



TUGS & TOWING NEWS

ELBE ON HER 1ST COMMERCIAL VOYAGE



These picture of the **Elbe** is made on the 6th April 2014. It is the first official commercial voyage of the Elbe from Vlaardingen to Scheveningen and back later today. All certificates of Lloyds and the shipping inspection are update. This is really a milestone for the Foundation Maritime Collection Rijnmond. On board a volunteer crew including Captain Wim Bruurmijn and pilot Kees Schaap, which has signed up as the third Commander. In this case both, the captains Hans Hoffmann and Carl

Kraayveld, could not attend the party because of their regular work. Volunteers proficiat with this new milestone. *(Source & Photo: Nico Ouwehand)*

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WORLD'S FIRST 'OBLIQUE' ICEBREAKER RETURNS FROM SEA TRIALS

The innovative multi-purpose salvage ice class ship '**Baltika**' returned to the port of Helsinki on 30 March 2014, after the second stage of sea trials. The equipment adjustment, functional check of main systems and propulsion characteristics have confirmed the readiness of the ship. The ship customer is FGI Directorate of State Contracting Authority for Marine Transport Development Programmes,

and the ship operator will be FBI Gosmorspassluzhba of Russia. Baltika, launched on December 12th 2013, was built by OAO Shipyard Yantar (hull block manufacture, painting) and Arctech Helsinki Shipyard Inc. as subcontractor (hull forming, fitting-out, trials). The design of the vessel is based on ARC 100 concept, which has been developed by Aker Arctic Technology. The vessel measures 76.4 m in length and 20.5 m in breadth. The three main diesel



generator sets have the total power of 9 MW and the total propulsion power is 7.5 MW. “For Russian Maritime Register of Shipping it is a fair assumption to say that the ships built now are capable of solving tasks that were unthinkable and unfeasible as far as two decades back. In this sense, the design of the **Baltika**, an icebreaker with oblique hull, is virtually unique“, Sergey N. Sedov, Chief Executive Officer of Russian Maritime Register of Shipping noted. “Innovative ship construction to the RS class confirms the fact that, as a classification society, RS is striving to keep in step with time and to facilitate the realisation of global goals for enhancing maritime safety and marine environment protection, bearing in mind the state of the art in technological development“, he added. **Baltika**, to be used in icebreaking, rescue and oil combatting operations in the Gulf of Finland, 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. *(Source: RS-Class)*

HELP WANTED



In January, 1971, the Overseas Towing tug **Neptunia** had a fire in the accommodation when berthed in New York. One man was killed in the fire, apprentice Bobby Platten. Bobby's brother would like to know why Bobby was buried in New York and not repatriated. Furthermore they are looking for photographs of **Neptunia** and hopefully pictures of Bobby. I will pass any information on to them. Thanks for the help, any snippet is

appreciated. Please reply to tugdoc@upcmail.nl *(Photo: unknown)*

Your feedback is important to me so please drop me an email if you have any photos or articles that may be of interest to the Tugs Towing & Offshore interested people at sea and ashore.

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

jvds@towingline.com

STALEN MOTORVLET "MEERMIN" GESTOLEN

DORDRECHT - Dinsdag 1 april tussen 17.00 uur en vanmorgen, woensdag 2 april 7.00 uur is de stalen motervlet 'Meermin' van de afdeling Nautisch Beheer van de gemeente Dordrecht gestolen. De vlet is van het type rondspant met de afmetingen 10,52 x 3,12 x 1,45 meter. De naam van het vaartuig is 'Meermin' en achterop staat de naam Dordrecht. Voortstuwning is een Dieselmotor Ford type 2712 E. Onderbouw is donkerblauw en bovenbouw is creme kleur, met het logo van de gemeente Dordrecht. De gemeente vraagt een ieder



hiernaar uit te kijken. Voor eventuele informatie kunt u contact opnemen met dhr L.Paans 078-7704630 of H.de Jager 078-7704628. Aangifte is hedenmorgen, woensdag 2 april gedaan bij de politie te water. (*Source: Dordrecht Net*)

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DAMEN PONTOON DELIVERIES ENSURE GLOBAL STOCK AVAILABILITY

13 Stan Pontoons, 6 Stan Tugs and 4 Stan Tenders come to West Africa and Rotterdam



Last Friday, April 4th, a shipment that left China seven weeks ago carrying 13 new Damen Stan Pontoons and 10 other Damen vessels arrived in Rotterdam. The built-for-stock pontoons and vessels will uphold Damen's ultra-short delivery times as demand rises - 170 deliveries in 2013. This has also led to Damen introducing newly designed barges and completing a number of custom pontoon and barge projects. Damen has sold 37 pontoons and barges in

the last two years. Production has increased with an even larger amount of vessels currently under construction at four different yards in the Middle East, Vietnam and China. Following strong

demand for last year's shipment of pontoons and barges delivered to Rotterdam, this new shipment of built-for-stock vessels ensures continuous availability in Western Europe and North America. On the journey from Shanghai, the semi-submersible vessel also had room to transport a further six Stan Tugs and four Stan Tenders. Before reaching Europe, the ship stopped in West Africa to deliver a number of pontoons and tugs, which had already been sold to repeat clients while the vessel was en route. *Global availability* The shipment carried eight different models from the range of high quality Stan Pontoons, including Damen's largest built-for-stock pontoon measuring 120 x 32.2 x 8.1 metres and has a deadweight of 20150 tonnes. Following last year's shipment, a built-for-stock vessel of the same model was sold to the McKeil-Malaspina partnership to support offshore construction operations off the East coast of Canada. All Damen pontoons are fully ballastable and the majority is already fitted with a ballast system. The vessels are prepared for the plug & play installation of pumps and generator sets and can be commissioned within a very short time. *Custom-built pontoons and barges* In addition to its stock-building programme, Damen completes custom-designed one-off projects that can literally be built anywhere. Current examples include an 80-metre Crane Barge and a 140-metre module offloading facility transition pontoon. In close cooperation with the client Damen designs, constructs and delivers built-for-purpose projects. *New designs for bunkering & transshipment* Damen recently introduced a new standard range of Bunker Barges. The range is optimized for short delivery times and can easily be equipped with plug & play options. They can be towed or operated in combination with a specially designed Pusher Tug. Another new design, the Transshipment Crane Barge 6324 with a Liebherr CBG 350 crane, is also available as of now. Developed in close cooperation with Liebherr, the barge is for the transshipment of containers or dry-bulk materials. It is perfect for ship-to-shore, ship-to-barge or ship-to-quay operation and has a maximum turnover of up to 1,000 tonnes per hour. *Video:* A short video of the transport is available [click here](#) A short video of the CBa 6324 is available [click here](#) (*Press Release Damen; Photo: R&F van der Hoek-Lekko*)

HEEREMA TUGS LAID UP

Heerema's **Retriever** and **Husky** laid up at Waalhaven, Rotterdam, awaiting sale. Rumour has it that Boskalis is interested in buying them. Despite their age, but tugs are in excellent condition. Both tug are built by Shipyard Niestern Sander B.V. – Delfzijl; Netherlands under number 508 and 497 respectively. The **Husky** (Imo 7708974) was built as **Triton** in 1978 for Heerema Engineering Service – Den Haag; Netherlands and managed by Larine Inc. – Panama as **Husky**. In 2009 the charter



ended and returned to Heerema Shipping BV – Leiden. The **Retriever** (Imo 8106991) was built in 1982 for Retriever Shipping Inc. – Panama and managed by Heerema Engineering Service – Den Haag; Netherlands and operated by Larine Inc. – Panama. In 1995 to Panama Offshore Chartering Co 17 Inc. and operated by Panama Offshore Chartering Co. Inc. – Curacao and managed by Heerema Marine Contractors Nederland BV. In 1999 to Heerema Shipping 4 BV and managed by Heerema Group Service BV – Leiden. In 2002 managed and operated by Heerema Engineering Service BV. In 2004 managed by Heerema Marine Contractors Nederland BV. In 2009 charter ended and returned to Heerema Shipping 4 BV – Leiden. (*Photo: Hans Hoffmann*)

AFON CADNANT COMPLETED OVERHAUL



After an extensive overhaul at Neptun Shipyard in Hardinxveld the tug **Afon Cadnant** departed Sunday 30 March 2014 in the morning. The tug is back in Holyhead Towing livery and changed flag to Cyprus. Also the Cyrillic lettering of name,

which the tug already had as newbuilding, has been deleted. *(Photo : Henk Ros ©)*

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CROWLEY OCEAN TUG, WITH DP, IS READY FOR ANYTHING IN THE GULF

The crew of Crowley Maritime's tug **Ocean Wave**, just returned from two weeks at sea, were regrouping at their home port in Lake Charles, La. The Ocean-class tug was contracted to deliver reel pipe barges to Heerema Marine Contractor's deepwater construction vessel, **Aegir**, laying pipeline for the Anadarko Lucius spar rig in the Gulf of Mexico. **Ocean Wave**, delivered in September 2012, was the first of four powerful tugs constructed at Bollinger



Shipyards in an ambitious building program by Crowley. "You have to remember that at the time we started building these boats, the market was down and we didn't have the work secured," said John Ara, vice president of Crowley Solutions. "However, we had a good selection of shipyards." It appears the risky venture has paid off. **Ocean Wave** has participated in two rescue operations, one a containership aground on the north shore of Cuba, and another, the Shell rig **Kulluk**, run aground in Alaska. In consort with class mates **Ocean Wind**, **Ocean Sky** and **Ocean Sun**, the tug conducted rig tows in the Gulf. The Crowley quartet features dynamic positioning capabilities more common

to supply vessels. **Wave** and **Wind** are DP-1 tugs, and **Sky** and **Sun** are DP-2. “These DP tugs respond and handle really well,” said Capt. Ward Davis (see below picture) on **Ocean Wave**. “And there are not many DP tugs out there.” “The hull design facilitates making up in a push mode, alongside or on the tow wire,” said Ara. He added that the variable-pitch propellers and rudders that operate in consort or independently allow for a great deal of control. “That allows us to work in tight quarters or near-shore and the boat’s lower-profile house allows us to get in to closer proximity. The DP capability has made these tugs part of the installation evolution offshore.” The engine room is a maze of machinery, piping and conduit enveloping two Caterpillar C280-12, Tier II diesels with Reintjes LAF 5666 reduction gears turning 154-inch CP propellers. The mains are soft-mounted in consideration of the crew’s comfort. To that end, there is an inch of insulation forming a floating floor between the engine room and the superstructure. All of that power produces 165 tons of bollard pull and a top speed of 16 knots. “The winch is an obvious benefit,” said Davis. The custom-built Intercon 600-hp hydraulic DW275 double-drum waterfall towing winch has a pulling power of 500,000 pounds. The drums are reversed, placing the towing drum below the second drum, to increase the vessel’s stability. The 4,200 feet of 2.75-inch wire is under



wound to place the towing wire closer to the aft deck, for a straighter vertical lineup with the Triplex shark jaws and towing pins. “The layout and the living conditions aboard are very nice and they’re good-looking boats,” said Davis. The tugs are double-hulled and designed to prevent any overboard discharges of fuel or fluids. They carry an IMO Green Passport. The Ocean-class tugs are armed with an International Load Line certificate, A-1 towing, FiFi-1, and ABS and SOLAS certification,

combined with DP and all that towing power and equipment. *(Source: Professional Mariner - Story & Photos by Brian Gauvin)*

YESTERYEAR TUGBOAT RICHARD HOLYOKE

The **Richard Holyoke** making steam. The crew has just thrown on fresh coal, producing dense, black smoke. Once the coal ignited, the amount of smoke settled down to a trace. The **Richard Holyoke** was a West Coast tug built in Seabeck, Washington, in 1877. She had a more squared-off wheelhouse front than her eastern cousins and carried a large foredeck winch in addition to her anchor davit. Tugboats employed in the Northwest quite often towed huge lumber rafts when not towing barges. To do this required periodic anchoring to wait for a fair tide; otherwise, the rafts



would have been impossible to handle. The **Richard Holyoke** was 116 feet long and, with 344 horsepower, was relatively underpowered for her size. This photograph was taken some time after she was built when her mainmast had been replaced by a much lighter spar than the original one. *(Source: On the hawser by Steven Lang & Peter H. Spectre)*

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GULF SPRAY - UPDATE

As reported the tug **Gulf Spray** was damaged and moved to pier 24 for repairs. I have since learned that apparently the ship was sheltering from last week's storm at pier 9B when it was blown under the stern of the laid up **Cabot**. Its aft bulwark was crushed down piercing the fantail and breaching the deck, allowing water into the below deck areas. Last week with the Owner's boom truck holding it up, the stern was pumped out. The tug was also turned so that its stern became visible from the pier, revealing the extent of damage.



On March 31, 2014 was lift out day for the damaged **Gulf Spray**. After a large crane was set up on



the brow of pier 24, crews rigged slings under the hull and the crane lifted the tug out, placing it on a specially built cradle. Once airborne several details came to light. The hull plating is doubled forward, indicating that it was expected to work in ice, also the prop has a large guard around it to protect it from fouling by ropes and debris in the water. Extent of damage also became clearer once the tug was out of the water. It appears to me that most of the external damage was above the waterline, giving some hope that the tug can be rebuilt. There is also considerable internal damage, which is not obvious from the outside. It is still too early to tell if the tug

can or will be rebuilt. *(Source & Photo: Mac Mackay-Tugfax)*

ACCIDENTS – SALVAGE NEWS

TUGBOAT CATCHES FIRE AT FISHERMEN'S TERMINAL

Late this afternoon, 2nd April 2014, plumes of black smoke wafted over the Ballard Bridge after a 100-foot Tugboat, **Samson Mariner**, caught fire. Samson Mariner resides at dock three at Fishermen's Terminal. The fire started in a low deck storage room used for storing paint. Crewmembers attempted to put down the flames but the fire grew too quickly. 14 people were on board and managed to escape without injury. According



to Kyle Moore, spokesman for SPS, over 60 Seattle Fire Department personal responded to the scene. “It was burning pretty well by the time we arrived. When first pulling onto the Ballard Bridge our crew could see the black column of smoke coming off the bow,” said Moore. The crew tried blasting the blaze with water but soon realized a better approach was to seal off the room and deprive the fire of oxygen. “We were able to knock down the fire in 30 minutes. It’s a pretty separated fire. The damage was limited to that one room, with a lot of smoke through the rest of the vessel.” Moore reported the crew was working on the vessel before going up to Sitka, Ala. Seattle Fire Department investigators know the fire started in the storage room, but have not determined the cause. (*Source: Ballard News Tribune; Photo: Frank Shields*)

MONGOLIAN-FLAGGED CARGO SHIP SINKS OFF SOUTH KOREA



A cargo ship sailing under the Mongolian flag has sunk earlier today, 4th April 2014, some 63 km off the coast of Yeosu, South Korea due to jet unknown reasons, Xinhua news agency reports. There were 16 North Korean sailors onboard the ship **Grand Fortune 1**, which was en route to the Chinese port of Changdao in Shandong province when the accident occurred. South Korean coast guard launched a search and rescue

operation right after receiving the distress call from the ship. The coast guard has managed to rescue three crew members and recovered bodies from two, while 11 people are still unaccounted for. The rescue mission is still ongoing. Also, an investigation has been launched to determinate the cause of the accident. *(Source: World Maritime News)*

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USCG RELEASES FINDINGS ON GROUNDING OF SHELL'S KULLUK

The U.S. Coast Guard released the report of investigation into the circumstances surrounding the grounding of the mobile offshore drilling unit **Kulluk** on the eastern coast of Sitkalidak Island, Alaska, Dec. 31, 2012. A series of events contributed to the causal factors that resulted in the grounding of the **Kulluk**, with the most significant factor being the inadequate assessment and management of risks associated with a



complex vessel movement during the winter in the unique and challenging operating environment of Alaska. Among the safety recommendations issued in the report is the recommendation that the U.S. Coast Guard Commandant partner with the Towing Safety Advisory Council to establish a working group to draft and accept a task statement addressing, but not limited to, the issues raised by this marine casualty, the towage of mobile offshore drilling units in the arctic marine environment and several other concerns. The Coast Guard reminds companies that safety and risk management need to be a priority when evaluating maritime evolutions to ensure responsible, safe and efficient operations. Professional mariners have a responsibility to ensure they manage and follow approved procedures for all maritime operations to prevent and mitigate potential incidents.

(Source: Marex)

OFFSHORE NEWS

VARD DELIVERS NEW AHTS VESSEL TO FARSTAD



Vard Langsten has delivered AHTS **Far Sirius** (UT 731 CD) to Farstad Supply AS, a wholly owned subsidiary of Farstad Shipping ASA. The UT 731 CD vessel is designed to work in extreme environmental conditions and carry out operations in waters as deep as 3,000 metres. With a total length of 87.4m, breadth of 21.0m, the ship has a bollard pull of approx. 260 tons and installed power of approx.

24,000 BHP. **Far Sirius** will trade the spot market in the North Sea. The long-term financing of the vessel is arranged by Eksportkreditt Norge AS in cooperation with GIEK and Sparebank 1 SMN. *(Source: Fartsad)*

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SPO NAMES ITS FIRST L-CLASS VESSEL

Shipowner and operator, Swire Pacific Offshore Operations (Pte) Ltd (SPO) celebrated the naming of its first L-Class vessel, **Pacific Leader** Maizuru Shipyard, Japan last week. Speaking at the ceremony Managing Director of SPO, Mr Neil Glenn said: “The L-Class series of large PSVs is another important step in the growth and



development of Swire Pacific Offshore’s fleet. With a fuel efficient modern design and a high quality, high specification build, we are confident these large capacity vessels will offer our customers an exceptionally reliable, economical and flexible solution to their offshore marine support needs and continue to enhance SPO’s capabilities as a leading maritime services provider.”

Pacific Leader is the first of a series of eight L-Class vessels that SPO has commissioned. Four vessels will be built by JMU in Japan and four vessels in Brazil. Upon its delivery, **Pacific Leader** will be going straight into a charter contract. Today, April 3, 2014, SPO owns and operates a diverse fleet of 85 offshore support vessels, including anchor handling tug supply vessels, platform supply vessels, ice-breaking supply vessels, anchor handling tugs, seismic survey vessels, wind-farm installation vessels, accommodation vessels and multi-purpose offshore vessels. SPO will have a fleet of 100 vessels by the end of 2015. The L-Class vessels (5258 DWT), with the fuel-saving design, consisting of newly developed fuel efficient propulsion pods, a four-engine diesel electric power plant, large cargo carrying capacity and bulk cargo system, makes them well suited for supply duties in deep water environments. The propulsion system features a computerised power management system that is programmable to ensure the optimisation of the diesel engine load and fuel consumption. The Cargomaxx bulk system allows for the carriage of dry and wet bulk cargoes in 5 separate tanks, uses a pressure vacuum system to load and upload the cargo and has a product weighing system to accurately measure a product delivered as an individual parcel or as an aggregated amount over a period of time. These FiFi 1, DP2 vessels are also SPS Compliant and Clean Class. *(Source: SPO)*

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CHARTER SEASON FOR 'TOR VIKING' CANCELLED



Viking Supply Ships' AHTS icebreaker the **'Tor Viking'** was chartered by a major oil company for the drilling seasons 2014 and 2015. The season 2014 has now been cancelled by the charterer. According to the contract Viking Supply Ships will be paid a cancellation fee. The duration of each season is approximately 7 months, including mobilization and demobilization with commencement around May 1st each year. Since there are

chartering options for 2016 and 2017, the contract, worth approximately USD 36.5 million, is still valid for the remainder of its periods. *(Source: Transatlantic)*

SEABIRD'S AQUILA EXPLORER HIRED FOR 2D SURVEY

SeaBird Exploration Plc has announced that Aquila Explorer has been awarded a contract for a 2D survey in the Australasia region. The duration of the contract is approximately 50 days and with a value of approximately USD 5.5 million. SeaBird is a global provider of marine acquisition for 2D/3D and 4D seismic data, and associated products and services to the oil and gas industry. M/V Aquila Explorer was converted to 2D Source vessel in Singapore in 2007. The vessel is designed for worldwide operation. *(Press Release)*



ARY UNDERWENT INTENSIVE OVERHAUL



Today Friday april 4 2014 34 years after the first sea trials after intensive overhaul the **Ary** (Imo 8928480) (former *Thor supporter*) made new successful trials out of Ijmuiden. The **Ary** underwent a major upgrade in order from Van Laar Maritime the work where executed by Shipyard van Laar in cooperation with several subcontractors. *The major thing who have been taking care off are:*

removing the old, a new Wheelhouse / accommodation super structure is placed. The whole accommodation wheelhouse, galley, messroom, 8 cabins/ 11 person is complete new equipped and carpeted. Wheelhouse is equipped with a new package for sailing nautical area A1/A2/A3 also 2 new radars, echo sounder, rudder angle indicators, V-sat communication system e.o. also at the back side of the wheelhouse is an additional manoeuvring stand. Throughout the ship new electrical system including switchboards wiring, in the wheelhouse separate division for GMDSS, other equipment and lighting. Completely new climate system with combination of air conditioning and heating through new ducting's. *Technical:* Main engine`s replaced for factory reconditioned units (Holland Diesel Maassluis). 2 new 80kW Cummins auxiliary engines in engine room and a redundant unit in separated generator room. Bow Thruster installed (was not there previous) (Dutch Thruster Group). New main switchboard and various distribution boards. New steering machine units. New water maker / water pressure system. New bilge / bilge pumps and pipes. New sewage tank / system. New fixed firefighting system (Minimax). Lightship test with Flag State and Classification Society. New exhaust system for main and auxiliary engines. New alarm / control panel with touch screen in ER /Wheelhouse. Wireless internet throughout the vessel (de Boer marine). The vessel was built in 1980

by Hudson Shipbuilders – Pascagoula MS; USA as **Wanda Louise**. In 1990 **Chris B**, In 1995 **Orion II**, In 2000 **Hunter** and in 2001 **Thor Hunter**. The vessel has a length of 36.58 mtrs a beam of 8.40 mtrs and a draught of 3.06 mtrs. *(Source: Rene Clots)*

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CSS OLYMPIA CRANE TESTING IN CAPE TOWN



The compact semi-submersible vessel **CSS Olympia**, delivered by Marine Assets Corporation (MAC) earlier this year, has won the award for Offshore Support Vessel of the Year at the 2014 OSJ Awards held at the Lancaster Hotel in London. The **CSS Olympia** is a DP3 84m compact semi-submersible 430-man flotel. The vessel was designed by STX Marine Vancouver and built by Fujian Mawei Shipbuilding in south-east China. It represents the first in a series of seven

units due for delivery over the next two years. Having been delivered on 20 January, the **CSS Olympia** is currently en route to Brazil, having stopped at Cape Town for some amendments and

additions. Her new owners Gran Energy of Brazil anticipate her arrival in early April to immediately start a long-term charter with Petrobras. In the pictures above **CSS Olympia** undergoes a Water Weight testing of her 150 ton crane last week in Cape Town. She was in the Mother City to have a +/- 6 metre extension inserted into the Support Tower of the Telescopic Gangway. The work was one of a series of jobs, carried out by Dormac Marine, to enable



her to carry out her first assignment off the Brazilian coast. The unusual 'Catamaran style' of the Hull can clearly be seen. The other pictures show her sailing from Cape Town. *(Source: Ports & Ships; Photo: Frank Vennard)*

CAPE TOWN HARBOUR



The impressive looking offshore service vessels, **Bourbon Evolution 803** (on left) and **Polarcus Amani** with the small tug **African Princess** on berth in Cape Town harbour this past week. *(Photo: Aad Noorland)*

MCDERMOTT ACHIEVES SEVERAL OPERATIONAL MILESTONES



McDermott International, Inc. has announced an update to certain operational matters, including Malaysia (Siakap) Project, the installation of the extended tension leg platform in Brazil (Papa Terra), Azerbaijan (COP) Project, and Australia (Ichthys) Project. Through working capital management, the Company maintained its previously reported liquidity and leverage position at the end of March 2014 compared to

amounts previously reported at the end of February 2014. Specifically, as of March 31, 2014, the Company had approximately \$320 million of total cash, cash equivalents, restricted cash and investments and \$307 million of total funded debt, including \$250 million of borrowings under the Company's credit facility and \$57 million of separate vessel financing. The Company recently achieved significant operational milestones on several key projects, including: - Malaysia (Siakap) Project – Pipe and subsea structure installation has been completed. The customer received first oil in February 2014, and the vessel North Ocean 105 has demobilized from the field. The Company expects mechanical completion in early April 2014. Although this project resulted in financial losses recorded in 2013, it was a major technical achievement of complex pipe-in-pipe and subsea structure installation in over 5,000 feet of water. - Brazil (Papa Terra) Project – The installation of the

extended tension leg platform was completed in March 2014 and the vessel DB 50 has demobilized from the field. This facility is a significant operational achievement because it includes the first dry tree in deepwater Brazil. - Azerbaijan (COP) Project – The Company has progressed work as expected and continues to expect to complete the limited remaining offshore work by mid-May 2014. - Australia (Ichthys) Project – The Company remains on schedule for fabrication operations in the Batam, Indonesia fabrication yard and anticipates the commencement of the offshore installation operations in the third quarter of 2014. McDermott’s work has resulted in the customer recognizing us as a leader among the program contractors, and the Company expects the work on the project will be a major subsea achievement for the Company. The Company continues to make progress with customers on commercial matters and, although the Company can provide no assurance, opportunity remains to improve the financial outcome from each of the above-mentioned projects. *(Source: McDermott International)*

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SUBSEA 7 EXTENDS OPTION FOR SKANDI SEVEN

Subsea 7 has exercised the final extension option on the vessel [Skandi Seven](#). Subsea 7 has exercised the final extension option on the vessel [Skandi Seven](#), and the vessel is firm from April 2015 until end March 2017. Skandi Seven is designed as a vessel for world-wide operations. [Skandi Seven](#) is a construction and flex lay vessel, capable of operating in water depths up to 3,000 meters. The 2008 built vessel is equipped with a 250 mt crane and 2 ROVs. *(Press Release)*



WINDFARM NEWS

A2SEA TAKES DELIVERY OF ITS 2ND JACK-UP VESSEL

COSCO Nantong, a subsidiary of COSCO Shipyard Group, has delivered state-of-the-art wind turbine installation vessel [Sea Challenger](#) to Denmark-based offshore wind farm installation and services company A2SEA. [Sea Challenger](#) measures 132.34 meters in LOA, 39 meters in breadth and 9 meters in depth. Optimised to operate at depths of up to 45 metres, the vessel is well suited for



News)

installation of the upcoming offshore wind projects in the Northern Europe. This is the second jack-up vessel that COSCO Shipyard has built for A2SEA, almost identical to its sister ship, the [Sea Installer](#). However, [Sea Challenger](#) features a larger crane that can lift up to 900 tonnes – 100 tonnes more than her sister vessel. The increased lifting capacity will meet the trend toward even larger turbines engineered for offshore use. The first work for [Sea Challenger](#) will be on DONG Energy's Westermost Rough project. (*World Maritime*

YARD NEWS

HAVYARD GROUP LAUNCHES 'AFRICAN INSPIRATION'

Havyard Group held a launching ceremony for the 857 IMR design vessel '[African Inspiration](#)' at Cemre shipyard in Turkey. The launching is a result of the last year's NOK 600 million (approxim. USD 100 million) worth agreement with the Nigerian oil and gas company Marine Platforms Ltd. '[African Inspiration](#)' is the second 857 IMR design vessel



to join Marine Platforms' fleet. The 113-metre long multipurpose service vessel is going to sail under the Nigerian flag into the country's waters in September. It has a gross tonnage of 5000t and its main crane is 3000-metre long. (*Source: World Maritime News*)

WARTSILA DESIGNED PSV FOR ARCTIC OPERATIONS

A new platform supply vessel (PSV) to be built for operating in arctic conditions is to be designed and powered by Wärtsilä. This is the first confirmed contract for Wärtsilä Ship Design's new series of arctic PSVs. Wärtsilä will also supply an integrated package that includes machinery, and the electrical and automation systems, including the patented Wärtsilä Low Loss Concept (LLC). This highly redundant diesel-electric system provides additional reliability for continuous operation in various failure modes. The contracts with Kleven Verft AS were signed in January 2014. The ship will be built at the Kleven yard in Norway on behalf of REM Offshore AS, the Norwegian fleet owner. The vessel is scheduled for delivery in the first half of 2015, and will feature the latest



developments of Wärtsilä Ship Design's proven **VS 485 design**. "This significant order takes us a step further towards our goal of becoming a leading player in the market for ice class vessels," says Magnus Miemois, Vice President Solutions, Wärtsilä Ship Power. "There is increasing oil company exploration being carried out in northern Russia, Greenland, the Barents Sea, and other arctic waters. This requires vessels specifically designed for these

conditions, and Wärtsilä has shown that it can efficiently meet such needs," says Åge Remøy, Chief Executive Officer of Rem Offshore AS. The ship will be strengthened and equipped for arctic operations, with the hull and propulsion fitted to comply with DNV ice class ICE 1B. This verifies that the vessel has sufficient strength, power, and equipment to operate in arctic conditions. Furthermore, the vessel will be readied for cold climate conditions according to the DNV class Winterized Basic guidelines. This notation includes requirements for maintaining safety and vessel operability in ice, under icing conditions, and at low temperatures. The new Wärtsilä design broadens its very popular 485 range with an arctic option, combining the efficiency and high level of redundancy with arctic operational capability. The Wärtsilä LLC will enable the vessel to fulfill the highest possible Environmental Regularity Number (ERN) of 99.99.99. The ERN rating represents the capability of a vessel to maintain its position and normal operations under certain weather conditions. Wärtsilä is the first supplier capable of providing such a high ERN. (*Source: Wärtsilä*)

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SIMEK YN 127 SUCCESSFULLY LAUNCHED

Simek's Yard no. 127, named **Stril Krúnborg**, was successfully launched at Angholmen at the last weekend of March. After being launched, two tug boats towed the ship to Simek. At Simek, the ship will be further outfitted and completed before its sea trials and delivery in May 2014 to Krúnborg Offshore. The vessel is a 85.45 m long Subsea vessel of **MM 85 MSV design**. The contract provides work for Simek and Flekkefjord Elektro until delivery in May 2014. The vessel was designed by Multi Maritime AS in Førde and is a development of two existing vessels the company has taken delivery of from another Norwegian shipyard. The ship will be able to perform various subsea operations worldwide. The new building will have a diesel-electric propulsion system of 4

generators with approx. 6.490 kW. These supply power to two electric-powered propellers each of 1,600 kW aft. Estimated speed approx. 14,5 knots. In addition, the ship is equipped with one bow thruster and two azimuth thrusters. *The vessel has the following main dimensions:* Length over all 85.45 m; Width 18.00m; Depth to deck 8,60 m. The accommodation is designed for a total of 90 people, divided into 20 single and 35 double cabins, all with shower and toilet.

(Source: Simek)



ROLLS-ROYCE SECURES CONTRACT FOR WAVE PIERCING OFFSHORE VESSEL



Rolls-Royce has signed an £11 million contract with Spanish shipyard Gondan for a wave piercing offshore vessel to be delivered to Simon Møkster Shipping in Norway. The vessel is designed to pierce through the waves under harsh weather conditions, making it possible to keep a more constant speed, reduce the use of fuel and increase on board safety. This fits with Simon Møkster's

philosophy of developing the most environmentally friendly fleet possible. The vessel, type UT 776 WP, will also feature the Rolls-Royce Unified Bridge, making the command centre of the vessel one of the most modern that exists today. This is the second vessel of this design ordered by Simon Møkster Shipping in Norway, the first is scheduled for delivery from Gondan in August 2014. The vessel is developed specifically for missions in the arctic region and will be equipped to undertake oil spill recovery and firefighting duties. The delivery from Rolls-Royce includes an extensive range of advanced in board equipment, such as Azipull propellers, thrusters, DP2 dynamic positioning system, the latest generation of automation and control systems including the Unified Bridge, Automated Sea Fastening System (ASFA) to secure deck cargo and a dry bulk system. The vessel is expected to be delivered in 2016. *(Source: Rolls-Royce)*

NAM CHEONG REACHES MILESTONE WITH SALE OF TWO VESSELS

Nam Cheong Limited today, 31st March 2014, reported that it has sold another two vessels worth approximately US\$43.1 million (approximately S\$54.4 million), making it a record sale of seven vessels within the first three months of this year. With these two latest sales contracts, Nam

Cheong's order book has hit RM1.4 billion (approximately S\$539.8million). One Anchor Handling Towing Supply Vessel ("AHTS") was sold to an emerging player in the oil and gas sector, a subsidiary of a new customer, Kayfour Development Corporation Sdn Bhd, which will be operating the vessel via its subsidiary, Multi Marine Venture Sdn Bhd. Sale of one Platform Supply Vessel ("PSV") was made to a repeat customer in West



Africa, E.A. Temile and Sons Development Company of Nigeria Limited, an established engineering and construction company. Leong Seng Keat, Nam Cheong's Chief Executive Officer said, "We are very pleased with this strong sales momentum, with seven vessels sold in the first three months of the year. Notably, since our first entry into West Africa in August 2012, we have made good progress, with our first repeat business from a customer operating in this region, known for its strong prospects in oil discoveries." Analysts had estimated that total oil reserves in West Africa are between 10 to 15 billion barrels. In October 2012, Nam Cheong sold a similar PSV measuring at 5,000 dead weight tonne ("dwt") to the same customer in West Africa. Analysts are expecting E&P spending to reach a new record of US\$723 billion this year, with an increasing number of active rigs coming to market. As a result, it is expected that more OSVs will be required to serve the industry. In addition, 30% of the global AHTS fleet is over 25 years-old. On the industry outlook, Mr Leong added, "As operators seek to grow their efficiencies and capacities, and given the strong sectoral prospects, we expect to see an increase in replacement activities. "We have also observed that supply remains tight in some segments such as vessels that are involved in the oil production stage. Hence we expect spending to be sustained or increased, especially in relation to oil production and enhanced oil recovery areas." Both these vessels sold are being constructed as part of the Group's build-to-stock series in the Group's subcontracted yards in China. They are scheduled for delivery in 2014 and are expected to contribute positively to the Group's earnings for the financial year ending 31 December 2014. *(Press Release)*

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A&P TYNE REPAIRS 'RED 7 REEL' OSV

A&P Tyne, part of the A&P Group welcomed Red 7 Marine and Vessel Management Services to the



site in Tyneside bringing the ‘DP Reel’ Offshore Support Vessel. The 90 x 18m vessel required inspection and specialist repairs to the Forward Azimuth Thruster. Other works included Port & Starboard Tailshaft seal renewal, removal of temporary deck equipment from last charter, modifications to the automatic sprinkler system, removal and refurbishment of Main & Auxiliary Engine Fuel Pumps & Governors by specialists, resetting of fuel timing and modifications to existing TLQ’s steel

foundations and piping (Temporary Living Quarters) so as to accommodate additional units for new charter. The vessel arrived 18/03/14 and dry docked on that day / vessel to undock 28/03/14 and berth on A&P’s Bede Quay for completion of repairs for approximately 4 days pending trials / testing. *(Press Release)*

HAVYARD’S FIRST WE DESIGN READY FOR OUTFITTING

After four weeks of towing from Turkey, the first hull of the characteristic Havyard’s WE design arrived today at Leirvik shipyard for final outfitting. Havyard’s newbuild 120 “PolarsysseL”, is scheduled for delivery to the Icelandic shipping company Fafnir Offshore in late August 2014. The newbuild is the first of the 832 L WE design, and will be involved in assignments for the district governor of Svalbard, among many others. Since 2011 Havyard has carried out comprehensive research and development work, focusing on



the vessel’s hull lines and how this may affect slamming, motions and fuel consumption. Both MARINTEK and MARIN, which are amongst the leading research environments in Europe, have been actively involved in the development. Also, Havyard found extremely useful the advanced measurements carried out at their own shipyard during all test voyages over the last few years. “There we manage to control any possible divergences between simulations and real-life experiences. The WE concept is therefore a result of cooperation across many different departments in Havyard Group, where the vision ‘Improving life at sea’ is a constant,” says Design Manager Arve Leine of Havyard Design & Solutions. “Havyard’s WE design is easily recognizable, but to Havyard this is much more than a design look and signature. The distinctive design is the slim, streamlined bow with adjoining bulb, as well as fins in the afterbody. These fins take care of optimal water influx for thrusters and they considerably increase efficiency without increased ship resistance. Test results

and simulations have shown that both resistance and thruster efficiency are influenced in an extremely favourable way,” he explains. The vessel is designed, planned and constructed according to the district governor’s demands. This means the ship has ice-reinforced hull with ice class ICE 1B, she also has Winterized Basic class. A detachable helideck is mounted amidships and onboard Refuelling System for helicopters is planned for. Because of regulations for carrying out possible emergency tugs, there is a towing winch installed on main deck. Accommodation and outfitting are also carried out according to the district governor’s demands. Key data for Havyard 832 WE: Length: 88.5 m; Breadth: 17.6 m; Speed: 15 knots; Deck area: 850 square metres; Crew: 30 persons; Dead weight: 3700 tonnes. *(Source: Havyard)*

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Last week there have been new updates posted:

1. Several updates on the News page posted last week:
 - [Damen pontoon deliveries ensure global stock availability](#)
 - [Elbe on her 1st commercial voyage](#)
 - [World Sapphire ceremony marks completion of six-vessel order for World Wide Supply](#)
 - [Boskalis posts record net profit of EUR 366 million](#)

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