

# Tugs Towing & Offshore Newsletter

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

## TUGS & TOWING NEWS

### *FAIRMOUNT’S TUG TOWS PIPELAY-VESSEL CASTORO SEI TO ROTTERDAM, THE NETHERLANDS*



Tug **Fairmount Glacier** has towed pipelay-vessel *Castoro Sei* to Rotterdam, the Netherlands, from where the vessel will start her seasonal activities on the North Sea. The **Fairmount Glacier** hooked-up with *Castoro Sei* in Genoa, Italy. The *Castoro Sei* is a 28,000 ton DWT 152 meters long semi-submersible pipelay-vessel operated by Italian Saipem. For her towage from Genoa towards Rotterdam the **Fairmount Glacier** was

mobilized from Las Palmas. The convoy reached Gibraltar within six days. For the next part of the voyage, including the passage of the English Channel, the **Fairmount Glacier** was assisted by tug **Salvicero**. Despite the bad weather encountered offshore Portugal on the Atlantic, the convoy made progress and continued towards its destination. Upon arrival Rotterdam the *Castoro Sei* was towed inside and safely moored. Fairmount Marine is a marine contractor for ocean towage and heavy lift transportation, headquartered in Rotterdam, the Netherlands. Fairmount’s fleet of tugs consists of five modern super tugs of 205 tons bollard pull each, especially designed for long distance towing, a multipurpose support vessel and a large submersible transport barge. Fairmount Marine is part of Royal Boskalis Westminster. *(Source: Fairmount)*

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View the youtube film of the Alphabridge for tugboats on <http://www.youtube.com/watch?v=hQj6hFDcHW4&feature=plcp>

## SANMAR HANDS OVER M/T BAUS

Sanmar, Turkey's pioneering tugboat building specialist, has delivered the ASD tug 'Baus' to the Norwegian owner Buksér og Berging AS. Baus is the sixteenth vessel of the builder's popular Ulupinar Class ASD tug series designed by Robert Allan Limited of Vancouver, Canada, but with a number of changes to meet the owner/operator's requirements and/or stringent Norwegian regulations regarding crew accommodation. Increasing



the beam by a mere 40cm has allowed the inclusion of bigger engines (and increasing the static bollard pull to 55 tonnes and the free-running speed to 12.5 knots) and allows an improved layout to the living quarters. The new model measures 24.40m x 9.55m beam with a draft aft of 4.75m, Baus is powered by a pair of Caterpillar 3512 main diesels, each developing 1,500kW at 1,600 rev/min. These turn Rolls Royce stern mounted US 205FP Z-drives in conventional ASD configuration with propeller diameters of 2,200mm. The vessel's electrical needs are supplied by a pair of Caterpillar C4.4 generator sets each of 86kW. Below main deck the forward accommodation area has been extended aft by two frames to provide two twin berth cabins and separate WC and shower



compartments. On main deck there are single cabins for captain and chief engineer and amongst other changes from the slightly less beamy version is an entirely separate galley and mess room arrangement. Other changes and improvements over earlier versions include a full FiFi1 external fire-fighting system, Karmoy hydraulic winches fore and aft driven via main engine PTO and increased wheelhouse foot print with access both sides. Sanmar also claims that a new skeg design has benefited the

tug's manoeuvrability, allowing the vessel an escort capacity of more than 40 tonnes at 8 knots.

*(Source: Sanmar)*

## ICE-BREAKING ON ALPENA HARBOR

The U.S. Coast Guard issued a release advising residents of Alpena, Mich., that the commercial tug **Manitou** is scheduled to break ice in the Alpena Harbor near the LaFarge facility, beginning Wednesday afternoon. The ice-breaking operation does not involve a Coast Guard icebreaker;

nonetheless, the Coast Guard is advising residents and visitors that any ice in the area may be particularly unstable and dangerous. Ice fishermen are asked to remove their ice shacks and equipment from these areas. All transit times and locations are subject to change based on weather conditions. According to the Coast Guard, all efforts are being made to limit the impact on winter activities on the ice, however the Coast Guard advises everyone to stay clear of this area. (*Source: USCGNews*)

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### *KHOR ANGAR AT SINGAPORE*

The Damen built ASD 2411 tug **Khor Angar** (Imo 9681003) was seen at the Singapore anchorage on the 17<sup>th</sup> March 2014. The tug is presumably on her delivery voyage to the Port of Djibouti as homeport is shown on her stern. He tug is flying the St. Vincent and Grenadines flag with call sign J8B4999. She has a grt of 250 tons and a dwt of 150 tons. The standard ASD 2411 has a length 24,47 mtrs a beam of 11.33 mtrs Her total engine output is 4,200 bkW, speed 12.5 knots and a bollard pull of 70 tons. (*Photo: John Regan*)



### *ASIA'S FIRST LNG POWERED TUGS ORDERED*



Rolls-Royce announced that it has won an order from Chinese state oil company CNOOC, to power Asia's first gas powered tug. The **order is for two tugs** to be built at the Zhenjiang shipyard in Jiangsu, China, **with an option for an additional two**. The first tug is planned for delivery by the end of this year. Each tug features a pair of Rolls-Royce Bergen C26:33L9PG engines fueled purely by liquefied natural gas

(LNG). The Rolls-Royce power and propulsion systems package for each tug includes a pair of highly reliable Rolls-Royce US 205 CP azimuth thrusters to ensure the tugs have rapid maneuvering and strong bollard pull capabilities - essential for tug operation. Neil Gilliver, Rolls-Royce, President - Merchant, said, "This order is highly significant for Rolls-Royce, CNOOC, and Zhenjiang shipyard and marks a new era for tug boat propulsion technology in China, an increasingly important market for the marine industry. Rolls-Royce is proud to be selected to power Asia's first pure gas powered tug and to play a pivotal role in the state's focus on reducing emissions along the coasts and inland waterways. I am convinced that with the growing popularity of LNG as a marine fuel, more operators will soon begin to opt for a cleaner, lower cost and smoke-free fuel solution to power their tugs. This order will be one of many more to come." This order follows the delivery of the world's first gas powered tug, **Borgøy**, also powered by Rolls-Royce. *(Source: Rolls-Royce)*

### *GLOBAL ENERGY GROUP BUYS J P KNIGHT (CALEDONIAN) LTD*

JP Knight (Caledonian) Ltd, the Invergordon based towage business, has been purchased by the Global Energy Group (GEG) in a move by the energy services and fabrication giant to secure towage services in the Cromarty Firth. A member of the J P Knight Group of Rochester in Kent, the long established Scottish company has been acquired in its entirety, in a deal concluded on 14 February 2014. The company's four



tug fleet, crews, shore-side staff, offices and other facilities will continue to operate as before under the existing chief executive, David Offin. All four vessels are Japanese built ASD tugs capable of harbour towage and seagoing operation. The tugs **Kestrel**, **Keverne**, and **Kintore** are based at Invergordon, providing towage services locally and carrying out coastal and short sea operations. **Kindeace**, the fourth vessel, has been on long term charter to Multiship Towage and Salvage of Ternuezen for use in Antwerp, bearing the name **Multratug 5**. It is understood that the company will in future trade as Caledonian Towage Ltd and the tugs will bear new livery. The tugs **Kestrel** and **Kindeace** are likely to be renamed, with 'true Scottish names'. This recent acquisition by GEG, owners of the massive, redeveloped Nigg Bay construction facility, represents a further significant expansion of the group's operations in the Cromarty Firth. Among other recent GEG acquisitions was the multimillion-pound purchase of fabrication firm iFAB from Port Services. It has been reported that the chairman of GEG, Highland entrepreneur Roy MacGregor, declined to reveal the value of the deal but said the business and its assets fitted well with its growth strategy for existing and potential work in the Firth and further afield. JP Knight (Caledonian) is a long established towage business operating within the Cromarty Firth and surrounding North Sea areas across both the energy and maritime sectors. J P Knight (Caledonian) Ltd was first formed in 1971 to carry out local and coastal towage, and eventually became a significant part of the JP Knight Group. For many years the company has built up a rapport with Japanese towage interests and has been responsible

for bringing a succession of modern Japanese ASD to the UK for its own use and on behalf of other operators. The parent company, J P Knight Ltd, was formed in 1892 and is the oldest remaining family owned towage organisation in the UK. This latest transaction leaves the company somewhat depleted but with every intention of continuing to operate their tug and barge business in South America. Chairman Richard Knight told Maritime Journal: “The company will continue to operate our existing tug and barge service in South America and can see possibilities for further future development in that business.” J P Knight Ltd has been transporting bauxite ore downriver from remote inland sites to coastal terminals for many years. Since first becoming involved with river transport in the area, the company has delivered 58 million tonnes of Bauxite over a total distance of 2.7 million miles by river. *(Source: Maritime Journal; Photo: Hans Hoffmann)*

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### *RECTIFICATION*

In the last TT&O issue No.17 March 19, 2014 was mentioned that main engine of the Lars was one of the main engines of the **Smit-Lloyd 101** “this is not correct”. The main engine is from the **Smit-Lloyd 2**. Which was broken up in 1987 in Brugge at the Brugse Scheepssloperij NV – Belgium. Sorry for this inconvenience. *(Thanks to Roy Helleman)*

### *GULF COAST WORKBOAT REPOWERED WITH VOLVO PENTA DIESELS*





Last Wednesday March 19, 2014 was seen on the Caland Canal in the Rotterdam Europoort near the Heerema location the Damen new building StanTug 1907 with **yard number 503419**. The tug commence technical trails and bollard pull tests. The standard tug has a length of 19.34 mtrs a beam of 7.34 mtrs and a depth of 3.39 mtrs. The total engine output is 1,492 bkW with a bollard pull of 27 tonnes and a speed of 11.7 knots. *(Photo:*

*Jan Oosterboer)*

## BACHACO LEAVING MALTA

The 2014 built Panama flag with call sign HP9187 tug **Bachaco** (Imo 9622980) was seen leaving Grand Harbour, Malta on Thursday 20th March, 2014 during her delivery voyage by **RedWise**. The tug is built by Uzmar Gemi Insa San. Ve.Tic. A.S. – Izmit; Turkey under number NB 53 for International Offshore Engineering and development Company S.A. The tug has a length of



30.25 mtrs a beam of 11.75 mtrs and a draught of 3.75 mtrs with a grt of 463 tons and a nrt of 139 tons. The two Caterpillar main engines develops a total output of 4,000 kW (5,434 hp). She has a speed of 12 knots and is classed I  Hull  Mach Tug-Firefighting ship 1 -water spraying Unrestricted navigation. *(photo: Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com))*

## TRIBILIN ENTERING MALTA



The 2014 built Panama flag with call sign HP9764 tug **Tribilin** (Imo 9693240) entering Grand Harbour, Malta on Thursday 20th March, 2014 during her delivery voyage by **RedWise**. The tug is built under supervision and commissioned of Bogazici Shipping by Dentas Gemi Insa Ve Onarim Sanayi A.S. – Istanbul; Turkey under number 06-019 as **Bogazici 14** for

International Offshore Engineering and development Company S.A. The tug has a length of 32.50 mtrs a beam of 11.70 mtrs and a draught of 4.30 mtrs with a grt of 463 tons. The two Caterpillar main engines develops a total output of 4,200 kW (5,706 hp). She has a speed of 13 knots and is classed I  Hull  Mach Escort tug-Salvage tug-Firefighting ship 1 -water spraying Unrestricted navigation. *(Photo: Capt. Lawrence Dalli - [www.maltashipphotos.com](http://www.maltashipphotos.com))*

## AQUARELLE SCHIEHAVEN - ROTTERDAM

The Dutch National Towage Museum received an aquarelle as gift from Mrs A. de Bruijne - Vlissingen. The original aquarelle is made by the well know Dutch painter Ad Oudes and showing

the Schiehaven in the Port of Rotterdam. On the aquarelle is seen a passengership from the Koninklijke Rotterdamsche Lloyd (Royal Rotterdam Lloyd) and two tugs from the former company Piet Smit. The National Towage Museum thanks Mrs. A. de Bruijne for this gift. *(Source: NSM)*



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## *RUPE IN THE LYTTELTON DRY-DOCK*



The Port Taranaki-(New Zealand) owned 1984 built tug **Rupe** (Imo 8207472) was seen in the Lyttelton dry-dock where she was undergoing a routine survey. Port Taranaki are the operators of New Plymouth, a port on the west coast of New Zealand's North Island. The tug was built by Sims Engineering, Port Chalmers in 1984 and is used for ship manouvering at the port but she also helps with FPSO operations off the coast and the occasional coastal tow of disabled ships. The tug has two Caterpillar V12 type 60V12 engines with a total output of 1,738 kW (2,330 bhp) a bollard pull of 29 tonnes a speed of 10.5 knots and is equipped for full firefighting if required. She has a length of 28.75 mtrs a beam of 9 mtrs and a depth of 5.50 mtrs. Her grt is 283 tons and a her dwt is 94 tons. *(Photo: Alan Calvert)*

## SAILOR WHO HELPED KEEPING TUG AFLOAT HONOURED

A sailor who helped prevent an environmental disaster off the coast of Devon has been decorated in the latest round of military honours. Chief Petty Officer Halsey will receive the Queen's Commendation for Bravery. He led the Royal Navy's three-man team that prevented the "[Christos XXII](#)" from sinking off Torbay in 2013. The tug, which was carrying 200 tonnes of



diesel, collided with the "[Emsstrom](#)" it was towing. Three men had boarded a sea boat and took some equipment over to the "[Christos XXII](#)". When they got there she was lolling around in the sea and they found out the engine room hold was rapidly flooding. There were 200 tonnes of fuel oil on board so an environmental disaster was avoided by gaining control of the situation. The tug could be taken to Portland Harbour and repaired. (Source: [Vesseltracker](#); Photo: [Pascal Bredel](#))

## YESTERYEAR STEAM TUG MATTON 10



The [Matton 10](#) letting off steam as she maneuvers at the start of a tow on the Erie Canal (now the New York State Barge Canal). She appears to be ready for a long journey---she's so loaded with bunkers and supplies that she is low in the water and down by the bow. She's even carrying extra coal along here side decks. The [Matton 10](#) was a canal tug, built in 1903 at Athens, New York. It's likely she towed only on the

Erie Canal; many other canal tugs also towed up and down the Hudson River as the occasion demanded, and it was not at all uncommon to see canal tugboats dropping off and picking up tows in New York Harbor. The [Matton 10](#) was 70 feet long and powered by a wind arrow to help the pilot judge the effects of the wind on his tow. This photograph must have been taken quite late in the [Matton 10](#)'s career, because age has caused her to lose her sheer. (Source: [On the Hawser](#) by [Steven Land](#) & [Peter H. Spectre](#)).



## ACCIDENTS – SALVAGE NEWS

### TUG DAMAGED DURING BULK CARRIER ASSISTANCE

During the assistance of the Cyprus-flagged bulkcarrier "*Okyalos*" (IMO-No.: 9145059), on Mar 16, 2014, which was unloaded transiting the Kiel Canal enroute from Rotterdam to Liepaja the wire of the "*Bugsier 15*", which was serving as stern tug, broke. The bulker was pushed against the pilings in Kudensee, and the "*Bugsier 15*" was disabled due to a damage of the winch on the ships aft. It had to be replaced while the bulker continued its eastbound voyage assisted by the tug "*Luchs*". The accident was caused by stormy NNE-wind. The tug remained in Brunsbüttel and returned to Hamburg on Mar 18. entered the Norder Yard for repairs at 2.45 p.m. (Source: *Vesseltracker*)



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### MV JOHN I CREW PREPARING FOR TOW TO ARGENTIA



Preparations to tow the MV *John I* to Argentina continued throughout Wednesday. Coast guard transported a salvage crew from the international company, Svitzer Salvage, and a tow master to the vessel. Two crew members of the *John I*, the chief engineer and the electrician, also boarded the ship. According to DFO, a generator is being transported to the *John I* in order to operate the ship's anchors. Crews will work overnight Wednesday in preparation to raise the anchors and begin towing Thursday

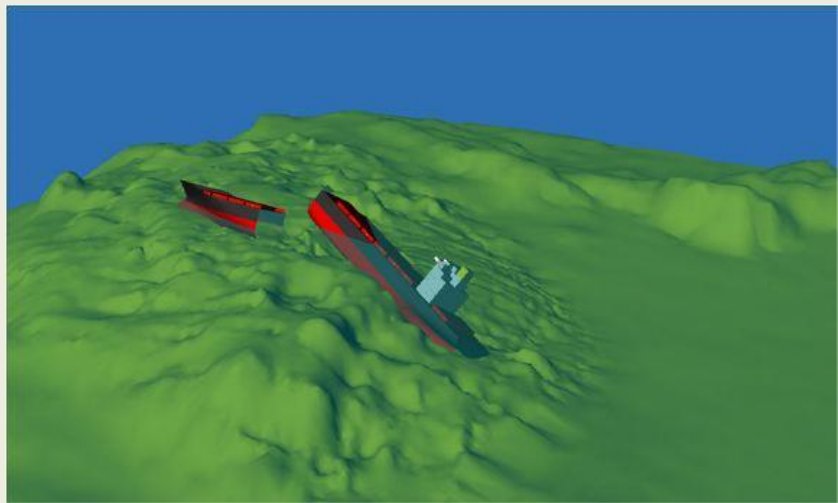
morning. Yesterday tow lines were secured to the **John I** from the tugs **Ryan Leet** and the **Atlantic Fir**. The **CCGS George R. Pearkes** is monitoring the ship and supporting salvage operations. Aerial surveillance flights and coast guard monitoring did not detect any oil pollution from the vessel on Tuesday. Two surveillance flights were also planned for Wednesday. Two officials from the Transportation Safety Board are also on-site and boarded the MV **John I** Tuesday. When the tow commences, the **CCGS Earl Grey** will monitor the John I along the route to Argentina. Along with the 20 person crew, the **Earl Grey** will carry two environmental response officers and offshore oil spill response equipment. Environment Canada will provide forecasting along the route. The plan is to tow the John I to Argentina to assess the damage. The vessel was enroute to Montreal from Spain when it lost its engine. It was blown into shoal water but was freed when the wind changed direction. *(Source: The Western Star; Photo: Department of Fisheries and Oceans)*

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### RENA WRECK SHIFTED FOR THE FIRST TIME SINCE ALMOST TWO YEARS

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The "**Rena**" was thought to have shifted its position on the Astrolabe Reef off the coast of Tauranga for the first time since 2012. From the visual inspection from the divers, it looked like the list has increased. Divers would spend the two working days conducting a visual survey to confirm the changes in the ship's position. The divers have not seen any damage to



the reef itself from the movement. The change in position was spotted by divers on Mar 19 afternoon and the movement was believed to have occurred sometime after Cyclone Lusi hit the region at the weekend. The divers were down there preparing for the second cut and lift and that's when they saw the list had changed. It was likely to have occurred after the completion of that first cutting action, and Lusi coming through the region. The ship's owner and insurer have also commissioned an underwater sonar survey to create a 3D computer model of the ship's position, and confirmed the extent of the movement and any effect this may have had on the structure. The remaining bow section would also be surveyed. The survey would help clarify what impact this movement might have on future salvage operations and any updates necessary to the assessment information of the resource consent application. Captain John Owen of ship insurers The Swedish Club confirmed that there will be further delays to the work programme. A further update would be provided once the survey had been completed and the information thoroughly assessed. A baseline survey was last carried out on the ship's position in April 2012, and consistent monitoring of the ship for movement had shown there had been none until now. A small amount of debris and weathered oil washed up on Mt Maunganui and Papamoa beaches over the weekend during the Cyclone Lusi storm. About 20 kg of oil and debris was picked up on Mt Maunganui's Main Beach and another 15kg on Papamoa Beach by Envirowaste. Oil and debris on the beach was not unexpected after a storm, given the recent work to remove the top section of the accommodation block. The "**Rena**"'s owners were adding signs to beach accesses this week providing contact details if anyone finds oil or debris on the beaches. *(Source: Vesseltracker)*

## OFFSHORE NEWS

### DEEPOCEAN WINS PRYSMIAN'S TRENCHING CONTRACT



Prysmian Group has awarded trenching services contract for the Western HVDC Link project to DeepOcean UK, a subsidiary of DeepOcean Group Holding BV. DeepOcean's scope of work includes pre-lay survey, pre-lay grapnel run, post-trench survey and trenching of over 560km of HVDC cable in water depths up to 165m. The company will utilize its PCP2 power cable plough to trench approximately 425km of

cable, which will be deployed from the **Go Pegasus** vessel, chartered by DeepOcean. Jet Trenching of approximately 135km of cable will be performed from one of DeepOcean's permanently mobilized trenching support vessels. Offshore works will commence in the second half of 2014, with campaigns continuing into 2015 and through to 2016. *(Press release)*

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The advertisement features the 'Nav-Light' logo in a stylized blue and yellow font on a dark blue background. To the right is a black, ruggedized electronic device with a lens and a solar panel. Below the logo and device, the text reads: 'The bright spot in the marine world | www.wkmcornelisse.com | +31 (0)34 55 17 122'.

### NEW CHARTER CONTRACTS FOR OTTO MARINE'S MPSV GO EXPLORER

Otto Marine Limited has secured charter contracts for its Multiple Purposes offshore Supply Vessel (MPSV), Go Explorer, for a total of US\$21.0 million. **Go Explorer** will initially be deployed to work in Vietnam followed by Australia working on a major offshore construction project based on the various contractual arrangements. The MPSV **Go Explorer** is a 3200 dead weight tons vessel and was built in



**Go Explorer**

Type: 3200dwt MPSV  
Class: DNV  
Dynamic Positioning System: DP2

Otto Marine's shipyard in 2012. The vessel is Norwegian MT6009L design, dynamic positioning 2 and classed by Norwegian DNV Class. It is clean/comfort design with 66 cabins and is equipped with 2 remotely operated vehicle hangars and a 25 ton offshore crane. "Australia has a very active oil and gas exploration market with many large scale projects ongoing. There are many opportunities for growth, and we are happy to see that we continue to entrench our presence there. Apart from extending our lead in Australia, the Group is also looking to expand in other markets. We currently have 2 vessels deployed in Vietnam waters now, and are actively trying to build our presence there," said Mr. Garrick Stanley, Chief Executive Officer. *(Source: Otto Marine)*

### PIPELAYER SAPURAKENCANA 1200 DELIVERED



COSCO Nantong shipyard has delivered a pipelay heavy lift vessel, 'SapuraKencana 1200' to SapuraKencana Petroleum, Malaysia's premier integrated oil & gas services and solutions provider. The SapuraKencana 1200, developed by Ulstein Sea of Solutions, is designed as a self-propelled vessel with a 10-point mooring system for operations in water depths up to 200 meters. Classed by ABS, the ship is also equipped with a DP3 dynamic

positioning system, which enables it to carry out heavy-lifting installation of large-scale offshore structures such as platform blocks, modules and jackets, as well as S-type pipe laying operations in water depths of up to 1,500 meters. Designed for maximum efficiency and cost effectiveness, the vessel features a center single joint firing line to optimize pipelaying operations that are not hampered by vertical motions due to roll. The firing line and the single joint fabrication areas are on a tween deck completely covered by the main deck. This provides a clean and dry environment for the pipelay equipment and an unobstructed main deck. SapuraKencana 1200 is 153.6 meters long, has a beam of 35 meters, depth of 16.8 meters and draft (operational) of 7.5 meters. *(Source: World retime News)*

### PERISAI IN \$7M ANCHOR HANDLING TUG DEAL WITH EZRA UNIT

Perisai Petroleum Teknologi unit Intan Offshore has signed a sale and leaseback deal for a 2007-built anchor handler with Ezra unit Lewek Robin Shipping. Intan will buy the Lewek Robin for \$7m and lease it back to Ezra's Malaysian unit Emas Offshore (M) for \$2,600 a day. The purchase price of \$4.55m is being funded by



external borrowings while the remainder is being guaranteed by Emas Offshore (M) and will be balanced off against the charter fees. Intan Offshore owns eight offshore support vessels comprising anchor handling tugs, fast crew boats and anchor handling tug and supply vessels. The acquisition will broaden the group's asset offerings and will provide greater economies of scale to the marine operations, the company said in a stock market announcement. *(Source: Seatrade Global)*

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### DOF SUBSEA CHARTERS 'ROSS CANDIES' VESSEL.



Following on from the recent charter of the **Chloe Candies**, DOF Subsea has entered into an agreement with Otto Candies for the charter of the Jones Act compliant vessel **ROSS Candies** for a firm period of one year. The charter period commenced mid-March 2014, with the intent to utilize the vessel to support operations for existing North American clients in the GOM. Upon the completion of the

ROV and Survey spread mobilization, the **Ross Candies** is committed to undertake some light construction and IMR projects for different clients, as a replacement vessel for the **Harvey Deep-Sea** which is now committed for the next 5 months. In addition, DOF Subsea Survey and Positioning has been awarded a Master Service Agreement extension of 2 years with Seaway Heavy Lifting for the provision of positioning services onboard its **Stanislav Yudin** and **Oleg Strashnov** crane vessels. CEO, Mons S. Aase said: "I am very pleased with the addition of the ROSS Candies to the Groups' fleet, which further strengthens DOF Subsea's market position in the Gulf of Mexico. Further, DOF Subsea's survey and positioning division continues to grow, with work being secured internationally. This MSA has highlighted our capabilities in offshore construction support in the oil and gas and renewables sectors." The estimated combined value of the contracts entered into in North America and S&P, including options, is about NOK 100 million. *(Press Release)*

### 116' UTILITY / CONSTRUCTION SUPPORT VESSEL SOLD

G & B Offshore LLC of Cut Off, Louisiana has purchased the U.S. flag utility / construction support vessel "**White Pony**" (Hull 203) from Cal Dive International of Houston, Texas. The 116.0' x 26.0' x

11.0' steel construction vessel was designed by Mat Kawasaki and built in 1980 at Theriot-Modoc Enterprises in Morgan City, Louisiana to ABS standards. “**White Pony**” was never classed, but was U.S. Coast Guard approved for the transportation of up to 45 passengers and supplies for hire within 200 miles offshore. She was subsequently rebuilt in 1997. The vessel has capacity for 64LT of deck cargo



on a 1,056ft<sup>2</sup> clear deck and has tankage 26,522g fuel, 600g lube oil and 26,625g fresh water. “**White Pony**” is powered by twin GM 16V92 diesels providing a total 1,200BHP at 1,800RPM through Twin Disc 527 5.17:1 gears. Top speed is about 10kn on 55gph. Ship’s power is provided by two 75kW / GM4-71 generators. Her last major dry-docking was completed in May 2010 which entailed cropping & renewing of hull valves, new deck boards, new gaskets in the W/T doors, port shaft bearing replaced, vents & vent piping repaired / renewed, ballast manifold renewals, new life raft & launch system, bow grating cropped, renewed and painted. Accommodations include berths for a total of 25 persons. The “**White Pony**” is currently undergoing a complete refurbishment by the new owner for her new service. This is the second transaction handled by Marcon for the Seller and the first to the Buyer. Marcon acted as sole broker in the transaction. *(Source: Marcon Int.)*

## ORTALANO TIDE IN CAPE TOWN



Tidewater Marine’s 2009 built offshore supply tug **Ortalano Tide** (Imo 9443982) arrived in Cape Town harbour this week for survey and dry docking. The ship flies the flag of Vanuatu. She is owned by VTG Ships – New Orleans; USA and managed by Tidewater Marine Intl. Inc. - UK – Aberdeen; UK. She has a grt of 1,808 tons and a dwt of 1,650 tons. She is classed American Bureau of Shipping *(Photo: Aad Noorland)*

## EDT OFFSHORE SECURES CHARTER CONTRACT FOR PSV EDT HERCULES

Aberdeen-based Specialist Subsea Services (S3) has signed a charter with EDT Offshore for the **EDT Hercules** vessel. The three year agreement, which comes with two additional one year extension options, will allow S3 to provide its full scope of ROV, survey and life of field services from the vessel, strengthening its integrated offering. Launched in 2013, the **EDT Hercules** is nearly 90m in length and has a deck load of 2,300t. With accommodation space for 71 people on-board including crew, the DP2 vessel will play a key role in the subsea specialist’s growth throughout the next three years as it looks to build on its extensive operations, both in the North Sea and emerging global regions. Announcing the agreement at Oceanology International 2014, the world’s largest exhibition for marine science and technology, Graeme Kidd, managing director of S3, said: “This charter signals

another significant stage in our ambitious growth plans for S3. We are committed to investing in leading edge technology and we're delighted to have secured the **EDT Hercules** which is ideally suited to our operations. "The vessel charter strengthens our offering to our client base, allowing us to continue to be at the forefront of providing innovative solutions and access to new technology. Our intention is to continue to build on the strong foundations we have in place and this agreement is very much a signal of our intent." *(Source: Specialist Subsea Services; Photo: Jacco van Nieuwenhuyzen)*



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## FOCAL MARINE & OFFSHORE WINS OCV DESIGN CONTRACT



Focal Marine & Offshore, a Singapore/Shanghai based OSV designer, has won a design contract for a DP-3 Offshore Construction Vessel (OCV) from one of their regular clients. **FOCAL 530 design** has a high DP capability, which is achieved by five thrusters, enabling the design to be suitable for operation in deep waters of the Gulf of Mexico, Brazil, West Africa etc. The other pieces of equipment characteristic for this design are diesel electric DP-3 propulsion, two offshore cranes and one walk-to-work AHC gangway. The vessel, built according to this design, encompassing a length of 115m, will be able to accommodate a crew of 300 people. The design complies with the latest

regulations including SPS 2008 and MLC 2006. This design also features ABS crew habitability notation of HAB (WB), and environment-friendly notation of ENVIRO. *(Source: Focal Marine & Offshore)*

### *PETROBRAS HIRES ONE FROM MCDERMOTT*

McDermott International, through one of its subsidiaries, today entered into an agreement with Petrobras for the supply of its subsea **Lay Vessel North Ocean 105** (LV105). The **LV105** will carry out deepwater umbilical and flexible pipe installation in the pre-salt region and Campos Basin area offshore Brazil. "This new contract award highlights Petrobras' ongoing confidence in McDermott to deliver leading subsea installation solutions," said Tony Duncan, Executive Vice President,



Subsea. "The charter also supports our vessel utilization targets as during the second half of 2014 McDermott will have three deepwater vessels on charter to Petrobras." Expected to commence during the third quarter of 2014, the term of the charter is approximately 200 days, with an option to extend. *(Source: McDermott)*

### *REACH SUBSEA INKS CONTRACT FOR 'DINA STAR'*



Reach Subsea has signed a larger contract with an international company for the vessel **Dina Star**. The contract starts in June and has a duration of 4-6 months. The offshore operations will take place primarily in the High North areas. **Dina Star** has ice class 1B and De-Ice and will serve under this contract as a multipurpose vessel (MPSV). The firm period of the contract has a value of approx. USD 10 million. *(Source: Reach Subsea)*

### *LEEVAAC SHIPYARD LAUNCHES PSV FOR ARIES MARINE CORP.*

LEEVAAC Shipyards Jennings, Louisiana, inform of the successful 'splash' launch of the Platform Support Vessel (PSV) 'M/V **Ram Nation**', The **Ram Nation** is a LEEVAAC-designed 270 ft., diesel-electric, DPS-2, FI FI 1 Platform Supply Vessel that will be certified for worldwide operations. Chris Vaccari, owner and CEO of Leevac, explained that the **Ram Nation** is the first of four LDS-designed vessels currently under construction. The design was a joint effort between LEEVAAC's engineering and Aries' operational teams. Court Ramsey, President and CEO for Aries Marine Corporation who was in attendance said: "Today, LEEVAAC Shipyards launched the first vessel of our new series of



4,000 DWT PSVs. Aries Marine could not be happier with the degree of craftsmanship, attention to detail and timeliness of this project. The LEEVAC team has worked diligently to produce a very fine vessel. We look forward to commissioning the M/V **Ram Nation** later this year and placing her on charter with a valued customer. Thank you to the whole team at LEEVAC!" The **Ram Nation** is scheduled to be delivered during the third quarter of this year. *(Source: Maritime Global News)*



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## WINDFARM NEWS

### NJORD OFFSHORE TAKES DELIVERY OF ITS FIRST DAMEN TWIN AXE VESSEL



Njord Offshore from Essex, UK, has taken delivery of their first 26m Twin Axe built by Damen Shipyards Group. The vessel was ordered early January 2014 and the delivery took place on 27th February. During this 7-week period the vessel was modified from a basic, standard vessel to suit the specific Njord Offshore requirements. Njord Offshore was established in 2011. The company focuses on the Offshore Wind industry and operates vessels ranging

from 21-26m. In 2014, the Njord fleet shows 9 vessels with further fleet expansion in 2015. The most specific modifications and additions are: Different railing lay-out on the fore deck to create a larger loading area. Installation of a second generator set. Larger windows throughout the seating area to create a more open atmosphere. Installation of a fuel transfer system. Licensed to carry 12 plus 4 crew. CCTV covering all areas. 25 t/m knuckle boom crane. High pressure washer. SeaSight central push fender. Bunks for 6 crew. 2 galleys and pantries. Full Njord colour scheme for hull and

superstructure. Semi enclosed fore deck grating to minimize spray. “Damen Twin Axe vessels can be delivered from stock as a basic vessel and can be modified to suit particular requirements in a matter of weeks,” said Damen in its press release. “Both the Twin Axe 2610 and the new, 20m, Twin Axe 2008 are stock vessels. The vessels have been and can be delivered to UK, German, Danish, Swedish or any other flag state requirements,” Damen added. *(Source: Damen)*

## SEAWAY SECURES TRANSPORTATION CONTRACT FOR DUDGEON OW FARM PROJECT

Dudgeon Offshore Wind Limited has awarded Seaway Heavy Lifting the contract for the transportation and installation of 67 foundations and 1 substation as part of the Dudgeon Offshore Wind Farm project. The contract will cover storage, transportation and installation of monopiles, transition pieces, jackets and the offshore substation jacket and topside. The installation work will commence between March and May 2016 and be completed in August 2016.

*(Source: Seaway Heavy Lifting)*



## VAN OORD'S NEW JACK-UP VESSEL ENTERS LLOYD WERFT



Since the beginning of January, Lloyd Werft craftsmen have been helping Sietas to complete the construction of Van Oord's new jack-up vessel, the Aeolus. Now, the 14,800 GRT **Aeolus** has arrived at Bremerhaven where the vessel's four platform legs will be installed. “We were also able to win this very interesting job because we have already demonstrated with “Victoria Mathias” and “Friedrich Ernestine” just what we are capable of“, explains Lloyd Werft Chairman Rüdiger Pallentin. The four 87 metre long steel legs, each

weighing 920 tons, will be settled into their jacking positions on the 139 metre long and 38 metre wide ship using the world's biggest crawler crane. Thorsten Beiler (49) Lloyd Werft's technical director says that this is one of the very special and demanding jobs, but one which the yard has already tackled successfully with the RWE installation ships. Over the next few days a Type LR 13000 crawler crane with a 3,800 load capacity and a 130 metre long jib will arrive directly from the Netherlands to tackle the main part of the job. “It will take about four weeks just to set up the crane and have it ready for operation by mid-April“, says Thorsten Beiler. It will then take a good fortnight for all four hydraulic jack-up legs to be installed. The shipyard is also involved in installing the

vessel's own on-board crane, capable of lifting up to 900 tons. In addition, the yard is building and fitting the deck reinforcements and foundations for a second 500 ton capacity auxiliary crane and also for a third on-board crane, which is designed to help improve flexible working at sea. On the hull of the ship, Lloyd Werft is mounting a special access system which will allow smaller ships and tender boats to dock. Also being built are reinforcements and foundations for a folding pile gripper, with which heavy building components can be positioned. A gangway system leading from the vessel to the *wind farm structure* is also being installed on board the **Aeolus**. Lloyd Werft has until July to get the newbuilding ready for sea. *(Source: Lloyd Werft)*

## YARD NEWS

### *TWO FIRST HULLS HYBRID FSIV SUCCESSFULLY LAUNCHED*

Tolkamer 14/03/14 – Shipyard De Hoop is proud to announce that the first two hulls for their newly designed hybrid FSIV (Fast Supply Intervention Vessels) have been launched. On this Thursday, the **hull for YN456** was launched at Waterhuizen and will be completed at our yard in Foxhol. Today the **second hull, YN455**, was



launched in Rotterdam, whereby the tugboat was waiting to tow her to the yard in Lobith / Tolkamer, where she will be completed. These ships are the first ones in a series of seven, whereby five vessels will be completed before the end of July 2014. *(Source: De Hoop)*

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## STANDARD OF EXCELLENCE





### *VARD SETS UP CANADIAN SUBSIDIARY*

Fincantieri controlled Vard Holdings Limited has established a new subsidiary for ship design, engineering and sales activities in Canada. Vard Marine Inc. is a ship design and marine engineering company providing solutions for offshore and specialized vessels such as offshore support, subsea construction and naval vessels as well as ferries and passenger vessels. Building on Vard's expertise in designing, constructing and developing integrated solutions for highly customized vessels, Vard Marine aims to grow to a leading position in the North American market. CEO and Executive



Director Roy Reite commented, "Our establishment in Canada is Vard's first foothold in North America. We are now ready to build new relations and position ourselves as a major player in an interesting region with large opportunities." Vard provides a wide range of services including ship design, marine electronics and electrical systems, equipment packages and support for all aspects of the shipbuilding process. The new subsidiary will offer such services as part of their product

range. Vard Marine is a wholly owned subsidiary of Vard Group AS. The paid-up capital of the new company is CAD 50,000 which is funded by internal sources and the investment is not expected to have any material impact on the earnings per share or the net tangible assets per share in Vard for the current financial year. The company is based in Vancouver, British Columbia. *(Source: MarineLog)*

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### FOSS ORDERS OCEAN GOING BARGE AT GUNDERSON

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Seattle based Foss Maritime is building a new ocean-going barge that will give the company an additional asset to transport large modules both domestically and internationally. The new vessel will be Jones Act qualified. Its anticipated maiden voyage from South Korea to Alaska's rugged North Slope will take place in 2015. The 360-ft long by 120-ft wide by 20-ft deep barge will soon be under construction in the Portland, OR shipyard of Gunderson Marine. Delivery is expected in late 2014. The order adds to the growing order book at Gunderson, which, as we



reported earlier, has just launched a 300 ft x 100 ft x 20 ft heavy lift deck cargo barge for Ulysses, LLC, New Orleans, LA. "This barge will further connect us to the shallow draft regions of the Arctic," said Gary Faber, Foss' president of global services. "It allows us to move modules and cargo, more safely, almost anywhere in the world; which adds tremendous value to our existing fleet." The barge's first Foss job is expected in early 2015, when the company will perform a second sealift of oil and gas infrastructure to Point Thomson on Alaska's North Slope. The barge will likely be towed from South Korea by the first of three Arctic-class tugs that are being constructed at the company's Rainier, OR shipyard. "With increased activity on the North Slope we continue to add to our Alaska capabilities," said Mr. Faber. "Along with our new Arctic-class Tugs, this barge will add yet another valuable asset." *(Source: MarineLog)*

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### KEPPEL SHIPYARDS BOOK CONTRACTS

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Keppel Singmarine has secured three contracts from Malaysia's Bumi Armada Offshore Holdings



Limited - a subsidiary of Bumi Armada Berhad (Bumi Armada) - to build **two ice-class supply vessels** and an **ice-class multi-purpose duty-rescue vessel**. When completed and delivered in 2015, these vessels will support offshore platforms at the Filanovsky oil field in the northern part of the Caspian Sea, off the coast of Russia, providing year-round services such as the delivery of cargoes, salvage, search and rescue functions, fire-fighting operations, and towing and tanker mooring operations. Keppel Singmarine has continued to build up its capabilities in ice technology since 2006, when

it won the contract from LUKOIL-Kaliningradmorneft in 2006 to construct Asia's first two icebreakers. The contracts from Bumi Armada will add another three to its existing track record of seven newbuild ice-class vessels for the Arctic and Caspian regions. In China, Keppel Nantong has secured an order from KSP Towage Sdn Bhd for the construction of **two tugs**. These tugs, which are scheduled for delivery in third quarter 2014, will be chartered for deployment in Malaysia. *(Source: MarineLog)*

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## PACIFIC RADIANCE DECLARES OPTIONS FOR MORE ULSTEIN PSVs

In September 2013, Pacific Radiance Group announced the order for two platform supply vessels of the **ULSTEIN PX121 design** for construction at Shanghai Waigaoqiao Shipbuilding and Offshore Co., Ltd. (SWS Offshore). The contract included options for two more vessels, and the options are now declared. "The contract with ULSTEIN comprises design and an extensive package of equipment, and we are grateful for these new orders," says



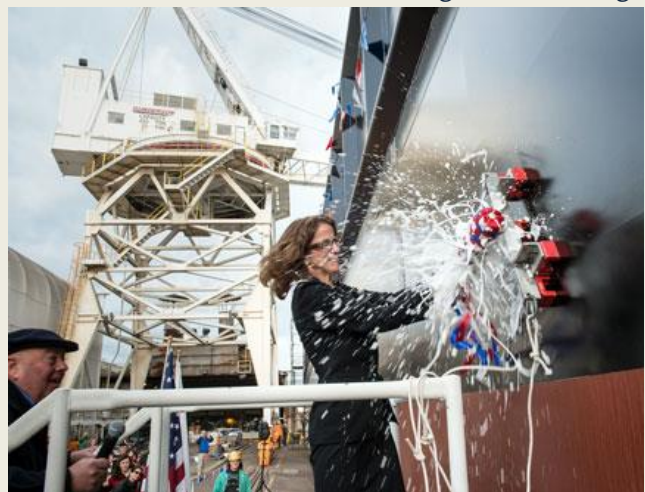
Ove Dimmen at Ulstein Design and Solutions, continuing: “It’s exciting to see that Shanghai Waigaoqiao has succeeded in introducing these efficient and flexible PSVs to the market.” In addition to PSV duties, the vessels for Pacific Radiance Group are also prepared with increased accommodation and provisions for crane and ROV installation, which give the vessels the opportunity to trade in the IMR market. The two vessels are scheduled for delivery in Q4 2015. The **PX121 design** has drawn much interest worldwide since the first vessel of this type started work in 2012. The design quickly gained popularity as charterers and ship-owners discovered that the vessel meets the typical PSV requirements with a fuel efficient and competitive combination of loading capacity, speed and discharge capability. “Summary of feedback from the vessels in operation is improved regularity, low fuel consumption and a pleasing work place, which is a credit to ULSTEIN X-BOW®’s hull characteristics as well as the proven machinery and outfitting solutions,” states Ove Dimmen. *Facts: ULSTEIN PX121 for Pacific Radiance:* Length: 83.4 m; Breadth: 18 m; Load capacity: 4,000 t; Cargo deck: 840 sqm; Speed: 14.5 kn; Accommodation: 30 persons; Clean Design (DNV) Satisfying IMO’s SPS Code (Special Purpose Ships) for carrying up to 60 specialised personnel; OILREC class notation for oil recovery in emergency situations; Comfort class (*Source: Ulstein*)

### GUNDERSON MARINE LAUNCHES HEAVY LIFT CARGO DECK BARGE



More than 200 guests were on hand at the Portland, OR, shipyard of Gunderson Marine for the christening and launching of the **Prometheus**, a new 300-foot-long heavy lift deck cargo barge, built for Ulysses, LLC, New Orleans, LA. Ulysses, LLC, is a joint venture of family-owned marine transportation firm Canal Barge Company, Inc., New Orleans, and privately held Capstan Marine, LLC, Portland, OR. Canal Barge has a fleet of over 800 tank, deck and hopper barges, and 32 towboats, and operates a liquid bulk terminal, located

near Chicago, IL. Designed by Gunderson Marine, the 300 ft x 100 ft x 20 ft **Prometheus** has a maximum deck load capacity of 6,000 lbs. per square foot. The barge is specially designed for the growing deepwater offshore market, with the ability to transport large offshore structures, topside modules and components in the U.S. Gulf of Mexico and worldwide. The barge will undergo stability tests and be certified by ABS prior to its delivery. Canal Barge President & CEO Merritt Lane and Capstan Marine Manager Joseph Tennant were both on hand to provide brief remarks as part of the christening ceremony. Father Craig Boly, S.J., of St. Ignatius Parish in Portland, supplied the invocation, blessing the barge. Miriam “Mimsy” Huger Lindner (shown in accompanying photo) served as the vessel’s godmother, christening the barge “**Prometheus**” by breaking a bottle of champagne on its hull. The barge was then



side launched, sliding gracefully into the Willamette River. The **Prometheus** is a sister vessel to the **Maximus**, delivered by Gunderson Marine in the summer of 2008. The launch of the Prometheus follows an order this past January for a 578-foot-long oceangoing tank barge that will be the largest such vessel yet to be built by Gunderson Marine. The order from Kirby Offshore Marine contains an option for a second unit. The tank barge, part of an Articulated Tug Barge (ATB) unit, will have a capacity of 185,000 barrels. Construction of the oil and chemical tank barge will begin in June 2014, with completion scheduled for the second half of 2015. *(Source: MarineLog)*

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## SEVEN WAVES DELIVERED TO SUBSEA 7



Yesterday, 20 March, 2014 afternoon the official handover of the **Seven Waves** from the yard to Subsea 7 took place at Westerstuw in the Rotterdam Waalhaven. Brian Rice (Subsea7), Arjan Kleinzoon and Willem van Noort (IHC) and Matty (Lloyds) put their signature on various documents and certificates. After the signing of the Certificate of Registry the vessel was handed over to Brian Rice after which the flag change took place. The Dutch

flag and IHC yard flag were down to make way for the Isle of Man and Subsea7 flags. During a modest reception on the bridge, both captains, John Rudd and Jan Plug, were offered a painting by IHC Merwede. It is expected that the vessel will leave on Saturday 22 March around midday to sea. John Rudd will sail the new **Seven Waves** the first route to Canary Islands, where some deep water tests need to be done. Afterwards Jan Plug take over command to sail the ship to Brazil *(Source & Photo's: Jan Plug)*



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## COSCO PLACES CONFIDENCE IN ROLLS-ROYCE

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Rolls-Royce has won an order to provide an integrated design and equipment package for two platform supply vessels to be built at COSCO (Guangdong) Shipyard Co., Ltd in China for Singapore based Chellsea Group. The order represents the exercise of an option for a further two vessels contained in an initial contract for two vessels with the same yard and owner announced in October last year. All four vessels will be added to the fleet

of two UT-vessels operated by Chellsea today. The two **Rolls-Royce UT 771 WP PSVs** feature the striking wave piercing bow designed to pierce through waves in rough seas, making it possible to keep a more constant speed, reduce fuel consumption and increase on board safety. Ronny Pål Kvalsvik, Rolls-Royce, Vice President Sales and Contract – Offshore, said: “This new design was developed in cooperation between Rolls-Royce, the ship owner and the yard. We are of course very pleased that the confidence they have shown in us is now confirmed through the realisation of these options.” The delivery from Rolls-Royce will comprise ship design and an extensive integrated systems package including MTU-engines, a propulsion system, a power electrical system, a bulk handling system, deck machinery, an automation and control system as well as a dynamic positioning system that uses satellite technology to automatically maintain the vessels’ position without anchoring. The two vessels are scheduled for delivery in late 2015 and early 2016. The contract now includes an option for an additional two vessels. *(Source: Rolls-Royce)*

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
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    - [Boskalis posts record net profit of EUR 366 million](#)
    - [Rotterdam based KOTUG International B.V. nominated for Koning Willem I Prijs 2014 \(King Willem I Award 2014\)](#)
    - [Maersk Supply Service and DeepOcean call for Damen Offshore Carrier](#)
-



- [Boskalis strengthens its heavy marine transport position through Fairmount](#)

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