Tugs Towing & Offshore Newsletter

15th Volume, No. 14 *1963 – "50 years tugboatman" - 2013* Dated 09 March 2014

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

TUGS & TOWING NEWS

BOSKALIS STRENGTHENS ITS HEAVY MARINE TRANSPORT POSITION THROUGH FAIRMOUNT

Royal Boskalis Westminster N.V. (Boskalis) announces that it has reached an agreement to acquire Fairmount Marine B.V. and Fairmount Ocean Towage Company B.V. (Fairmount) from the French group Louis Dreyfus Armateurs. The transaction values the company at an average multiple of approximately 6 times EBITDA. Fairmount is a leading global provider of long distance ocean towage services operating five 205 tonnes bollard pull towing vessels with anchor handling capabilities. The addition of these ocean going anchor handling tugs (AHTs) allows Boskalis to further expand its market position in both offshore energy and salvage. The use of ocean going tugs for long distance wet towage is complementary to Boskalis' current dry heavy marine transport offering. With the Fairmount assets, Boskalis can offer clients the full spectrum of heavy marine transport solutions tailored for the type of cargo or specific requirements. The AHTs also have the potential of being deployed into offshore projects thereby expanding Boskalis' current transport and installation offering and can be used in salvage projects. *(Source: Boskalis)*

TUG INDUCTED INTO NAVY

A 25-tonne tug named **Sarthi** was inducted into the Indian Navy at the Naval Base here on Tuesday.

Tugs provide berthing assistance to ships entering and leaving harbour. Built by Tebma Shipyard Ltd. at Malpe in Karnataka, Sarthi is capable of generating 25 tonne bollard pull capacity. The induction is expected to bolster the capability of the Navy to berth major ships at Kochi. Rear Admiral Ravi Kiran, Admiral Superintendent of the Naval Ship Repair Yard (Kochi), was the chief guest of the induction ceremony. Rear Admiral R. Harikumar, Flag Officer Sea Training and Balasubramaniyam, vice-president of Tebma Shipyard and personnel of Naval Ship Repair Yard (Kochi) were present. *(Source: The Hindu)*

SWIBER CHARLTON

Swiber Charlton seen from the Derrick barge *Swiber Triumphant* at the NSE Yard in Singapore. The tug has a length o.a. of 33.00 mtrs a breadth moulded of 9,76 mtrs and a depth moulded of 4.30 mtrs. She has two Cummins KTA50 diesel engines with a total output of 3,200 hp at 1,800 rpm. A speed of 12 knots and a bollard pull of 40 tons. The tug is classed Bureau Veritas. *(Source: Ger Maijntz)*

COUGER

In the Port of Cape Town was seen the utility tug and workboat **Blue Jay** seen at work in Cape Town harbour last week. *(Photo: Aad Noorland)*

MACDUFF SHIP DESIGN DELIVERIES

Macduff Ship Design and Torgem Shipbuilding of Tuzla, Turkey have enjoyed a successful working partnership since 2009 and the first designs to be completed under this partnership are now being delivered to their owner, ATCO in Saudi Arabia. Torgem was awarded a major contract from ATCO in 2012 for the delivery of a total of 19 vessels of varying designs and all of them completely new. The initial seven vessels have completed successful trials with the remaining twelve vessels in various stages of production such was the long lead time for the contract. The first batch of vessels covers 25m ASD tugs, 30m ASD tugs, 46m Oil Recovery ships, 15m General Service boats and a 15.9m Pilot boat, all of steel construction and classed to Bureau Veritas. As part of the multi vessel order the **"Jeddah 44"** is the first 25m ASD tug designed by Macduff to enter service. With an overall length of 25m, beam of 10.5m and moulded depth of 4.75m the vessel is classed to Bureau Veritas BV-I ✠ HULL ✠ MACH TUG AUT-UMS Unrestricted Navigation. Powered by twin Yanmar 6Ey22AW main engines rated at 885kw and driving Schottel SRP 1012 CP ASD units the vessel achieved an ahead bollard pull of 30.7t and astern pull of 28.5t coupled with a free running speed of 12 knots. While not classed as a FiFi vessel the vessel has two monitors with a capacity each of 600m3 water from one 1350m3 output fire pump. Tank capacities for the vessel are oil fuel – 83m3, fresh water – 15m3, ballast water – 32m3, foam – 8m3 and detergent – 5.5m3 giving the vessel an offshore range. Spacious accommodation for 7 crew is provided by way of 2 x 2 man cabins, 3 x 1 man cabins [all en-suite] , additional deck washplace, galley / mess and laundry. The wheelhouse has the hallmark Macduff style with excellent all round visibility especially with the full height windows and deep eyebrow windows forward and aft. The well equipped and laid out engine room has an array of pumps, two Cat C6.6 auxiliary engines with an output of 125kw each and a separate engineers control room and workshop. Deck equipment comprises an Ibercisa forward mounted towing winch with a line pull of 20t and brake load of 90t, an aft mounted Mampaey 50t towing hook and a hydraulic deck crane with a lifting capacity of 1.5t at 8m reach. There is an identical sister ship currently under construction and she will follow shortly. The first 30m ASD tug to be designed by Macduff, the **"Jazan 4"** is another of the multi vessel order and is

also the first in a run of 4 identical vessels all for the same operator, the next three to be delivered over a period of the next year or so. On trials the vessel achieved an ahead bollard pull of 44.5t and astern pull of 38.8t with her twin Yanmar 6Ey22AW main engines rated at 1330kw driving Schottel SRP 1012 CP ASD units and a free running speed of 13 knots. Classed to Bureau Veritas BV-I ✠ HULL ✠ MACH TUG FIRE FIGHTING SHIP 1 AUT-UMS Unrestricted Navigation the vessel carries 160m3 of oil fuel, 30m3 of fresh water, 16.6m3 of water ballast, 9m3 of foam and 9m3 of detergent. Her overall length is 30m, beam 11m and moulded depth 5m with an operating draft aft of about 5.2m USK. Equipped as a FiFi 1 tug she has two fire monitors with a capacity each of 1200m3 provided by two main engine pumps rated at 1329m3 each. Auxiliary power is from two Cat C6.6 each rated at 125kw. Deck equipment comprises a forward mounted Ibercisa towing winch with a rated line pull of 20t and brake load of 130t, an aft Mampaey 65t towing hook and a hydraulic deck crane. Accommodation is for 9 persons in a mixture of single and twin berth cabins, with en-suite and communal washplaces, galley/mess and a laundry. The largest vessels in the contract are 46m Oil Recovery Ships and two have been completed, the **"Jeddah 53"** and the **"Jazan 8".** With an overall length of 46m, beam of 10.5m, moulded depth of 3.5m and operating load draft of 2.93m the two vessels are classed to Bureau Veritas BV-I ✠ HULL • MACH OIL RECOVERY SHIP COASTAL AREA. The vessels have a capacity for 564m3 of recovered oil in 6 cargo tanks, a fuel capacity of 35m3, water ballast of 331m3 in 6 tanks and a fresh water capacity of 15m3. On trials the vessels achieved a free running speed of 9.6 knots from the two Cat C12 main engines each rated at 339kw driving Schottel SRP 200 ASD units. This set up gives the vessels extremely good manoeuvrability for harbour work. For electric power the vessels have 3 Cat C4.4 generator sets each providing 95kw suffficient for all of the electric pumps for general ship duties and tank cleaning / emptying etc. Deck machinery includes capstans, a forward windlass, rope storage reels and a hydraulic crane with a capacity of 2.5t at 8m. There is comfortable and spacious accommodation for the crew of 4 comprising three cabins, a galley and separate mess/lounge and two washplaces. The wheelhouse is spacious and features the navigation equipment in modern forward consoles and the control panels for the pumping systems in a dedicated area. At the smaller end of the scale and to highlight the diversity of the range of vessels in the contract there are three 15m General Service boats, the first two being the **"GS1"** and **"GS2".** The duties of these vessels are mooring/line running, supplying stores and crew to ships and general harbour work and they are classed to Bureau Veritas BV-I ✠ HULL • MACH Sea Going Launch. They have an overall length of 15m, beam of 4.8m and moulded depth of 2.15m with an operating draft of 1.5m. Fuel capacity is 2m3 and fresh water capacity is 0.3m3, sufficient for harbour duites. They are powered by two Cat C12 main engines each rated at 287kw and driving fixed pitch open propellers to give a free running speed of 10.5knots. To be operated by a crew of 2 the vessels are very capable all round harbour service craft. The last vessel in the first batch is a 15.9m Pilot boat the **"Jazan 6".** With a steel hull and aluminium wheelhouse the twin screw vessel achieved a free running speed of 12.3 knots on trials with her two Cat C18 main engines each rated at 339kw. Classed to Bureau Veritas BV-I ✠ HULL • MACH Sea Going Launch the design has an overall length of 15.9m, beam of 4.8m and moulded depth of 2.79m with a draft aft of 1.67m. Fuel capacity is 2m3 and fresh water capacity 0.2m3 and the vessel will be operated by a crew of 2 with accommodation for 4 pilots. The second batch of vessels in this order comprises three more 30m ASD tugs, another 25m ASD tug, two 15m General Service boats, a 15m dive boat, two 15m garbage collection boats and three 19m steel pilot boats. In addition to these orders Torgem is now at the outfitting stage of a milestone contract for both them and Macduff. The order is for a steel hulled 45m offshore security patrol boat with a speed of 35 knots and the vessel underscores the adaptability and diversification of both companies and signals an entry into a completely different and new market place. The final design of the vessel has been the subject of intensive CFD analysis and full tank testing to optimize hull form and power

requirements. The patrol boat will feature a quadruple engine installation, accommodation for 18 personnel and will be used to patrol offshore installations in Arabian waters. *(Press Release Macdufi Ship Design Ltd)*

HMS CAMBELTOWN TOWED TO ALIAGA BY CHRISTOS XXIV

Ocean Going Tug **Christos XXIV**, 55 tbp, has efficiently and effectively accomplished the contemplated towage operation of the ex *HMS Cambeltown* (Type 22 Frigate / dims Loa: 148 mtrs, Breadth 14.80 mtrs) from Portsmouth, UK towards her final, solemn journey to Aliaga, Turkey. Subject to compliance with the stated procedures, facing challenging to extreme weather conditions along the route and full-filling high levelled operational and safety standards, tow convoy arrived at destination after 28 days at sea and navy vessel safely delivered to her owners. *(Source: Spanopoulos)*

CHRISTOS XXII TOWED NEWBUILDING HULL FS STORMY FROM TURKEY TO NORWAY

Spanopoulos Group has safely delivered the NB Hull 117 **FS Stormy** at Leirvik in Sogn, Norway on account of Havyard Ship Technology. The hull was towed from Yalova, Turkey via Gibraltar by AHTS **Christos XXII**. **FS Stormy** is a 2013 NB Hull (with Nr 117), 85 meters long and 16.9 meters wide. AHTS **Christos XXII**, 76 tbp, hooked-up with the FS **Stormy** at Yalova on 9th October 2013. The convoy arrived at destination on 15

November 2013 after a challenging voyage with extremely unforeseen weather conditions encountered throughout and more specifically in the West Coast of Portugal, Bay of Biscay and North Sea. *(Source: Spanopoulos)*

OCEAN CLASS TUGS AND HIGH-DECK-STRENGTH BARGES DELIVER MASSIVE OFFSHORE PRODUCTION FACILITY TO DEEP WATERS OF U.S. GULF

Once again demonstrating their power and agility in both nearshore and offshore waterways, Crowley Maritime Corp.'s ocean class tugs have successfully delivered oversized, overweight equipment – comprised of topsides, tendons, piles and more – that are now part of a massive semi-submersible floating production facility located in the U.S. Gulf, approximately 280 miles south of New Orleans, La. Working alongside the tugs were Crowley's 455 series high-deck-strength barges, which carried much of the equipment as it was towed offshore. Utilizing the Crowley tugs' dynamic positioning capabilities, the facility, known as *Jack/St. Malo*, was successfully moored and made storm safe at a depth of 7,000 feet between the Jack and St. Malo offshore oil and natural gas fields, which are within 25 miles of each other. As was done when Crowley's ocean class tugs successfully delivered the Olympus platform and Lucius spar to the U.S. Gulf, both completed late last year, the company's Houston-based Solutions project management team, which manages the tugs and barges, completed the delivery in three stages of work in both near shore and offshore waters. During the first stage, the near shore phase, the topsides were skidded onto the company's 455 series barge *Julie B* at the Keiwit facility dock in Ingleside, Texas, in Corpus Christi, where they were later lifted and installed onto the hull of *Jack/St. Malo*. Once in place and secured, the **Ocean Wind** and **Ocean Wave** next provided assistance by pushing the *Jack/St. Malo* facility, away from Corpus Christi, through the Port of Aransas, Texas, and out to deeper waters. The **Ocean Sun** followed the flotilla and was equipped to provide assistance, if needed. Relocation to deeper waters marked the beginning of the second phase of work, the offshore stage. Here, the **Ocean Wind** and **Ocean Sun** towed the facility to its final location, alongside the Crowley-contracted tugboat **Harvey War Horse II**. Also during this phase, the Solutions team arranged for the company's 455 series *barge 455 7*, towed by Crowley's tug **Warrior**, and third-party barge *Marmac 400*, towed by Crowley's tug **Pilot**, to deliver the piles, or long pipe-like structures that serve as anchors for the platform, to the project site. Finally, the *Marty J*, towed by the **Pilot**, made three subsequent trips to the installation site to deliver additional equipment – including chains, connectors and line reels – that were used in the mooring of the floating facility. In the final stage, the positioning phase, the **Ocean Wind, Ocean Wave, Ocean Sky, Ocean Sun** and **Harvey War Horse II** worked together to hold the *Jack/St. Malo* in its final location, and remained on site in a star pattern to provide support as the spar was connected to its moorings and made storm safe in more than 7,000 feet of water. "This was another successful pairing of Crowley's new ocean class tugboats and high-deck strength

barges," said Crowley's John Ara, vice president, solutions. "Not only was the project completed safely and on time, but it also helps to illustrate the increasing competence and capability of our crew and vessels. We look forward to utilizing these specialized teams and assets in projects in the future." (Source: Crowley)

SUPPORT VESSEL COASTAL CHARIOT READY FOR WORK

Maritiem Cluster Friesland has delivered another DP1 Multi-Purpose Support vessel 3512 to Acta Marine. The vessel has been custom-built and constructed within only 12 months. The **Coastal Chariot** will be deployed upon projects in Dredging, Geotechnical and Offshore Wind farm construction works. **Coastal Chariot** is the fourth unit within Acta Marine's fleet of 40 workboats that is equipped with Dynamic Positioning. The company was the first owner/operator to apply this technology upon such smaller type workboats. Also unique for a vessel of this power is the operating draft of only 1.8 meters, making the vessel particularly suitable for operating in ultra-shallow waters and very close to coastlines. Furthermore, Acta Marine's DP Multicats have a track record of being the most fuel efficient in the market. *(Press Release)*

MLC CERTIFICATE FOR VAN WIJNGAARDEN

The vessels of Van Wijngaarden Marine Services recently qualified for the Maritime Labour Convention (MLC) 2006 certificate. The most remarkable feature is that the marine operators voluntarily undertook the entire certification process. According to the regulations, the tonnage of the workboats operated by VWMS means they in fact require no certificate. As explained by Peter and Viola van Wijngaarden, the decision to voluntarily certify for MLC2006 was very deliberate. "Our largest workboats the **Dintelstroom** and the **Giessenstroom** are 309 GT. Nonetheless, we wished to comply with the new regulations, thereby issuing a clear signal to the crews on board. They are our capital and deserve the best treatment. Certification is also a clear signal to our

customers that our company not only guarantees well-equipped workboats but also that on board we maintain good working conditions and offer excellent conditions of employment in terms of pay, food, accommodation, working and rest hours." The aim of the Maritime Labour Convention is to improve the working conditions and terms of employment of the more than 1.2 million seafarers worldwide, and to prevent unfair competition in the shipping sector. The Dutch Ministry of Infrastructure and the Environment has outsourced the certification process to a number of classification firms. On behalf of Bureau Veritas, Principal Surveyor W.K. Middelbeek presented the MLC certificates to Peter en Viola van Wijngaarden, in Sliedrecht. He pointed out how special it is that these vessels were qualified voluntarily, in the year in which the operator celebrated its 40th anniversary. Van Wijngaarden Marine Services, established as a one-man business in 1974, currently operates a fleet of fifteen workboats that are deployed worldwide. VWMS employs a staff of 30, with a further 15 to 30 self-employed/temporary employees each year. *(By: PAS Publicaties; Photo VWMS: Presentation of the MLC 2006 certificate. # Left > Right: Peter van Wijngaarden, Principal Surveyor W.K. Middelbeek and Viola van Wijngaarden)*

TENTH ANNIVERSARY – FORMATION OF DAPS TO SAVE SHIP

THE *Daniel Adamson Preservation Society's* first VIP open day was an overwhelming success to help publicise its bid for a major Lottery grant to restore Britain's historic last steam tug tender 10 years to the day after saving the ship from the scrapyard and forming the Society. The Earl of Derby was guest of honour aboard the 111-year-old SS **Daniel Adamson**, which is being restored to full working order, at Sandon Dock, Liverpool. He was joined by the Lord Mayor of Liverpool, Gary Millar; the Mayor of Wirral, David Mitchell; Louise Ellman, Liverpool Riverside MP and Parliamentary Transport Committee chair; David Morgan, Maritime Heritage Trust UK chair and several future key stakeholders, partners and councillors including Rob Polhill; Leader of Halton Council and their Chief Executive David Parr. The event also gained widespread coverage in the regional media, most notably with the Liverpool Echo, BBC TV North West Tonight and BBC Radio Merseyside. The guests - including a large group of young apprentices - were given a guided tour of the 1903, Birkenhead - built, coal-fired tug tender by Dan Cross, chair of the *Daniel*

Adamson Preservation Society (DAPS), which bought the ship from Manchester Ship Canal Co for £1 to stop her being broken up. Since then, a core of 80 skilled volunteers backed by over 500 society members have spent nearly 90,000 man hours and grants of over £100,000 restoring in the main the ship's eleven steam engines made possible by the wide skill base from within the volunteers and facilities provided by Peel Ports and United Utilities such as workshops, storage and mess room facilities. The "Danny" was sold to Manchester Ship Canal Co. in 1921 and converted into its directors' inspection vessel in 1936. After being laid-up in 1984, the ship was transferred to the Ellesmere Port Boat Museum in 1986 but as funding became tight at the museum, the vessel, not owned by the museum had to be prioritised below vessels the museum owned and sadly became derelict, suffering severe water damage and was badly vandalised. Since purchase by DAPS, the ship's steam machinery, including scaled down versions of equipment found aboard the likes of "Titanic" has been restored to a "better than new" state, said Mr Cross. However, the boiler must be reconditioned and steel hull plates beneath it replaced before the Danny can return to public service on her old haunts around the Rivers Mersey, Weaver and Manchester Ship Canal next year. If the project is successful, Daniel Adamson will become the oldest working Mersey-built ship still afloat. The majority of the grant being requested will be spent over several months bringing the ship back to full passenger carrying condition once again, in compliance with strict Maritime & Coastguard Agency rules in a commercial shipyard while the ship's historic integrity will be monitored closely by National Historic Ship's UK in London, part of DCMS. Crucial to the project's completion is support from the Heritage Lottery Fund (HLF) to cover the cost. A previous HLF grant was rejected in 2011 as the Society's education plan needed to be improved. Mr Cross said: "We're very touched by the support from Lord Derby and our other guests today. We've taken a lot more expert advice for the revised application and really hope the HLF will give approval by the end of this year. We are still actively raising funds for our match-funding element of any future grant and any donations are most welcome" Lord Derby said: "The amount of man-hours already spent restoring this ship is unbelievable. I love all sorts of technology and this ship has bundles of history on board. We all know about the ships like the Cutty Sark and this ship is as historically important. I wish the Society the best of luck with the Lottery bid." Louise Ellman MP said: "This is a very exciting and important project. It's well worth a second attempt for funding and I hope the Heritage Lottery Fund support the project." David Morgan said: "I'm amazed at the progress achieved since I visited two years ago and so impressed by the 90,000 man-hours devoted to this important ship." This summer the public will be able to inspect SS **Daniel Adamson** in Canning Dock, The Strand, Liverpool city centre, during the International Festival of Business, Liverpool, in June-July Once operational the ship will sail from berths including Liverpool Cruise Terminal, Liverpool Canning Dock, Ellesmere Port, Runcorn and Salford Quays.

FORMER DUTCH NAVY SUPPLIER TO BE SCRAPPED

After a career of over 36 years it is over for the HRH *Zuiderkruis*. On 10-02-2012 she was officially decommissioned. Literally translated the *HRH Zuiderkruis* means 'Southern Cross' (crux stars), therefore the admiral decided that the ships bell should be given to Dutch astronaut André Kuipers. Andre Kuipers was not able to receive the ships bell himself, at that time he was in orbit, that is why his wife received the ships bell from admiral Borsboom. The Zuiderkruis has spent the entire year in the port of Den Helder. Efforts were made to seek a new owner, but the fact that the *HRH Zuiderkruis* was a single hull tanker, no country was interested. The only option that was left was the scrapyard. Eventually the Zuiderkruis was sold to a scrapyard in Aliaga, Turkey. The new owner (the scrapyard) had charted the ocean going tug **AGAT** (90 ton BP). 21-02-2014 was the date that the *HRH Zuiderkruis* would leave the port of Den Helder for the very last time and would be on her way to her final destination, the scrapyard in Turkey. On the day of departure, a view former sailors of the *HRH Zuiderkruis* were present to show their last goodbye to their ship. I was also present to take some pictures and video impressions, I was able to do this on the navy tug '**Gouwe**'. I didn't sail the *HRH Zuiderkruis* but my first major job on the naval shipyard in Den Helder was the exchange of the crankshaft of one of the main engines. That was the reason I dedicated an entire page on my website about the *HRH Zuiderkruis*, you can see this page at www.newdeep.nl/zuiderkruis.html *(Source: Ron Damman)*

AMSTELSTROOM TOWED STEMAT 78 TO DUNKIRK

Last weekend the 2004 built Dutch tug with call sign PIAS **Amstelstroom** (Imo 9295775) from Van Wijngaarden Marine Services was seen towing the pontoon *Stemat 78* from Rotterdam to the French Port of Dunkirk. The transport on the river from the Rotterdam Lekhaven to Hook of Holland was assisted by the tug Saluté. The **Amstelstroom** is a Damen Shoalbuster 2609S. She has a length of

26.10 mtrs a beam of 9.35 mtrs and a depth of 3.60 mtrs. The two Caterpillar 3508B TA/C develops a total output 1,640 kW (2,260 hp). She has a speed of 12 knots and a bollard pull of 30 tons. The Stemat 78 pontoon has a length of 60 mtrs and a beam of 20 mtrs and a empty draft of 0,50 mtrs. Her loading capacity is 3,050 tons. *(Source: VWMS; Photo Reinier van de Wetering)*

ACCIDENTS – SALVAGE NEWS

FIRE-DAMAGED CANADIAN WARSHIP UNDER TOW AGAIN AFTER LINE SNAPS

A snapped tow line is the latest problem as the disabled Canadian naval supply ship *HMCS Protecteur* heads back to Hawaii after an engine room fire left it dead in the water. Over the weekend the U.S. navy cruiser *USS Chosin* began towing the Canadian navy ship toward port in Hawaii, but on Sunday the tow line broke. The tow line has now been reattached to the U.S. fleet ocean tug **USNS Sioux** and is expected in Hawaii by the end of the week.

Twenty crewmembers suffered minor injuries fighting the Feb. 27 blaze that caused significant damage to the engine room and surrounding compartments. Nearly 300 people were aboard, including 17 family members, selected to join the crew on its return leg to Esquimalt, which the Canadian Navy describes a common practice at the conclusion of long sea missions. A plan is still being worked out for what happens when the ship and crew arrive in Hawaii. *(Source: Marex)*

RESCUE VESSEL 'BALTIKA' STARTS SEA TRIALS

The icebreaking rescue vessel **Baltika** left on sea trial on Thursday morning 6 March 2014. The trial will last for a couple of days. The sea trial is part of the test use of the ship, which is done to assure the functionality of the vessel systems. **Baltika** is the first ship ever to break ice sideways. In oblique mode the vessel is able to generate 50 m wide channel in 0.6 m thick ice. Bow and stern first the vessel can operate in 1.0 m thick ice. **Baltika** will be delivered to the Russian Federal Agency of Sea and River Transport in spring 2014. The vessel will be used in icebreaking, rescue and oil combatting operations in the Gulf of Finland. *(Source: Arctech)*

PIRATES KIDNAP THREE FROM 'PRINCE JOSEPH 1' VESSEL IN NIGERIA

Offshore supply vessel **Prince Joseph 1** was reportedly attacked by pirates yesterday, off the coast of Nigeria. According to Odin.tc, gunmen with a speedboat took three crew member hostages and left. Odin.tc further reported that the vessel, owned by Awaritse Nigeria, sailed to Onne port following the attack and docked in the afternoon hours yesterday, March 4. Awaritse Nigeria did not immediately respond to a message seeking comment. The vessel is now docked in Onne port, as the data on the Marine Traffic map shows. Onne is the main base for the offshore activity in the region, and a large number of supply-vessels call in at Onne every week. *(Source: Maritime Bulletin)*

HEBO MARITIEMSERVICE TO RAISE MARIA

In the forthcoming days the wreck of the "**Maria**" is to be salvaged 40 kilometers off Den Helder;

Netherlands. Preparations started on Mar 6, 2014. The salvage Company HEBO Maritiemservice – Zwartesluis; Netherlands was contracted to raise the wreck and pull it to IJmuiden for inspections. The offshore support vessel **Maria** sank after a collision with a fishing vessel on October 7, 2013 and rest in water 25 to 30 meters deep. Two of the five crew on board were rescued. Three men were reported missing. *(Source: Vesseltracker; Photo Jan van der Pluijm)*

SVITZER APPOINTED FOR WRECK REMOVAL

Gard, the insurer of the "**Luno**"-owner Naviera Murueta has appointed the salvage company Svitzer with the removal of the wreck. Work was set to begin around Mar 20 and end two months later on the earliest. Svitzer will carry the needed equipment from the Netherlands base by ship to Anglet. Work will involve about 20 people. The City of Anglet, but also the port owner and state authorities have agreed to the submitted plan. First, some parts of the foreship will be taken off before the section is winched onto the beach for dismantling. Then the accomodation block will be pulled onto the foreshore, before the most delicate phase is started, the removal of the stern from a depth of 15 meters. It first has to be located by sonar and cut up with thermal lances and removed with a giant claw and a hydraulic magnet. The Spanish Luno grounded on February 5, 2014 on the Southwestern France coast near the city of Anglet. The Luno had suffered engine problems before the incident. *(Source: Vesseltracker; Photo: REUTERS/Regis Duvignau)*

LOST TOW RECONNECTED

The Coastguard and divers helped to reconnect a tow of nine 550 metre pipes to the "**GPS Avenger**" in Lyme Bay after the tug lost its load in the evening of Mar 4, 2014, The tug had stayed with the lost pipes and made safety broadcasts every 30mins. The items were reconnected on Mar 5 with the help of divers. The vessel headed to Portland to pass the tow to another vessel before continuing on its journey. It docked short before midnight. *(Source: Vesseltracker)*

OFFSHORE NEWS

MMT INKS CHARTER CONTRACT FOR MV ´STRIL EXPLORER´

MMT has signed a long term charter contract for M/V **Stril Explorer** that is operated by Simon Mökster Shipping AS. MMT has during several projects in the past conducted various survey assignments from this vessel. M/V **Stril Explorer** is a DP2 offshore vessel with a large open deck and is very suitable for launch and recovery operations, for example with ROVs, AUV and geotechnical equipment. The vessel is equipped with a 60 T offshore crane with a working depth of 1500 m. **Stril Explorer** also has one main ROV hangar, suitable for 2 x WROV, launching through hangar port/stb side doors. The vessel is also equipped with a separate deck hangar suitable for 1 x IROV launching through side door. This makes **Stril Explorer** a very suitable platform for conducting complex subsea operations demanding multiple ROV´s in the water. These subsea services is performed in close cooperation with the company's experienced partner Reach Subsea AS. MMT's sales director Nils Ingvarson comments on the supplement: "We have used **Stril Explorer** on project basis since 2011. Now when we have full control of a DP2 Vessel we will be able to supply a survey solution that complies with any survey requirement and additional ROV work. **Stril Explorer** is also intended to be the platform for the survey operations conducted from our new ROV "The surveyor" which will be launched this summer together with Reach Subsea." MMT´s long term charter agreement for **Stril Explorer** is for two years. *(Source: MMT)*

ULSTEIN VERFT HOLDS NAMING CEREMONY FOR 'POLAR ONYX'

Ulstein Verft held the naming ceremony for the offshore construction vessel '**Polar Onyx**' on Friday 28 February 2014. The vessel is built for GC Rieber Shipping, and is chartered by Ceona for five years for deepwater projects offshore Brazil. The lady sponsor was Ms Natalie Dawn Preston, daughter of Ceona's CEO, Steve Preston. 'Polar Onyx' is delivery number 300 from Ulstein Verft. Designed to the highest standard for dynamic positioning, DP-3, the vessel is equipped with a 250t AHC offshore crane. (Source: Ulstein)

OLYMPIC CHARTERS TWO NEWBUILDS

Olympic Shipping has entered into charter agreements for two subsea support newbuilds to be delivered from Kleven Maritime in 2014 and 2015. Both vessels have been awarded contracts for 3 years fixed with options of another 2 x 1 year. The total value of the fixed contracts is close to NOK 800 million, including options the total value is approx. NOK 1.2 billion. *(Source: Olympic)*

ULSTEIN VERFT DELIVERS OCV POLAR ONYX

The offshore construction vessel '**Polar Onyx**' was delivered on 4 March 2014 from Ulstein Verft to GC Rieber Shipping, as the latest addition to their growing investments into the subsea segment.

The vessel's first assignment will be to work for deepwater projects serving as pipelay support vessel for Petrobras offshore Brazil. The 130-metre long and 25-metre wide '**Polar Onyx**' is based on ULSTEIN's SX121 design, a design which is generally designed to operate in the IMR/SURF construction market, with high capacity for flexible pipe cargo below deck and on main deck. *Main Features* '**Polar Onyx**' can accommodate 130 persons, and complies with the latest international environmental standards. She is certified according to Special Purpose Ships (SPS) and Clean Design and carries a Green Passport. The vessel has a large construction/cargo deck area of 1,700 m2. She is equipped with an AHC offshore crane capable of lifting 250 tonnes at 14-metre outreach, and a 12-tonne AHC offshore crane. She will also carry two new work class ROVs, one to be deployed through a moon pool, the other over the starboard side. The vessel is classed according to DNV, and meets the highest standards for station keeping, redundancy and dynamic positioning (DP3), with additional redundancy on all major components on board. *(Source: Ulstein)*

UOS LIBERTY ASSIST BULKER

We have the **UOS Liberty** on the Clyde just now. A few weeks back she attended the bulker *Cape Elise* off the West coast of Ireland after she was caught in horrendous weather that swamped her steering and caused a large amount of damage to the bulker. The **UOS Liberty** has remained with the casualty and it is hoped that after the bulker has discharged her cargo the tug will tow her to a repair yard on the Clyde. *(Source: Tommy Bryceland)*

EMAS WINS SUBSEA PROJECTS WORTH MORE THAN $125M

EMAS, the operating brand of Ezra Holdings, a global offshore contractor and provider of integrated offshore solutions to the oil and gas industry, today announced that the group has been awarded subsea construction and offshore support contracts in Asia Pacific and West Africa with a combined value exceeding $125 million, including options. Following contract wins in January, EMAS AMC continued its momentum with subsea contracts awarded in West Africa and Asia, including a deepwater pipeline installation project in the South China Sea. The scope of work includes FPSO mooring repair work in West Africa, and in Asia, the installation of flowlines, associated PLETS

(Pipeline End Terminations) and spools in working water depths of up to 1,400m. Work for these projects is expected to begin in the first quarter of 2014, and will be managed from EMAS AMC's Houston and Singapore offices. EMAS Marine added contracts for offshore support work in Malaysia, Thailand and Australia with the deployment of two Anchor Handling Tug and Supply vessels and one Platform Supply Vessel. "These are important wins for us as it strengthens our presence in West Africa and growing leadership in Asia. The subsea project in the South China Sea is also a clear recognition of the deepwater pipelay capabilities of our subsea team and our key assets here in Asia," said EMAS's Group CEO and Managing Director, Lionel Lee. "The Asia Pacific region is an important market for us with offshore support, subsea construction and engineering activities expected to continue picking up as oilfield operators venture further offshore. With our strong roots here in Asia, we are well positioned to compete for the many upcoming projects in the region." EMAS reported strong top-line growth with operational profitability in 1QFY14 and the group's orderbook currently stands at above $2 billion. In a separate announcement, the group's associated company, EOC Limited, announced a $100 million award for the **Lewek Conqueror**, a hook up and maintenance accommodation barge, for work in South East Asia. *(Source: EMAS.com)*

DOF SUBSEA STRENGTHENS ITS POSITION IN GULF OF MEXICO

DOF Subsea has been awarded several contracts, which further strengthens DOF Subsea's market position in the Gulf of Mexico. DOF Subsea, a subsidiary of DOF ASA, has entered into an agreement with Otto Candies for the charter of the Jones Act vessel Chloe Candies for a firm period of one year plus one year option. The charter period will commence at the beginning of March 2014. The vessel will be operated by DOF Subsea North America to execute subsea projects. DOF Subsea North America has also entered into a contract securing utilization of the vessel Chloe

Candies for 5 + 2 months. In addition, DOF Subsea North America has entered into a contract utilizing Harvey Deep-Sea for 3 months firm + 2 months options. DOF Subsea's CEO, Mons S. Aase stated that he was very pleased with the contract awards, which further strengthens DOF Subsea's market position in the Gulf of Mexico. *(Press Release)*

SEABIRD'S "OSPREY EXPLORER" TO WORK IN SOUTH AMERICA

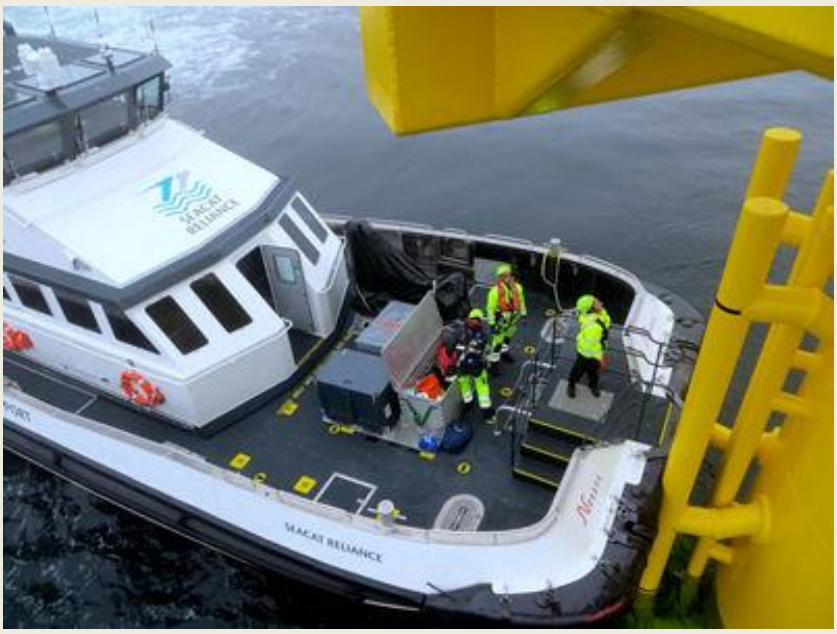
SeaBird Exploration Plc revealed that **Osprey Explorer** has been awarded a contract in South America for a major oil company. The contract has an estimated duration of approximately 75 days and a value of approximately USD 9 million. Startup is expected by the middle of March. S/V **Osprey Explorer** joined SeaBird's fleet in August 2006 after being converted to 2D Long offset/source vessel in Poland. S/V **Osprey Explorer** is the first Worldwide Maritime vessel that DNV has classed as "Seismic Vessel". *(Source: SeaBird Exploration)*

BOA MARINE CHARTERS OLYMPIC BOA OCV

Boa Marine Services, Inc. has chartered the newbuild vessel **Olympic Boa**, owned by Olympic Shipping. The vessel is a multi-functional offshore construction vessel (OCV) owned by Olympic Ship AS. The charter will start during the second quarter of 2014. Boa has chartered the **Olympic Boa** vessel on a three-year contract, plus options. Earlier this week Olympic Shipping also revealed it had secured a contract for its vessel **Olympic Zeus**. The vessel will work for with Reef Subsea for a fixed period of 120 days + options. It will be engaged on project work at the Grane field for Statoil. *(Source: Offshore Energy Today)*

WINDFARM NEWS

SEACAT SERVICES SCORES DONG DUO AT FIRST 6MW PROJECT



DONG Energy and class-leading offshore wind transfer vessel operator, Seacat Services, today confirmed a twelve-month, two workboat crew transfer deal to support construction operations at the 210MW Westermost Rough Offshore Wind Farm. The Round 2 UK offshore wind project, which began offshore construction in late February, will become the first wind farm to use the Siemens 6MW turbine on a commercial scale, anywhere in the world. With all 35 turbines to be fully commissioned by mid-2015, construction on the thirty-five square kilometre site will demand the highest possible level of workboat and crew availability – a challenge that can present significant concerns for developers when undertaking large-scale installations far out to sea. To address this, Seacat Services will deploy two DNV class-certified, British-built workboats, powered by two MTU diesel engines driving water jets. When fully laden, each vessel has the capability to accommodate 12 technicians, up to 3 STCW-certified crew and 15 tonnes of equipment and on-deck cargo, while reaching speeds of over 25 knots. Combined, the two workboats have already accumulated in excess of 5,000 operational hours spent working on a range of different UK and European offshore wind initiatives. "As offshore wind farm owners and investors look to develop, construct and commission increasingly ambitious new power projects within tight time parameters, it's imperative that external suppliers, contractors and support staff have the experience and equipment necessary to keep new developments on budget and on track," said Ian Baylis, Managing Director, Seacat Services. "With the importance of establishing and maintaining an strong supply chain already well-documented, the success of our work at Westermost Rough Offshore Wind Farm will be judged on the efficient and safe, regular transit of cargo and crew. "At completion the turbines are expected to stand in water of between ten and twenty-five metres. Given this and the pioneering use of the new 6MW turbine, we look forward to working with all parties active on

this critical site throughout 2014." The first workboat, **Seacat Reliance**, is already operational and in use on the site. She will be joined by a sister vessel, in June 2014, following the completion of a successful charter elsewhere. The Westermost Rough Offshore Wind Farm charter deal is the latest confirmed offshore wind farm support agreement to be undertaken by the six-strong Seacat Services fleet. In 2014, Seacat Services launched its latest DNV class-certified vessel, 24-metre **Seacat Volunteer**, with sea trials having taken place throughout January. A further DNV class-certified 24-metre workboat will be launched in June 2014 and two 26-metre workboats, already in build, are scheduled to be launched in October 2014 and January 2015 respectively. The completion and launch of the new vessels underlines Seacat Services commitment to provide the market with first-class transit equipment capable of operating throughout Europe and during the harshest of weather conditions. *(Press Release)*

CTRUK TO SHOWCASE TWO VESSELS AT SEAWORK

CTruk will have two vessels on the Seawork pontoons this year. **CWind Endurance**, a 20m Small Waterplane Area Twin Hull (SWATH) OWSV for Dungeness-based Technical Marine Support and CWind, is due for delivery in March 2014 and it is planned that she will grace the pontoon at Seawork later in the year. CTruk has utilised the wealth of performance statistics and operational feedback gained during its composite SWATH workboat CWind Astute's first year at sea to fine tune the design for this build. The use of waterjets is the main difference on the new SWATH workboat. Rolls-Royce Kamewa FF41 jets are expected to increase manoeuvrability and responsiveness to sea conditions when approaching the turbine transition piece. A revised engine and transmission layout will optimise the longitudinal centre of gravity (LCG), reducing ballast volumes and lightening the vessel. Coupled with the weight savings already gained from composite construction, this will serve to further enhance the fuel efficiency for which CTruk's innovative workboats are renowned. The refined hull shape also gives extra displacement; the ability to reduce draft will allow the craft to access shallow harbours and beach safely. Stuart Richardson, owner of Technical Marine Support, currently skippers a CTruk 20T. *CTruk Thor* With a growing military presence at Seawork, CTruk has chosen the event as a showcase platform for the first-in-class **CTruk Thor** (Twin Hulled Offshore Raider), Force Protection Craft variant, which launched at DSEI in September 2013. This 11m composite twin-hull design has been put through its paces during a series of promotional deployments to demonstrate the advantages of this innovative composite design for military and maritime security roles. The craft has been trialled in a range of sea and weather conditions. Twin hulled THOR gives a superior ride in quartering, beam and following seas, confirming the value of the stable catamaran platform which is a key advantage for troops and weapon systems. Both these innovative composite craft will be on the pontoon at Seawork 2014 (berths V10 and V25). The CTruk team will exhibit on the same stand as previous years (B9). *(Source: Seawork)*

YARD NEWS

ALPHABRIDGE TUGBOAT BRIDGE READY FOR SHIPMENT

Picture taken from the first customized Alphatron Alphabridge tugboat console for application at the new series of Rotortugs RT 80 build for KOTUG. As the vessels are under construction at Damen shipyards Poland and Cheyo lee in Hong Kong. The prefab assembly of the wheelhouse consoles guarantees not only fast delivery time but also the Installation of delicate bridge instruments in a safe and clean environment. The Alphabridge tugboat concept is developed in close cooperation with captains and operators of very manoeuvrable tugboats like Rotortugs, ASD ,Z -Peller ,Schottel and Voith currently in operation worldwide. As can be seen from the picture all equipment controls including DMT winch control and the Schottel rudder propellers are executed in the same compact style all with a common lay out ,securely mounted by the patented Alphaline snap on system. All Dimming is done centrally and in order to guarantee a limitless view over 360 degrees the monitors for Radar,Ecdis ,Alarm monitoring and closed circuit television are adjustable in height using very reliable gas springs supports. Mechanical switches are combined with space saving TFT Touch screen panels for secondary functions. At the ceiling a unique sound bar is located for user-friendly control of various communication equipment supported by a voice interface equalizing the different levels of sound. Equipment for Hybrid operation of the vessel is also integrated for maximal comfort. The integrated Alarm monitoring system is also indication important information at a so-called conning screen also indicating Roll and pitch of the vessels behaviour. For More information Alphatron Marine bv PR@alphatronmarine.nl / lv@alphatronmarine.nl

ROSMORPORT EMPLOYEES RECEIVE AWARDS

The Russian Federation Government Prize in the field of science and technologies was awarded to employees of several companies and enterprises for the creation of new generation diesel electrical icebreakers (project 21900), which provided navigation safety and frequency in the hard ice conditions of the Baltic Sea due to the efficiency of the innovative solutions implemented during construction. Among the winners of the Russian Federation Government Prize are: Yuri Polyakov – Deputy Head of Department – Head of Division for Construction Control and Technical Supervision over Shipbuilding of the FSUE "Rosmorport" Department for Development and Construction of Fleet; Pavel Tarasov – Shipmaster-Instructor of the FSUE "Rosmorport" North-West Basin Branch Instructor Group; Vladimir Shtrambrand – Head of the FSUE "Rosmorport" Department for Development and Construction of Fleet. At present FSUE "Rosmorport" manages two icebreakers of project 21900 – the Moskva and the Sankt-Peterburg, which were designed and built in 2005-2009 in Saint-Petersburg at JSC Baltic Shipyard. These are the first diesel icebreakers in 23 years, which were constructed at a home shipyard. Before that most diesel-electrical icebreakers, which are now used in the Russian Federation, were constructed at Finnish shipyards. An icebreaker of project 21900 is a two-deck ship with two full-rotating rudder propellers with the total power of 16 mW. The hull can withstand more than 1-meter-thick ice. The icebreaker is designed for: escort of large-capacity tankers up to 50 meters in width; towage of vessels in ice and in plain water; cargo transportation; emergency and rescue works and assistance to vessels; fighting oil and chemical leaks in open sea, firefighting. Today FSUE "Rosmorport" in close cooperation with Arktech Helsinki Shipyard (Finland) conducts construction of three more advanced diesel-electrical icebreakers (project 21900M) with unlimited navigation area at the Vyborg Shipyard. *(Source: Shipbuilding Tribune)*

ABS TO CLASS SOME OF THE BIGGEST

ABS, the leading offshore and maritime classification society, has been selected by Edison Chouest Offshore and Island Offshore through the company Island Ventures II LLC to class two next-generation offshore construction vessels (OCVs). The **ULSTEIN SX165 design** vessels, ordered through Island Ventures II LLC, will be built at Ulstein Verft in Norway and Edison Chouest's LaShip yard in Houma, Louisiana, in the US. The OCVs will be 28 m wide and 145.7 m long with accommodations for 200 people. They will be equipped with one 400-metric-ton crane and one 140-metric-ton crane, a large moonpool measuring 11.2 x 12 m, and two smaller moonpools with remotely operated vehicle installed in a centrally located hangar. The vessel has three separate engine rooms to provide extreme operational reliability. Health, safety and the environment have been fully considered in the development of this design. The vessels design provides for crew comfort and safety in accordance with international regulation ILO Maritime Labour Convention

and features four lifeboats, two on each side. In addition, the vessels are equipped with SCR catalyst systems for NOx emission reduction. According to Ulstein Verft, this will be the largest vessel to date to be built at the yard and is the company's largest single shipbuilding contract. The vessel is scheduled for delivery in the third quarter of 2015. *(Source: Shipbuilding Tribune)*

CEMRE SHIPYARD SPLASHES NEWBUILD PSV "POLARSYSSEL"

Cemre Shipyard launched a new ship built for Norwegian Havyard Group based on the order of Icelandic oil service company Fafnir Offshore on 1 March 2014. The vessel, **Polarsyssel**, is a state-of-the-art platform supply vessel (PSV) of Havyard 832L L WE design, specially built for operations under extremely harsh conditions in the North Atlantic. She is 88.5 meters long and 17.6 meters wide. With the total investment of $55 million, the **Polarsyssel** represents the biggest offshore project in Iceland. *(Source: World Maritime News)*

SCANA INDUSTRIER PROPELS BOURBON'S AHTS

Scana Industrier ASA has through its subsidiary Scana Propulsion signed a contract with Vard

Brattvåg for delivery of a propulsion system for an Anchor Handling Tug Supply Vessel (AHTS) to Bourbon Offshore Norway. The AHTS is of **design type Vard 2-12**, designed by Vard Design. The equipment will be delivered by the end of 2014. "We are proud to be selected by Vard and Bourbon Offshore Norway for supply of propulsion system to this sophisticated AHTS," says Hallvard Pettersen, Managing Director of Scana Volda. "The order intake for Scana Propulsion in 2014 has been promising, and reflects a positive signal of higher activity in the market," continues Pettersen. In addition to the above mentioned contract Scana Propulsion has signed contracts for deliveries of tunnel thrusters and propulsion systems to a total of four container vessels at Remontowa Shipyard for the ship owner Royal Arctic Line, one delivery of gearbox to MAN Diesel and Turbo for fishing vessel at Karstensens Shipyard, and one propulsion system to Havyard Ship Technology for a live fish carrier. The total value of the signed orders are approximately 53 MNOK. *(Press Release)*

WEBSITE NEWS

HTTP://WWW.TOWINGLINE.COM

ARE YOU ALSO INTERESTED IN THIS FREE TUGS TOWING & OFFSHORE NEWSLETTER. PLEASE VISIT THE WEBSITE WWW.TOWINGLINE.COM AND SUBSCRIBE YOURSELF FOR FREE

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

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*

material that is posted here is of your authorship and you have not been credited properly please alert us and I will correct the credit or remove it in accordance to the author's wishes.

DISCLAIMER