM at stand H5-15 throughout the exhibition. In addition, delegates will be able to visit two vessels that will be moored at Doha Commercial Port for the duration of the event. The two vessels on display at the port will be an 11m-long an ultra-high-speed craft to cover the needs of navies, coastguards, police, customs and other security services and a 98m-long frigate for the purpose of supporting military naval authorities and their counterparts. Eng. Abdullah Fadhalah Al Sulaiti, Managing Director of Nakilat and Chairman of NDSQ and N-KOM, said: "Nakilat, and our strategic partners NDSQ and N-KOM are extremely proud to support DIMDEX, an event of critical importance both for Qatar and for the entire MENA region. By showcasing the state-of-the-art capabilities of Qatar's Erhama Bin Jaber Al Jalahma Shipyard at DIMDEX, we are displaying our readiness to serve naval and other maritime security forces both from Qatar and from around the world, both in terms of ship construction and ship repair."

BUILDING PROGRESS OF THE EDDY TUG

At the Holland Shipyard in Hardinxveld-Giessendam; Netherlands is seen the new building of the **Eddy Tug**. The continued progress of the tug is seen with the above showed pictures. With a driven team that has only one thing in mind; developing and building a new generation of ship-assist / tug boats. **Eddy tug** offers you a revolutionary tug boat that will change the towage market. In a time where operational economy, quality, safety and cost reduction are spear-points of many organizations. The **Eddy tug** designs are made to live up to all these requirements, without compromising the quality and versatility of the tugs. **Eddy tug** offers a full range of services, from product development, prototyping and testing up to providing full turn-key delivery of **Eddy tug** workboats and tugs to a worldwide client base. With an organization that has experience in all relevant fields, the **Eddy tug** designs are made to excel not only on paper, but also in the water. *(Source: Holland Shipyard)*

WEBSITE NEWS

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Last week there have been new updates posted:

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

   - Heavy duty gas engine tug Argos

- Shell Awards Infield Support Vessel contract for KT Maritime Services Australia Pty Ltd.
- Search & Rescue vessel conducted trails
- Boskalis subsidiary Dockwise transports two new Statoil rigs

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