

ugs owing & Offshore Newsletter

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

TUGS & TOWING NEWS

SALVAGE TUG TITAN



One of the readers forward me a picture of the Titan (Imo 7349065) with the following text: I was walking the waterfront in Ho Chi Minh City this morning, 25th April 2014, when I spotted the beautiful old salvage tug **Titan**. She shows no port of registry and carries no stack logo so I am not sure of her status. I note that you

mentioned her in your July 16, 2011 issue so I am sending this photo as an update. The Titan with her sisters, Wotan, Simson and Atlantic, were built in the mid 70's last decade for Bugsier Reederei und Bergungs AD – Hamburg; Germany. The Titan built by F. Schichau (Schichau Unterweser AG) – Bremerhaven; Germany under number 2253 was built in 1974. In December 1992 she was sold to the Vietnamese Navy and managed by Van Xuan Co. – Hanoi; Vietnam and renamed HQ 960 Titan. She has a length of 77,73 mtrs a beam of 13,59 mtrs a depth of 6,61 mtrs a grt of 1,599 tons and a nrt of 163 tons. The two 4 stroke V12 cyl. K.H.Deutz type RBV12M350 develops an total output of 8,800 bhp (6,472 kW) with a speed of 18,2 knots and a bollard pull of 105 tons. In April 1979, just 35 years ago, the engine output was tuned up to 13,920 bhp (10,240 kW) and fixed nozzles and a bollard pull of 135 tons. *(Photo: Alan Haig-Brown)*

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KONINKLIJKE ONDERSCHIEDING

Vanochtend 25 April 2015, heeft Burgemeester Klijs van de gemeente Moerdijk een koninklijke onderscheiding uitgereikt aan Leo Schuitemaker. Hij is nu Ridder in de Orde van Oranje Nassau. Hij ontving deze onderscheiding vooral naar aanleiding van zijn jarenlange vrijwilligerswerk voor de Vereniging 'De Binnenvaart'. Bijna vijftig jaren geleden was hij één van de oprichters van deze vereniging en vervolgens twintig jaren bestuurslid, eerst tien jaren als secretaris en vervolgens tien jaren als vice-voorzitter. Daarna werd hij hoofdredacteur van het magazine 'Binnenvaart', dat wordt uitgegeven door Vereniging 'De Binnenvaart'. Die functie bekleedt hij tot de dag van vandaag. Daarnaast verricht hij tal van andere vrijwilligersactiviteiten voor deze vereniging, waarvan hij sinds 2010 erelid is en die inmiddels bijna 3500 leden telt. Bij de toekenning van deze koninklijke onderscheiding heeft ook nog als overweging een rol gespeeld dat hij jarenlang actief was in de Vereniging van Havenmeesters van Nederland en dat hij al vele jaren publicaties over de binnenvaart verzorgt, o.a. voor het blad 'Sleep- en Duwvaart', daarbij puttend uit een groot eigen foto-archief. Leo Schuitemaker was in zijn dagelijks leven tot aan zijn pensionering in 2012 Projectleider Vaarwegkenmerken bij Rijkswaterstaat. *(Photo: Cees de Bijl)*



NERVIO TOWING THE 2004 BUILT JACK UP BARGE JB-104



The 1982 built Spanish flag with call sign EAJG tug **Nervio** (Imo 8117770) was seen towing the 2004 built jack up barge JB-104 entering Grand Harbour, Malta on Friday 25th April, 2014 coming from Vassilikos, Cyprus after the barge was used for piling and concrete works for a new build comprehensive oil

product terminal. The **Nervio** is owned and managed by Remolcadores Naviera – Tarragona; Spain. She has a grt of 168 tons and a dwt of 67 tons. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

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XIA GANGTUO No.20 AND XIA GANGTUO No. 21 DELIVERED

On the morning of 24th April 2014, two 3728kw ASD tugboats named **Xia Gangtuo NO.20** and **Xia Gangtuo No. 21** were successfully delivered to Xia Men Port Shipping Co., Ltd from Zhenjiang Shipyard. *(Source: Zhenjiang)*



ITS 2014 HAMBURG - ONLY 7 WEEKS TO GO!

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ITS 2014 is taking place at the CCH, International Congress Centre Hamburg, Germany, from 16th to 20th June, and is set to be the largest ever gathering of tug, towage, salvage and OSV experts from over 40 countries. To date more than 360 delegates have already registered, and our biggest exhibition to date is virtually sold out, with over 100 companies represented. Visit <http://www.tugandosv.com/its2014-information> to view the conference programme and exhibition floor plan and for more information on registering as a delegate. Accommodation is running out fast, so if you are planning on making a visit or registering as a delegate, please do get your accommodation booked sooner rather than later using the link for Venue & Accommodation on the website. There are still a few special price rooms at the Radisson Blu Hamburg, located next door to the convention centre, but rooms are filling up fast, so book now to avoid disappointment.

TUG GROUNDED AND SANK OFF EDØYA



The "**Chanko**" ran aground and sank short time later west of Sommerøya in Malangen on Apr 22, 2014, at 1 a.m. The tug had pulled in six salmon cages when suffering a breakdown off Skarvhalsen just after 00:30 a.m., causing it to drift aground in waves of four to six metres and strong winds. The crew of four was rescued by the lifeboat "*Kaptein Skaugen*" from a dinghy in a dramatic operation. All aboard were unharmed and transported to Tromsø where they went to a hotel. The master said the tug had hit an obstruction causing the propeller to get fouled. One of the cages also landed on the cliffs of Edøya. On Apr 23 and 24 two surveillance flights were carried out and a minor diesel spill of three kilometers length observed while the half submerged tug was heavily beaten by the surf. *(Source: Vesseltracker; Photo: Nordlys)*

TUG BREACHED IN GROUNDING



After the "**Cormilan**" left Fowey harbour early in the morning of Apr 29, 2014, it struck rocks taking on around four feet of water in it's engine room. The tug was going to Plymouth to assist in the berthing of a cruise ship. The master and the crew of three managed to return the vessel to her moorings near the docks but requested assistance as they were unable to control the amount of water

entering the hull. The Cornwall fire and rescue service attended and have rigged portable pumping equipment to assist. The Port Emergency plan was activated and personnel mobilised. On arrival on

scene the vessel had four feet of water in the engine room, with the assistance of harbour and fire service pumps this dropped by 10 inches during the following hours. (*Source: Vesseltracker; Photo: Ralf Grabbert*)

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TUGS HOLDING WA TO RANSOM, SAYS FORTESCUE METALS GROUP CHIEF EXECUTIVE NEV POWER

Fortescue Metals Group chief executive Nev Power says the world's fourth-largest iron ore producer will have to shut its mines in days if tugboat crews walk off the job, a move he said would hurt government revenue and damage the nation's reputation in Asia. In a stinging rebuke, Mr Power said the three unions representing the tugboat crews - which have applied to take protected industrial action through Fair Work Australia - are holding the state to ransom. It could cost jobs across the Pilbara, he said. "They [tugboat



workers] are a critical part of the supply chain and I don't think it's right that a small number of people can put the livelihood and jobs of so many at risk and put the financial future of companies and the state at risk," Mr Power said. A ballot of workers is being conducted, with a decision on whether to take action expected in about a fortnight. BHP Billiton has the licence to operate tugboat services for all users at Port Hedland, where a quarter of the world's iron ore is exported. BHP contracts tugboat operations to Teekay Shipping. The militant Maritime Union of Australia is representing deckhands, which are understood to earn about \$140,000 a year. The Australian Institute of Marine and Power Engineers manages the engineers while tugboat masters, who are understood to earn up to \$300,000 a year including allowances, are represented by the Australian Maritime Officers Union. The claims by the different workers vary and are not all focused on pay, with some workers concerned that they are regularly working more than 12 hours a day. Iron ore exports from Port Hedland have jumped about 20 per cent a year since 2009. BHP iron ore president Jimmy Wilson is hopeful the world's biggest miner can avoid an industrial dispute. "I do think that both management and the unions will take a responsible approach to this and we are hopeful that we will see some resolved outcome," Mr Wilson told Nine Network's Financial Review Sunday program. The Port Hedland Port Authority estimates up to \$150 million of exports leaves the port each day. Mr Power said lost exports would hurt government royalty income. Mr Power said if

tugboat crews went on strike he would have to shut production at the company's mines possibly within hours, impacting on jobs throughout the Pilbara. "It would be a matter of hours or a day or so, it wouldn't be any longer than that," Mr Power said. *(Source: The Sydney Morning Herald; Photo: gCaptain)*

RIG ENSCO 5006 IN TWIN-TOW DELIVERED IN SINGAPORE



Tugs **Fairmount Summit** en **Fairmount Alpine** have towed rig **ENSCO 5006** safely from Cyprus to Singapore. The Fairmount twins towed the rig over about 13,000 miles. Before the departure off Limasol, Cyprus, both Fairmount tugs performed anchor handling work for the rig. On request of its owners cargo and crew runs were done during a stop off Las Palmas and a bunker stop was made at Port Ngqura, South Africa. During parts of the voyage transit speeds up to 9 knots were reached. The **ENSCO 5006** is

a semi-submersible drilling rig, capable for drilling operations up to 7,600 meters. The 1999 built rig is owned by Scottish ENSCO Plc. *(Press Release Fairmount)*

GOUWESTROOM WITH TOW TO SOUTHAMPTON



Last Tuesday 29th April the 1998 built Dutch registered with call sign PDGR tug **Gouwestroom** (Imo 8943569) from Van Wijngaarden Marine Services B.V. – Sliedrecht; Netherlands with in tow the Multipurpose-/Spray pontoon “**D2**” from Baggermij Boskalis – Papendrecht; Netherlands bound for Southampton; UK. The Gouwestroom has a length of 20.70 mtrs a beam of 6.50 mtrs and a draft of 2.58 mtrs. The two GM Detroit Diesels type 16V92 TA develops a total output of 1,072 kW (1,460

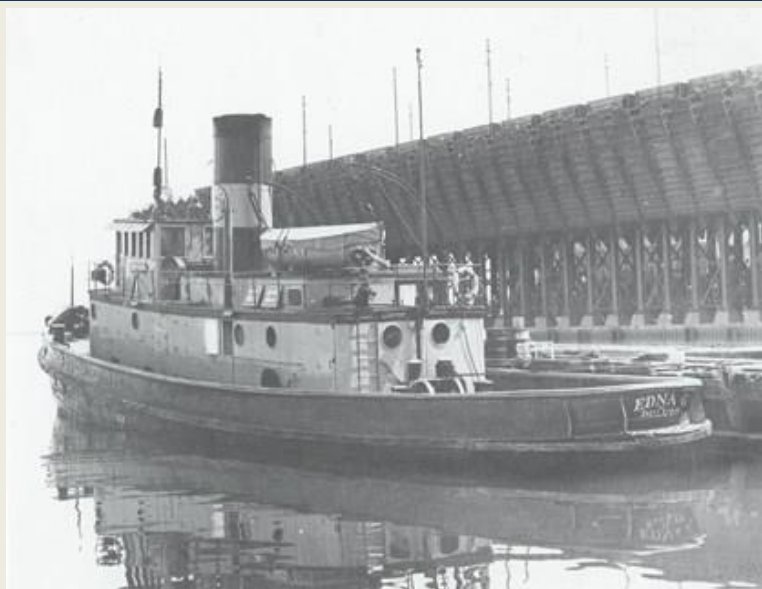
hp). She has a free sailing speed of 12 knots a bollard pull of 20 tons and is classed Bureau Veritas. The Transport arrived in Southampton last Thursday 1st May after 225 nautical miles sailing with an average speed of 6.5 knots. *(Source: VWMS; Photo: Frans de Lijster)*

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YESTERYEAR TUGBOAT EDNA G

The last coal-burning steam tugboat in commercial operation in North America, This is the **Edna G.**, originally built in 1896 at Cleveland Ohio, and still going strong on the Great Lakes in 1979. She is homeported in Two Harbors, Minnesota, and is owned by Duluth, Mesabi, and Iron Range Railroad. The **Edna G.** is a bending, or winding, tug. She is used to assist Great Lakes ore ships when they are coming into and leaving dock. She turns (or “winds” or “bends”) them around. She is alongside an ore tip; note the railroad cars on top of the trestle structure. *(Source: On the Hawser by Steven Lang and Peter H. Spectre)*



ACCIDENTS – SALVAGE NEWS

SALVAGE PLAN FOR SUNKEN FERRY SEWOL

The South Korean Coast Guard is in the final stage of preparing for the salvage efforts. Four crane barges that can lift a thousand tons each, have arrived at the incident area. The 145-meter-long, 22-meter-wide passenger ferry is the biggest ferry among its class in South Korea. It will take all four crane barges to salvage the sunken ship. And before lifting it out of the water, the ferry has to be turned rightside up. "Now, every article in the ferry is upside-down. In this case, if we carry out our salvage effort directly, there will be a secondary incident, which will lead to a more dangerous situation. So we need to recover the original shape before the salvage. It's the basic principle." Head of the salvage team said. The salvage operation is being divided into four stages. The first step is to fix the wirerope onto the ship. This is expected to take 15 to 20 days. The second step is righting the



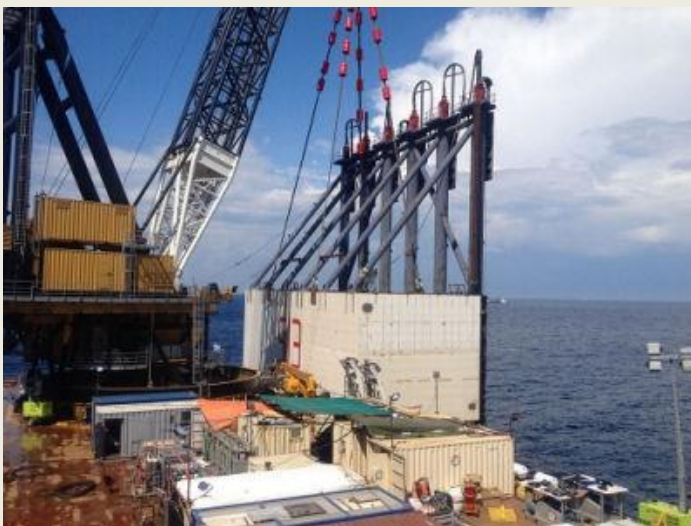
ship with the help of the crane barges. Then it will be pulled to just below the water's surface and the water will be expelled from the ship with the help of dewatering pumps. This may take a long time. Finally, the ship will be pulled out from beneath the water. The salvage operation also has to deal with bad weather and ocean conditions. *(Source: CC TV)*

PREPARATIONS FOR COSTA CONCORDIA REFLOATING BEGIN

The first of the 19 sponsons that will be installed on the Costa Concordia in preparation for the refloating of the submerged cruise ship arrived this morning 28th April, in Giglio Island, Italy. The 810-ton, 33.5-meter wide, 11.5-meter high sponson will be one of 14 new sponsons positioned on the starboard side. Another four will be installed on the ship's port side. The sponson has electrical-pneumatic systems and strand jacks that reach a height of more than 20 meters and depth of 10.5 meters. It



will be positioned as soon as the operation will be authorized. These new sponsons are will be the last of a total of 30 needed to refloat the wreck. Plans by the Titan Micoperi, made up of U.S. salvage



company Titan Salvage and Italian marine contractor Micoperi, call for removal of the ship wreck in one piece. The plan was chosen by specialist representatives from Costa Crociere, Carnival Corporation & plc, London Offshore Consultants and Standard P&I Club, with the collaboration of RINA and Fincantieri. At this point the hull is resting on the false bottom at a depth of about 30 m. A pneumatic system will be used to empty the water gradually from the caissons on both sides of the wreck, giving the sufficient buoyancy to push it

upwards. On completion of the emptying process, a section of about 18 m will remain submerged. Earlier in the week, the Conquest MB1, a new sophisticated crane barge, arrived at Giglio Island to begin operations related to the installing the 19 sponsons. The Conquest MB1 is fitted with a sophisticated rotating/luffing crane and associated automated heel/trim compensation system. The barge is designed with a six point mooring system and accommodation modules for 60 persons, as well as systems to support diving operations. Divers will operate from the barge during the installation of the sponsons. Sponsons will be installed and connected underwater with chains and cables, with a complex and weather sensitive operation. Once the first two sponsons will be positioned, technicians will be able to verify precisely the overall timetable that currently indicates a possible refloating by the end of June. *(Source: MarineLog)*

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READERS REACTION ON THE CITY OF CHESTER'S WRECK

I have read the article of the finding of the "City of Chester" in San Francisco Bay in the Newsletter 26. You may want to make up a short literary note with the information I will provide you, it might be interesting for your readers. One of the best maritime books I have read is called "The Sea Wolf", by Jack London. It's



plot is that about a literature critic that is made a cast away after his ferry, crossing the San Francisco bay, is hit and sunk by a steamship. Van Weyden (such the name of the character) is set adrift in the ebbing tide under the Golden Gate bridge and is picked up by a seal hunting schooner, the "Ghost", Captain and owner Mr. Wolf Larsen. The vessel had just departed to hunt seals on the northeastern pacific by Japan and Russia. Van Weyden is forced to stay onboard and work as a cabin boy, in replacement of a crew member that passed away just after departing San Francisco. The book is a classic, and 13 film adaptations show the appeal of the plot. Now what is most interesting is that it is very likely that Jack London was inspired by the sinking of the City of Chester to build up the scene leading to Van Weyden becoming a cast away. Six pages devotes London to the sinking of the "Martinez", the ferry of the book. Though I could not find anywhere on the internet a confirmation

that this is so, I find it very likely that the City of Chester is the inspiration for this scene. Jack London as himself a San Franciscan, at 1888, the time of the sinking, he was 12 years old, and was already educating himself in the Oakland Public Library. According to his biography, in 1889, only a year after the tragedy, with only 13 years of age, he bought a sloop and became an oyster pirates (oyster poachers, who picked oysters in the dark of night at the bay and sold them fresh in the morning, competing with the authorized monopoly trade). Later on he joined the California Fish Patrol, and by 1893, he signed on to the sealing schooner Sophie Sutherland. The *Sea Wolf* was published in 1904, only 16 years after the sinking of the City of Chester, so he was no doubt fully aware of the details of the sinking. Also, the scene as it is described, coincides in quite some aspects. The “Martinez”, steaming in dense fog, hearing several horns and bells of other vessels in the vicinity, also receives a full blow amidship by the unnamed steamboat, and, like the City of Chester it sinks very fast. The “Martinez” had the chance to see it’s doom just a moment before the collision, like it happened with the real vessels. London describes as well hearing the oars of the boats, which “evidently” must be the ones of the steamboat. He doesn’t mention chinese voices, like those of the *Oceanic*. This is not surprising, as he was often accused of racist, specifically against the chinese immigrants. Resembling the full scene to that of the City of Chester, 16 years after, might have been a way of pouring something upon the Chinese, as he describes the accident that raised racism after the real accident, but in the fiction he does not portrays the rescuing of the survivors, that in real life praised the Chinese crew of the *Oceanic*. Maybe making a direct allusion to the chinese in the book would have been too direct (pretty direct I think it was anyhow, at the time). As I say, I looked for and could find nothing specifically stating that London was inspired by the City of Chester. No literary critic, description of the novel, etc states so. The fact that the collision is only a setting stage for the rest of the novel might have rendered this small information unappreciated by literary experts. However, I having read the book not so long ago (and being very impressed by it) the resemblance between the City of Chester and the Martinez called my attention instantly. I must say I really enjoy reading maritime literature. I hope you have enjoyed this small information as I enjoyed researching and writing it. And if it finds a way into your Newsletter, I’d be honored (*Thanks to Fabián PÉREZ BEMPORAT; Oil painting by Robert Gilbert of the collision of the Oceanic and the City of Chester ...*)

SALVAGE OF CAPSIZED RIG TO FINISH BY MARCH 2015



Salvage work to remove a capsized rig lying in shallow waters offshore from Angola's new liquefied natural gas (LNG) export plant should be completed by March 2015, the company in charge of the operation said. The three-legged Perro Negro 6 drilling rig overturned last summer as it was being positioned to bore a tunnel for a gas pipeline key to feeding the \$10 billion plant. Italian oil services firm Saipem chose South African company Smit Salvage, a unit of Netherlands-based dredging specialist Boskalis, to remove its rig. "Including the preparation phase (engineering and outfitting), mobilization and demobilization, the salvage operation is expected to take around 10 months," a Boskalis spokesman said. "The work is expected to commence in this quarter." The rig capsized as it prepared to bore a tunnel below an underwater canyon, killing at least one person and delaying gas supplies from Chevron-operated blocks 0 and

14, which were to be linked to the plant this year via the tunnel. It will take even longer for a new rig to come into position and dig out a tunnel for the pipeline, a source linked to the liquefaction plant said. Feedgas from the Chevron blocks is essential to helping Angola LNG boost production, which has only managed to reach 50 percent of capacity despite starting up nearly a year ago. Fresh technical setbacks have recently forced the plant to shutdown as engineers investigate the cause of malfunctions. Chevron has a 36.4 percent share in the plant, while Angolan state oil firm Sonangol has 22.8 percent. Other stakeholders include Total, BP and ENI. Photographs of the Perro Negro 6, seen by Reuters, show it lying sideways, half-submerged in the Atlantic. *(Source: MarineLink By Oleg Vukmanovic, Editing by Mark Heinrich)*

OFFSHORE NEWS

JAKARTA RENEWS PROTESTS AGAINST CANBERRA BOAT TOW BACKS

Indonesian foreign minister Marty Natalegawa has again protested against Australia's hardline policy on asylum seekers, the Jakarta Post has reported. Speaking at the two-day International Workshop on the Protection of the Irregular Movement of Persons at Sea, co-chaired by Indonesia and the United Nations refugee agency in Jakarta, Natalegawa said governments should stop



"shifting responsibility". The workshop comes only days after Australia announced one naval officer had been stripped of his command, another administratively sanctioned, and five others reprimanded after 'inadvertently' breaching Indonesian waters during a tow back operation earlier this year. At the same time, The Guardian Australia reported that the Australian Customs ship **Ocean Protector** had gone 9km into Indonesian waters, much further than previously disclosed. *(Source: Vesseltracker; Photo: Ian Edwards)*

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tugs & Offshore






PACIFIC DOLPHIN

Swire Pacific's impressive offshore supply tug **Pacific Dolphin** (6,641-gt, built 2013) arrived in Table



Bay and later in Cape Town harbour hauling the towing vessel Boabarge 33. The port call was purely for bunkers and ship supplies and must have been a relief after the long voyage across the wide expanse of the Indian Ocean. Pacific Dolphin flies the Singapore flag. *(Photo: Aad Noorland)*

BGOS TAKES DELIVERY OF ITS NEW CREW SUPPLY VESSEL

Incat Crowther announced the delivery of **John Jacob**, a 205' aluminum monohull Crew Supply Vessel, for Barry Graham Oil Service (BGOS) of Bayou La Batre, Alabama. Built to a high standard by Halimar Shipyard in Morgan City, Louisiana, the project's successful completion is the result of a close collaboration between operator, shipyard, and designer, Incat said. Driving factors in the design and build process included providing a modern and fuel-efficient design meeting the latest



demands of crew supply vessels in the Gulf of Mexico, whilst maintaining continuity with existing BGOS fleet operational features. **John Jacob** has a vast aft cargo deck of nearly 340 sqm (3,640 square feet), which carries loads up to 450 long tons. The main deck cabin houses 72 passenger seats, passenger shower and toilet, stores, a dedicated DP equipment room, and access to the upper deck wheelhouse below deck accommodations. A deck locker, accessed from the cargo deck, is provided for storage of deck cargo securing equipment and other safety gear. Upstairs, the wheelhouse features both forward and aft-facing control stations and smartly designed control consoles. Below decks, John Jacob's crew members are accommodated in twin cabins, capable of sleeping a total of 12. Adjacent to these is a crew galley and mess area, as well as a large pantry. The vessel's hull houses a multitude of tanks. In addition to the vessel's 15,296 gallons of fuel, 17,484 gallons of transferrable fuel can be carried. Further tanks hold the vessel's fresh water, grey water, and sewage, while dual-purpose water tanks can also be used to carry up to 42,588 gallons of rig water or ballast. The vessel is powered by a quartet of Cummins QSK 50 engines, rated at 1,800bhp each. These drive through Twin Disc MGX 6848 gearboxes to four Hamilton HM811 waterjets via cardan shaft assemblies from Driveline Service of Portland. The vessel reached a top speed in excess of 32 knots during sea trials. The vessel is USCG Subchapter T approved and ABS classed for DP-2 service. Three Thrustmaster 150hp tunnel bow thrusters combine with the four jets and a Beier Radio DP-2

control system to give the vessel superior maneuverability. Electric power is generated from three Cummins 6CTA gensets rated at 185 ekW. Additionally, a FiFi-1 firefighting system is installed for the purpose of combatting off-ship fires. The system includes two FFS engine-driven pumps, each with 5300 gpm capacity, with integral clutch assemblies and remote controlled monitors. (*Source: Incat*)

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STANDFORD MUSTANG SUCCESSFULLY LAUNCHED



9th April 2014. MAC / Mawei Shipyard is pleased to announce the successful launching on the **Stanford Mustang**, a 50m AHT with a special low air draft design, to enable the safe passage below the bridges that connect the offshore installations. The **Stanford Mustang** is a MMC 950 design, and will commence a long term Contract in the ME on delivery June 2014. This vessel demonstrates MAC ability to take specific client requirements, tailor the design

and co-ordinate a timely and cost effective delivery to the new owner. (*Press Release MAC*)

OILFIELD SERVICES MINNOWS MUST ACQUIRE OR EXPIRE

Suppliers of offshore oilfield services in Singapore, the seat of Southeast Asia's energy industry, are opening up to mergers and equity buy-ins as smaller players struggle to find the capital and scale to compete with the big boys. Malaysia and Indonesia, the top oil and gas producing nations in the region, are planning to spend billions of dollars to unlock virgin reserves trapped in remote deepwater locations and boost extraction rates at existing but aging fields. That promises more business for top offshore oilfield services firms like PACC Offshore Services Holdings Ltd and Swire Pacific Offshore, a unit of Hong Kong conglomerate Swire Pacific Ltd. But that does not mean more business for the smaller players, which have been clubbed by rising costs and keen competition in

an overcrowded market. People in the industry say the smaller players, which typically operate 20 to 30 offshore support vessels (OSVs), are not as cost-efficient as the big boys. And as expenses rise, they may have no choice but to seek outside capital or lease their equipment and ships to other operators. "We have seen a fairly active market, and it will be a natural progression to see more M&As," said Joachim Skorge, the Asia head of investment banking at DNB



Bank. "What we often see is when the market is improving, people looking for exit will be more open to sell." Drawn by the promising Southeast Asia market, Australia's Mermaid Marine Australia Ltd bought Jaya Holdings Ltd for A\$550 million (\$510.48 million) in February. The purchase of Jaya, which owns a fleet of 27 OSVs and operates a shipyard in Batam, Indonesia, was the biggest acquisition in the region's OSV space in at least a decade. Singapore-based Ezion Holdings Ltd, which dominates the region's market for liftboats, bought stakes in a couple of small companies including AusGroup Ltd and JK Tech Holdings Ltd . Liftboats are self-propelling rigs that support offshore energy work such as platform maintenance. Ezion is also selling shares to companies under Hong Leong Group, controlled by Malaysia's third-richest man, Quek Leng Chan, to expand its fleet. OSVs carry out different tasks to support offshore oil and gas exploration and production, from hauling rigs across oceans and laying pipelines on the seabed to transporting provisions to rig workers. *Plight of the small* The relatively low bar of entry and requirement or preference to use local service providers by oil and gas explorers have turned the region into one of the world's most fragmented OSV markets. In Southeast Asia, the top five OSV operators account for 23 percent of the market, data from the U.S. research firm IHS shows. The rest of it is served by many much smaller players. Their size pales in comparison with the likes of Singapore-based PACC Offshore Services, which operates 112 vessels. Bourbon SA, the world's top OSV player, commands a fleet of 458 vessels. And in times of escalating costs, the smaller players are the ones feeling the pinch the most. "Having the right assets is no longer enough," said James Pang, managing director at Pacific Radiance Ltd, which together with its joint ventures operates 120 vessels. Pang said costs are rising due to new safety and environment regulations as well as increased oversight by oil companies. Oil companies are demanding safer and more sophisticated equipment, as well as more inspections and audits, adding to capital spending and operating costs. In addition, international conventions regulating anything from the amount of natural light in crew cabins to how ballast water ought to be treated means more money being spent, Pang added. "You will see a lot of consolidation. We've already seen the beginning of it," said Alex Yeo, chief executive officer of OSV operator Swissco Holdings Ltd, which has recently taken over Scott and English Energy Pte Ltd to expand into the drilling rig owning and rental business. *Long-term outlook* Most of the new oil and gas prospects in the region will come from offshore fields and in deepwater areas. The untapped resources are set to sustain demand for offshore services in the coming years - for those who are still around. "If you look at this part of the world, you see that the rise in E&P spending is higher than the world at large," Geir Sjurseth, general manager of the DVB Group Merchant Bank (Asia) Ltd, told a recent industry conference. He expects a 7 percent gain in Asia's E&P spending and 4 percent growth

globally. The region has rich natural gas resources. It had proven gas reserves of 253 trillion cubic feet in 2013, or under 4 percent of the world's total, data from the U.S. Energy Information Administration shows. Gas production has more than doubled in the last two decades, and is expected to climb in the next 20 years, led by a 72-percent jump in Indonesia's output between 2011 to 2035, the International Energy Agency (IEA) said in a report. *(Source: Marex; ©Reuters)*

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WINTERMAR TO SPEND \$60M ON FLEET EXPANSION IN 2014

Indonesian shipping firm Wintermar Offshore Marine has budgeted \$60m to buy five new ships as part of its fleet expansion plans this year, local reports said. Two of the new vessels would be delivered this month, another one in the middle of this year and the remaining two at year-end, bringing Wintermar's fleet size to 71 head of corporate planning Pek Swan Layanto, was quoted as saying. The company's pace of expansion has however slowed from last year when it spent about \$90m on 12 ships. Layanto had expressed concerns about lower demand for its transportation services this year as Indonesia's upcoming legislative and presidential elections will slow the issuance of mining permits. *(Source: Seatrade Global)*

BAMBINI ACQUIRES NEW VESSELS

Italy-based marine services provider Bambini has taken delivery of four new vessels for offshore operations. Based in Ravenna, Bambini is one of several Italian oil and gas support companies within Italy's growing oil and gas activity, with operations focused in the Adriatic sea, where over 100 platforms have been constructed and installed. The vessels include the fast support intervention vessel '**Blue Mommy**', the multi-purpose anchor handler/OSV '**Aline B**', and the crew boats '**Mare Rubino**' and '**Mare Cristallo**'.



'**Blue Mommy**' Constructed at the Vittoria shipyard in Adria, the all-aluminium FSIV '**Blue Mommy**' has a length of 56 metres, a speed of 28 knots and a capacity of 71 passengers and 140 tonnes of cargo. Upon delivery, the vessel has headed to West Africa for

offshore operations. She is rated for DP-2 dynamic positioning and features a mixed propulsion system of both propellers and waterjets.

'Aline B' The multi-purpose anchor handler/OSV 'Aline B' measures 47 metres in length with a beam of 12.8 metres. The vessel features a range of equipment for a multitude of offshore operations, including considerable oil recovery capabilities and a deck machinery package comprising double reel winch, towing hook, stern roller, KARM forks and towing pins. The 'Aline B' is powered by Schottel propulsion with controllable-pitch propellers, as well as two bow thrusters and a DP-2 dynamic positioning system. Her operating speed is 12.5 knots.



'Mare Cristallo' The aluminium crew boat 'Mare Cristallo' measures 30 metres in length with a capacity of 45 passengers and 30 tonnes of cargo. Featuring special purpose ship classification, the vessel's cruising speed is 20 knots.

'Mare Rubino' Delivered in late-2013, the 'Mare Rubino' is the latest addition to Bambini's fleet. The vessel measures 46 metres in length, with a beam of 9.0 metres and a speed of 27 knots. The vessel has a total payload of 45 passengers and capacity for 230 tonnes of cargo. (Source: Baird)



VALLIANZ BIDS FOR \$1.2BN IN OFFSHORE JOBS

Singapore's Vallianz has bid for offshore projects worth over \$1.2bn to supply offshore vessels in Asia, Middle East, Latin America and Africa. For these projects, Vallianz aims to provide a variety of offshore vessels to perform services encompassing platform supply run services, anchor handling and supply services, accommodation services and salvage support services to major international and national oil and gas companies, as well as service providers to oil and gas companies. In addition to



bidding for projects, Vallianz will be expanding its fleet size by an additional 24 vessels to be delivered within the next 24 months. These vessels include primarily platform supply vessels (PSVs), anchor handling tug supply (AHTS) vessels, multi-purpose vessels (MPVs) and anchor handling tug (AHT) vessels. Vallianz has also signed a collaboration agreement with a Chinese shipyard to provide market intelligence, including future trends and engineering specifications and requirements for up to 200 new offshore vessels. “The strategic

collaboration with the shipyard enhances Vallianz’s capability to plan ahead and the numbleness to provide marine vessels in a timely manner so as to swiftly capitalise on the industry’s burgeoning growth opportunities,” said Darren Yeo, executive director and ceo of Vallianz. “This collaboration allows Vallianz the long term remarkable capability to confidently bid or projects and swiftly capitalise on opportunities, while having the opportunity to access to vessel supply in which we are confident of the engineering specification and which meets the most stringent industry requirements,” he added. *(Source: Seatrade Global)*

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SURF LESTARI

Last week was seen the 2014 built Panama registered with call sign HP6705 Fast Supply Vessel Surf Lestari (Imo 9705691). The vessel is owned by Bourbon PS SASU – Marseille; France and managed by Bourbon Offshore Asia Pte. Ltd. – Singapore. She has a grt of 464 tons and a dwt of 440 tons and is classed Bureau Veritas. *(Photo: Ian Edwards- www.shiphoto.com.au)*



NOR CHIEF ENTERING GRAND HARBOUR, MALTA



The 2008 built Singaporean flag with call sign 9VFK2 offshore tug/supply ship Nor Chief (Imo 9463126) was seen entering Grand Harbour, Malta on Friday 25th April, 2014 returning from sea trials. She left Malta bound to Sousse, Tunisia to work with the drillship Petrosaudi Discoverer on Tuesday 29th April, 2014. The AHTS is owned by Nor Supply Pte. Ltd. – Singapore and managed by Solstad Offshore Asia Pacific – Singapore. She has a grt of 2,705 tons and a dwt

of 2,131 tons and is classed American Bureau of Shipping. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

FOURTH & FIFTH GPA 696 IMR DELIVERED TO BOURBON

GPA has marked its beginning of 2014 with the successful delivery of the GPA 696 IMR Bourbon Evolution 804 and 805. The vessels are the fourth and fifth of ten IMR vessels in this long-term newbuild project with Bourbon and Sinopacific Shipbuilding. The series, the first DP-3 classed vessels in Bourbon's entire fleet, is characterized by its versatility allowing provision of services such as well stimulation, rescue, hotel vessels or light intervention on wells while offering modern conditions aboard with meeting rooms, offices, lounges and comfortable cabins. GPA has supported the project in its entirety, delivering the concept design, regulatory package and final design, as well as providing onsite support to Bourbon and Sinopacific throughout construction. Designed and constructed in line with GPA's principles and methods, the customized vessel series using standard components grants optimized cargo capacity, improved fuel consumption, ease of maintenance, redundancy, excellent maneuverability, superb sea keeping and highest safety and comfort levels for the 105 crew members the vessels can each accommodate and corresponds well with Bourbon's built in series approach. "We have accompanied and fully supported the construction of over 100 GPA-designed vessels for Bourbon at Sinopacific Shipbuilding in recent years. Each delivery is a further significant milestone to us and reinforces our long-standing relationships with our clients and suppliers," says George Karantsavelos, Senior Naval Architect and Project Manager of the GPA 696



IMR series. The two 2014 new built Offshore Support vessels were spotted by Ian Edwards. On the

left the **Bourbon Evolution 804** (Imo 9639816) and right the **Bourbon Evolution 805** (Imo 9639828). The 804 is owned by BPS SNC – Nyon; Switzerland and managed by Bourbon Offshore Greenmar SA. She is St. Vincent & Grenadines registered with call sign J8B4880. She has a grt of 5,978 tons and a dwt of 4,858 tons. The 805 is owned by Neptune Offshore Pte. Ltd. – Singapore and managed by Greenship Offshore Manager – Singapore. She is France registered with call sign FIIB. She has a grt of 6,146 tons and a dwt of 4,858 tons. Both vessels are classed Bureau Veritas. *(Source: GPA; Photo: Ian Edwards- www.shipphoto.com.au)*

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SMIT ORCA RETURNS HOME

After more than ten years away from home the 1983 built Belgium registered with call sign ORNX Offshore Diving Support Vessel **Smit Orca** (Imo 821 38 85) returned last week from West Africa to her base in Rotterdam. Departed in the livery of Smit and now came back in the Boskalis outfit. She is owned by Boskalis Offshore Marine Services – Papendrecht,; Netherlands and managed by



Unie van Redding & Sleepdienst – Antwerp; Belgium. The vessel has a length o.a. of 50.70 mtrs a beam of 11.50 mtrs and a depth of 4.70 mtrs. The two main engines develops a total output of 1,400 kW. She has a speed of 10 knots and a bollard pull of 30 tons and is classed Bureau Veritas. *(Photo: R&F van der Hoek-Lekko)*

WINDFARM NEWS

WINDWAVE WORKBOATS LAUNCHING CUSTOMER FOR THE DAMEN FAST CREW SUPPLIER 2008

First contract for new type of Damen Twin Axe catamaran. Damen is proud to announce that Windwave Workboats will be the launching customer of the Twin Axe Fast Crew Supplier (FCS) 2008. The **Twin Axe FCS 2008** is a smaller version of Damen's successful **FCS 2610** which launched



in 2011 and has subsequently become the industry standard for the offshore wind market, given its capability of operating further offshore in rougher weather conditions, while ensuring safe and comfortable transfers for those on board. Based in Penzance, Cornwall, Windwave Workboats has been providing offshore wind farm support and crew transfer services to the renewable energy industry since 2008. This latest addition is the company's first Damen vessel. Windwave Workboats

Commercial Director, Peter Scriven, comments: "In recent years vessel designs have been pushing what can be achieved within the 24 m load line limit. We listen carefully to our clients and understand that bigger is not always better for some of their usage scenarios but they have demands for vessels that require greater performance than anything else currently available on the market. "The Damen **FCS 2610** was a game changer when it was first introduced and kick started the trend for larger boats and is still the preferred large boat option, as can be seen by their demand in the North Sea. Our clients have had a lot of success in using them; however it is too large for some operations. In response, Damen have now developed the **FCS 2008** which makes it the obvious choice for our applications." Arjen van Elk, Damen Sales Manager UK & Ireland, says: "Windwave Workboats came to Holland to take the **FCS 2008** for sea trials in a rough North Sea. The experienced crew was immediately impressed by the capabilities of the vessel. We are now outfitting a vessel to Windwave Workboats' requirements." The company wanted to have accommodation on board to overnight in the harbour, so two cabins with three bunks are being installed in the hulls. As well as this, the railing on the foredeck has been changed making the foredeck more spacious. A crane is also being placed on the foredeck. The **FCS 2008** can also carry 2 x 10 ft containers, on the stern and bow. *Perfect boat for near-shore wind farms* Peter Robert, Damen Business Development Manager Offshore Wind says: "The 20 m version is the perfect boat for near-shore wind farms and ideal for

transferring personnel safely, as well as light cargo. "With this move the Twin Axe offshore wind range is completed. Damen decided to row against the current in 2011 when we decided to build the bigger 26 m vessel. We saw that there was simply nothing suitable available. Meanwhile, the turbines were getting larger, wind farms were going further offshore, so developers were less interested in the smaller 14-15 m vessels. We started with the large vessels and now others have followed. "But of course, you don't



need a 26 m vessel for every wind farm. Damen needed a smaller vessel in its offshore wind portfolio. It is important to look into the optimum spread of vessels to have the best Total Cost of Ownership for your fleet, as well as for the wind farm owner. We think this new type will be used to replace the older, smaller vessels. “With our first customer, the market will now see her capabilities.” The FCS 2008 will officially launch at Seawork International in June. Being built at Damen Shipyards Den Helder, three more vessels are available from stock, the first from end-April. *About the Twin Axe Fast Crew Supplier 2008* The **Twin Axe FCS 2008** (20 m x 8 m) is an aluminium, high-speed vessel for transferring personnel and light cargo. It has 2 x MTU engines (1930 BHP) giving a speed of 24.5 knots. Classed by Bureau Veritas, the vessel has a capacity for 12 passengers on deck level and spacious accommodation. 12 passenger seats, a galley and two toilets are on deck level, together with ample storage space. There is internal access from the deck level to the wheelhouse, which has a helmsman’s seat, navigation seat and chart table. The two hulls accommodate engine rooms, storage and optional cabins. (*Press Release Damen*)

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VSMC TO LAY ENECO LUCHTERDUINEN EXPORT CABLE



Cabling specialist VSMC, a joint VolkerWessels and Boskalis company has been awarded a contract by EPC contractor Van Oord Offshore Wind Projects bv to install and bury a 25km long export cable for the Eneco Luchterduinen Offshore Wind Farm. The Eneco Luchterduinen Offshore Wind Farm, to be built by Eneco and Mitsubishi Corporation, will be situated in the North Sea, 23 km off the coast, between Noordwijk and Zandvoort, the Netherlands. With 43 wind turbines in total, Luchterduinen will provide up to 150,000 Dutch homes with green energy. The project will be executed in September of this year using the in-house developed burial tool, the Trenchformer and the newly built cable-laying vessel, the **Ndurance**; designed for both shallow and deep water operations. (*Press Release*)

YARD NEWS

MAC SIGNES USD125M CONTRACTS FOR MORE NEW BUILDS

28th April 2014, MAC are pleased to announce the recent signing of **4 new build OSV** contracts with Fujian Mawei Ship Yard, SE China. Valued at \$125m (Includes some OFE) This will bring the current MAC order book to 25 vessels, due delivery between May 2014 and June 2016, Ranging in size and specification from 60m PSV's up to 500 man Flotels. The recent signing was for 2 additional 60m PSV's, to follow on from the



successful launch of the current 2 which will deliver July 2014, Also 2 Newly designed 89m MAC MOTEL's which will feature 240 beds, Crane and Walk to Work Gangways. The Motels will be the first OSV's to be delivered with the revolutionary OMPECO Garbage Converter, which reduces garbage in volume by 70% and converts to inert sterile dust. Thereby reducing one big headache for operations. Also to be installed is the EPIC POB Monitoring system, which will electronically track POB, both on the vessel, and across the gangway, so enabling the Master to know the exact whereabouts of ship based personal at any given time, an invaluable solution during an emergency muster. *(Press Release MAC)*

NORMAND CUTTER READY FOR REPAIR AT DAMEN SHIPREPAIR ROTTERDAM



Multi-Purpose Offshore Vessel '**Normand Cutter**' has arrived at Damen Shiprepair Rotterdam for repair and modification work. The 127, 5 m long deepwater subsea construction and umbilical lay DP vessel has been dry-docked at the repair and conversion yard, Damen informed through social media. The scope of work on the vessel includes: overhaul of all four main engines, overhaul of the 300-ton SWL National Oilwell offshore crane, hull

cleaning and painting, inspection / repairs of thrusters and installation of a grillage on main deck.

After the repair “**Normand Cutter**” will resume her charter with the Italian offshore contractor Saipem. The “**Normand Cutter**” is capable of conducting offshore operations in shallow and deep water. The operations include laying of flexible pipes/umbilical, subsea installation and construction work, ROV operations etc. The vessel has the ability to continuously work at sea for 40 days. (*Source: Subsea World News*)

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BOLLINGER’S LOCKPORT NEW CONSTRUCTION FACILITY REACHES MILESTONE OF 3,000,000 MAN HOURS WITHOUT A LOST TIME ACCIDENT

Bollinger Shipyards, Inc. announced that their Bollinger Lockport New Construction facility has worked 3,000,000 man-hours without a lost time accident. Building on a philosophy that starts at the top while empowering all employees to demand safe production, Bollinger Shipyards strives for zero accidents. Workforce, contractors, and customer safety is priority and an evident core component of facility operations.



Through dedication of top management, a proactive workforce, and a comprehensive safety program, Bollinger Shipyards continues to achieve high safety objectives. Ben Bordelon, Chief Operating Officer of Bollinger Shipyards, Inc. said, “Our management and employees have once again demonstrated their dedication in making our safety program successful. With our continued focus and commitment to ensure everyone at our facilities are safe, Bollinger continues to be one of the safest shipyards in America.” (*Press Release Bollinger Shipyards*)

VYBORG SHIPYARD LAUNCHES ICEBREAKER OF PROJECT 21900M VLADIVOSTOK FOR ROSMORPORT

On April 29, 2014, Vyborg Shipyard OJSC (Leningrad region) launched the diesel-electric icebreaker of project 21900M **Vladivostok** built for FSUE Rosmorport, IAA PortNews journalist reports. The



delivery to the customer is scheduled for May 2015. The icebreaker will operate in the Far East. According to Aleksandr Solovyov, Director General of the shipyard has

emphasized that it was one the most difficult tasks in the company history. According to Sergey Shishkin, Head of Classification Department of Russian Maritime Register of Shipping, it is much-anticipated vessel for Rosmorport. He also said that the icebreaker is classified by RS. The construction of two other icebreaker of the series, **Murmansk** and **Novorossiysk**, will be completed in August and December of 2015. Icebreaker **Vladivostok** was built at the large capacity flat-top barge towed to a deepwater area of the Vyborg Bay. Project 21900M is a modification of project 21900. The vessel is able to break though 1.5-meter thick ice. Her major task is independent escorting of large capacity vessels, towing, extinguishing of fires at floating facilities and other structures, providing assistance to vessels in distress, transportation of cargo. The lead vessel of the series, **Vladivostok**, was laid down on October 17, 2012. Two other icebreakers have been laid down in December 2012. Apart from the launching ceremony, the shipyard has also opened the profile cutting line today. *(Source: PortNews)*

WEBSITE NEWS

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1. Several updates on the News page posted last week:
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 - [Damen launches Kuwait Oil Company's new ASD Tug 3212](#)
 - [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](#)

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