

ugs owing & Offshore Newsletter

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

TUGS & TOWING NEWS

HEEREMA TWIN “BYLGIA” AND “KOLGA” AT DAMEN SHIPREPAIR ROTTERDAM



This week both Heerema anchor handling tugs “Bylgia” and “Kolga” (16.320 BHP – 202 ton BP) are moored at Damen Shiprepair Rotterdam. After her first months of operations since her delivery in December 2013, the “Kolga” arrived at the yard for some small modifications and repairs. Her first assignment was to tow Heerema's largest deepsea construction vessel "Thialf" from Africa to the Gulf of

Mexico. Later the “Kolga” and “Thialf” have been deployed in the North Sea. Main item for the “Bylgia” is uninstalling a ROV platform, which was installed on main deck in August 2013 by DSR for operations in the Gulf of Mexico. The “Bylgia” just delivered the deepwater construction vessel “Hermod” at Rotterdam Europoort. *(Source: Damen; Photo: Hans Tompot ©)*

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SIGNET MARITIME ACQUIRES HARVEY GULF OTV FLEET; COMMITS TO TIER 3 UPGRADES

Signet Maritime Corporation, a global marine transportation provider, today, 16th May 2014, announced it has completed its acquisition of eight Harvey Gulf International Marine offshore towing vessels (OTVs) ranging in size from 153 to 75 metric tonnes bollard pull. The sale will encompass all Harvey OTVs, spares, business and supplies. Signet has committed to retention of all crewmembers and plans for Tier 3 Generation of power onboard all



eight tugs with conversions starting immediately. The purchase expands Signet's vessel classes and allows the Company to broaden its service, offering over 38 ASD tractor and conventional vessels to customers in the Gulf of Mexico and worldwide. When combined, the modern fleet under Signet ownership and operation will average 11 years of age. "The combination of Harvey and Signet follows a thorough due diligence process and is fully consistent with our strategy of being a "one-stop turnkey" source for all our customers' needs," stated J. Barry Snyder, Signet's President. Further, he commented, "This acquisition will accelerate our growth plans and we are very excited to welcome the talented and hardworking employees of Harvey OTVs to the Signet team." Shane J. Guidry, Chairman & CEO, Harvey Gulf said, "Our two companies share a strong culture of entrepreneurship and a focus on quality and service to the customer. I look forward to seeing the talented people of Harvey and Signet work together as we continue to fulfill our commitment to meet all our customer needs." Since 1976, Signet has been a preeminent maritime transportation source for quality

vessels. The Company specializes in rig moves, towing, ship assist and escort, vessel design, new vessel construction, repair and maintenance. Keeping the Company at the forefront of technology in the maritime industry, Signet was one of the first to incorporate EPA Tier 3 engines into all its vessel designs. Most recently, Signet's ASD reverse tractor tugs participated in the safe movements of Shell OLYMPUS, Chevron's Jack & St. Malo, Anadarko's LUCIUS, and Chevron's BIG FOOT. The addition of



the eight ocean-class offshore towing vessels enhances Signet's high-performance fleet and enables it to provide ocean towing of semi-submersible, jack-up drilling rigs, TLPs, anchor handling, and subsea pipeline installation support. The transfer of OTV ownership was completed on May 15, 2014 in New Orleans, Louisiana with financing provided by Wells Fargo Equipment Finance as part of a \$209 million syndicated financing facility. All vessels are scheduled for Tier 3 upgrade and refurbishment at Signet Shipbuilding & Repair in Pascagoula, Mississippi. Signet will continue to maintain its Offshore Towing Division operations from Port Fourchon, Louisiana. *The purchase of the powerful bollard pull ABS classed towing vessels includes:* • **Signet Warhorse I** 152.63 metric tonnes; • **Signet Warhorse II** 153.58 metric tonnes; • **Signet Warhorse III** 135.44 metric tonnes; • **Signet Lightning** 98.76 metric tonnes; • **Signet Thunder** 89.74 metric tonnes; • **Signet Intruder** 86.98 metric tonnes; • **Signet Titan** 82.81 metric tonnes; • **Signet Trojan** 75.70 metric tonnes (*Press Release Signet; Photo removing the Logo:Gerard Conneely Irish*)

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TOWING COMPANY BEGINS WORK ON 19TH TUG AS PART OF ITS MAJOR FLEET OVERHAUL PROGRAM



The Great Lakes Towing Company begins work on Tug **Wyoming** as part of its ongoing fleet overhaul program. Drydocking and routine maintenance for **Wyoming** includes: • Typical US Coast Guard Inspections; • Drydocking and Routine Maintenance and Repairs; • Blasting and Painting; • And Other Various Cleaning, Inspections, and Repairs; The 17 tons bollard pull tug is the 10th tug to be overhauled and

inspected as part of the Company's initiative thus far. Other tugs included in the major fleet overhaul program to date include: • **California**; • **Idaho**; • **Illinois**; • **Iowa**; • **Ohio**; • **South Carolina**; • **Pennsylvania**; • **Superior**; • **Vermont**. □She was built by the Great Lakes Towing Co – Cleveland; Oh;USA and completed for Great Lakes Towing Co - Duluth, Min; USA. On the 1st November 1952 there was a fire on the heavily polluted Cuyahoga river destroyed the yard and damaged the tug, together with the **Michigan** and **Arizona**, all awaiting re-engining to diesel. In 1953 repaired, re-engined diesel 12cyl GM Cleveland type 278A, 1200 bhp, bp 17t. (*Press Release Great Lakes Towing*)

Océan Remorquage Montréal is proud to encourage the Montreal Canadians with the 2014 Playoffs

Océan tugs proudly wear the colors of the Montreal Canadiens in order to support the hockey club opposed to the Boston Bruins through the 2014 playoffs. On the photo is seen the tug **Ocean Ross Gaudreault** (*Source: Group Ocean*)



Australian Tug Workers Vote to Take Strike Action



Maritime Union of Australia (MUA) members working aboard tugs in Port Hedland, Western Australia, have voted to take industrial action if negotiations with the company do not reach a resolution – a move that could cost the Australian economy tens of millions per day. The MUA members are tug deckhands employed by operator Teekay Shipping on behalf of BHP Billiton. The union is demanding a range of conditions including four weeks of annual leave, and for the scaled wages of deckhands to more closely match tug masters and engineers. Currently, tug deckhands employed at Port Hedland earn A\$140,000 (US\$130,900) per year and work on a rotating four weeks on/four weeks off roster. A statement from the MUA said 100 per cent of workers voted to take action for 24 hours, whilst 98 per cent voted to extend the strike period up to seven days. If industrial action were to occur, lost volume of iron exports would be unrecoverable and could potentially cost the Australian economy up to \$100 million a day, including royalties paid to state and federal governments, BHP Billiton told the ABC. The action would also harm several operators simultaneously, with companies such as Fortescue Metals also relying on Port Hedland for its iron ore exports as well as BHP Billiton. The MUA and Teekay Shipping are scheduled to appear before the Fair Work Commission in Sydney in late-May. (*Image Source: Bahnfreund/Wikimedia Commons*)

Husky & Retriever Renamed

The two ex Heerema Anchor Handling Tugs are at this moment at the van Brink Shipyard in Pernis. Both vessels **Husky** and **Retriever** will be renamed. The **Husky** (Imo 7708974) in **Maro** and the **Retriever** (Imo 8106991) in **Roma**. The new owner is the Sea Truck Group – Nigeria with their office in The Netherlands (Sea Truck Netherlands Coop UA). (*Source: Hans Tompot*)

C.M. EAGLE AT CURACAO



At the South East buoy was seen last week the 2006 built Venezuelan registered with call sign YYV3618 tug **C.M. Eagle** (Imo: 9407744). The tug is owned by CMI Caspian Ltd – Cork; Ireland and managed by Caspian Main Port Ltd. – Cork; Ireland. She has a length of 29.50 mtrs a beam of 9 mtrs and depth of 4.16 mtrs a grt of 252 tons and a nrt of 75 tons. The tug is built by Jiangsu Wuxi Ship yard Co. Ltd – Wuxi; China under number 1235.

The two four stroke Yanmar diesel engines develops a total output of 2,354 kW (3,198 hp) and a speed of 12 knots. She is classed Bureau Veritas I  Hull  Mach tug unrestricted navigation.

(Photo: Kees Bustraan)

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HALMAR - ON THE GO

Although I have featured the tug/workboat **Halmar** before it never hurts to look again at one of the busier boats in Halifax harbour. Whether it is assisting in the launch of a new ship at Halifax shipyard or ferrying pilots, agents and stores out to anchored ships, **Halmar** sees almost daily use. This afternoon the boat was bustling along in the Narrows taking a pilot out to the tanker Cenito in Bedford Basin.



Built in 1960 by and for Halifax Shipyards, it was completely rebuilt in 2009 by current owners Dominion Diving. At that time it was repowered with an 8V71 main engine of 318 bhp and given a 12 inch bow thruster. *(Source: Shipfax©Mac Mackay)*

S.P. INTER MARINE EXPANDS CARGO HANDLING



Long established in the trucking, warehousing, cargo transfer and barging industry of Thailand, S.P. Inter Marine can be described as a broadly horizontally integrated firm. But established success doesn't mean they are sitting still. With an well-constructed presence at Ayutthaya, about 80 kilometers up the Chao Phraya River from the Gulf of Thailand; they continue to expand their warehousing capacities for Thai agricultural cargos like tapioca. Their barge loading facility can handle a wide range of products from domestic aggregate to export agriculture products. In addition to typical river barges, their fleet includes some larger 60 by 16-meter barges with 3,000-ton capacities. These are typically towed by steel tugs with 600-HP Cummins KTA-19 engines. The barges and tugs are of sufficient size and power to move barges down river to waiting ships in the estuary or along the coast of the Gulf of Thailand. On arrival at the ship, barges are swiftly unloaded directly to the waiting bulkers. With the appropriate logistics support, the barges can often

take on fresh import cargos from other vessels for the trip back up river. The lightering of cargo to or from barges with ships at anchor in mid-stream represents a significant savings from transfer over a dock. Not only is the transfer done speedily and efficiently, there are further savings in transport of cargos by barge rather than truck or train. S.P. Inter Marine owns six large capacity floating cargo cranes and is in the process of fitting out a seventh floating crane alongside at one of their cargo transfer stations in Ayutthaya. The 70 by 22 by 6-meter barge, built at the company's Ayutthaya shipyard, is being fitted with three 35-ton cranes. Three air-cooled Cummins KTA38- powered generator sets, mounted on the barge deck, will provide power for the cranes' electric motors. When delivered in June of this year, the new crane barge will join the company fleet of lightering equipment to move agriculture products from barges to an anchored ship or from ship to barge.

(Source: Alan Haig-Brown)

4 SUPPLY VESSELS WITH RIG NOBLE PAUL ROMANO

The 2010 built Antigua & Barbuda registered with call sign V2EX7 AHTS **UOS Freedom** (Imo 9439929) towing the 1981 built Liberian flag semi-submersible drilling rig Noble Paul Romano offshore Malta on Monday 19th May, 2014 assisted by the 2010 built Antigua & Barbuda registered with call sign V2ET6 AHTS **UOS Enterprise** (Imo 9439905), the 2011 built Gibraltar registered with call sign ZDNA9



AHTS **VOS Theia** (Imo 9585742) and the 2014 built United Kingdom registered with call sign 2FUD4 platform supply vessel Highland Princess (Imo 9643867) next to the rig. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

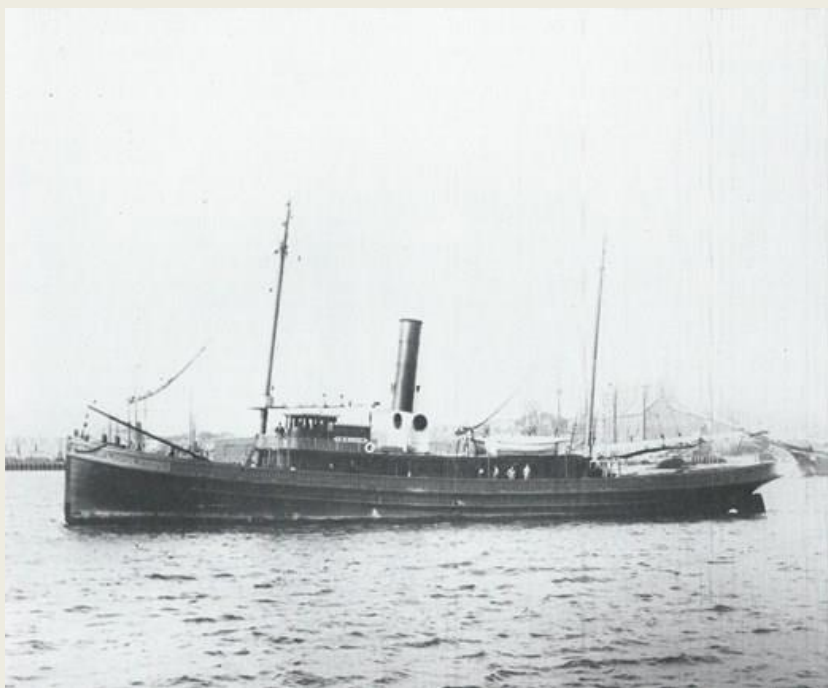
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YESTERYEAR TUGBOAT C.W. MORSE



In the late nineteenth century, the coasting schooner was supreme on the East Coast. Bulk cargoes – coal, ice, stone. Lumber – were most economically moved by the big schooners, which had carrying capacity and, because of their fore-and-aft—rig, required fairly small crews. Huge fleets of schooners were interstate trucks of their era, and at the time it was probably difficult to imagine that their days were numbered. There are many explanations for the decline of coastal sail, and this tugboat,

the **C.W. Morse**, was one of them. The **C.W. Morse** was built in Bath, Maine, in 1889, specifically to compete with schooners in the ice trade. She was owned by the Knickerbocker Ice Company and could claim a number of important firsts: first ocean tug built specifically for a trade, first tug to go beyond short coastal towing in a big way, and the first tug to compare successfully with the schooners. The **C.W. Morse** was a wooden tug and was truly a large one for her day. She was 154 feet long and had a steam engine that generated 1,050 horsepower. She towed barges filled with ice packed in sawdust as far south as Cuba, going via the open ocean all the way. On her return trips, she would haul coal from the mid-Atlantic states to New England. The size of the **C.W. Morse** is apparent in this portrait. She looks like a seaworthy ship, with ample freeboard and a fair amount of auxiliary sail steady her and take advantage of a good slant. She primarily towed astern on her main bits, located just aft of the house, so she was not fitted with bow or side fenders, though she undoubtedly carried them. *(Source: [On the Hawser](#) by Steven Land & Peter H Spectre)*

DAMEN RECENTLY DELIVERIES

AUXILIAR 1

The Damen Stantug 1606 **Auxiliar** was recently delivered to her owners Empresa de Navegación Caribe. The Cuba flag tug with yard number 503169 was built on the Damen Gorinchem Shipyard, The Netherlands. She has a length 16,76 mtrs a beam of 5.94 mtrs and a depth at sides of 2.54 mtrs. Her basic functions are towing, mooring and pushing operations. The two Caterpillar C18 TA/B develops a total



output of 894 bkW (1.216 bhp). She achieved 16.6 ton bollard pull and a speed of 11,2 knots. The tug is classed Bureau Veritas I HULL • MACH Tug Coastal Area. *(Source: Damen)*

BHAGWAN POWER



The Damen ASD 2810 tug **Bhagwan Power** was recently delivered to her owners Bhagwan Marine Pty. Ltd.; Australia. The Australian flag tug with yard number 512313 was built on the Damen Gorinchem Shipyard, The Netherlands. She has a length 28,67 mtrs a beam of 10,43 mtrs and a depth at sides of 4,60 mtrs. Her basic functions are towing, mooring and firefighting operations. The two Caterpillar

3516C TA HD/C develops a total output of 3,730 bkW (5,000 bhp). She achieved 59.1 ton bollard pull ahead and 55.6 tons to astern Her speed is 13.7 knots ahead as well as astern. The tug is classed Lloyd Register of Shipping X 100 A1 [X] LMC UMS IWS. *(Source: Damen)*

ACCIDENTS – SALVAGE NEWS

TUGS TO STABILIZE GROUNDED VESSEL

On May 14 the tugs "**Isla Santay**" (MMSI-No.: 735059008), and "**Antilen**" (MMSI-No.: :735059130), which had been mobilized from Guayaquil, arrived in San Cristóbal. Both tugs met the biosafety requirements for admission to the Galapagos Marine Reserve. They were to stabilize the "**Galapaface**

1". A staff of 85, divided into working groups, was involved in monitoring and salvage work which was to continue with the discharge of the cargo with a crane with a capacity of 30 tons which too was mobilized to the grounding site. (Source: *Vesseltracker*)

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EMERGENCY RESPONSE VESSEL COMPLETES HOUSTON'S NEW FLEET

A two-week voyage through four Great Lakes and the Mississippi River will bring to the Port of Houston Authority's firefighting team the third of three new, high-performance emergency response vessels. "The Port of Houston is one of the nation's busiest ports, and protecting this national asset is essential to the economic well-being of Houston, Texas and the nation," said Port Authority Executive Director Roger Guenther. "This vessel completes our new fleet, providing our firefighters with the advanced equipment needed to help save lives and property along the Houston Ship Channel." The Port of Houston Fire Department operates three fire stations, strategically stationed along the 52-mile-long Houston Ship Channel. Certified emergency professionals respond to marine and land fires and other emergencies along the upper ship channel. A four-member crew, which includes two from the Port of Houston Authority's Fire Department, is escorting the vessel home to Houston. The voyage is being made by Assistant Chief Mike Oder, Sr. a 34-year veteran of the Port Authority's Fire Department, and Assistant Chief Jason Roberts, a 13-year veteran of the firefighting team. They are a part of a department of highly trained firefighters and Hazardous Materials Response Teams. The firefighters are certified by the state of Texas as Structural Firefighter, Marine Firefighter, HazMat Technician and Emergency Medical Technician (EMT). All pilots and captains are licensed U.S. Coast Guard mariners. The emergency response vessel journey is scheduled to take the following course from Lake Ontario and Lake Erie to Detroit, Mich. (May 16) and then across Lake Huron and Lake Michigan to Chicago, Il. (May 18). From Chicago, the journey continues on the Cumberland River to Peoria, Il. (May 19). Then following the Illinois River, the fireboat sails on to St. Louis, Mo. (May 20), where it will enter the Mississippi River and continue with stops in Memphis, Tenn. (May 22), Vicksburg, Tenn. (May 23) and from New Orleans (May 23). A final stop will be made at Galveston, Texas (May 24) before arriving at the Port of Houston on about May 28. The ship will be piloted on the trip by Captain Ron Peddle, an owner of MetalCraft Marine with 33



years of experience piloting ships and 35 years of building boats. The **Firestorm 70** The new **Firestorm 70** is a state-of-the-art command center and high-speed response vessel. Built by MetalCraft, each fireboat has powerful quad diesel inboard engines to propel the vessel at a swift 45 knots top speed. The current fleet clocks in at 14 and 16 knots. Such an improvement in speed is important when providing fire protection for the ship channel. The new vessels are highly maneuverable, can make quick stops and change direction within three boat lengths. Part firehouse, part boat, the vessel enables the crew to stay on station for extended periods. The cabin includes a primary care berth with four secondary berths in the cuddy. Portable berths can be positioned in the aft equipment cabin to handle injuries during incident. Four firefighting pumps can produce flow meter results of 13,600 gallons per minute (GPM) at 150 pounds per square inch (PSI) and 17,000 GPM at 130 PSI and stream up to 450 feet with a roof-mounted Stang monitor. This is three times the discharge rate of any of the Port Authority fireboats being retired. As a shore hydrant, the FireStorm 70 can pump an impressive 7,000 GPM at 70 PSI through 1,000 feet of hose from a 5" Storz outlet before staging pumps are required. Each fireboat is 70'10" long with a breadth of 22'10" and a draft of 34 inches. Funds for these vessels come mostly from federal grants to replace the three aging fireboats commissioned in 1973 and 1983. "The entire MetalCraft team is honored to have been given this contract by the Port of Houston Authority," said Michael Allen, General Manager of MetalCraft Marine. "Under the guidance of Project Manager Jay Milner and Design Manager Ryan Hunter, our team of craftsmen put in over 20,000 hours to build this industry-leading fast response **Firestorm 70**. "During the build process, we worked closely with many people from the Port of Houston Authority and got to know them well. It is obvious that they take great pride in their very important roles, and we are proud to be building our most well- equipped Firestorm for them. Our goal is to provide the perfect boat for each of our customers, and we hope the Port of Houston Authority feels we have succeeded." MetalCraft Marine is a fully integrated designer and manufacturer of custom high-performance fire, rescue, patrol, research and other specialized work boats. The business was established in 1987 and is now a leader in the design and manufacturing of aluminum water-jet propelled craft with over 550 hulls built to date. The firm's customers include the U.S. Coast Guard, U.S. Navy and Panama Canal Authority. *History* In 1924, a fire in the hold of a steamship carrying cotton prompted the Houston Fire Commissioner to declare that the Port of Houston needed adequate firefighting apparatus to attack fires from water as well as land. A bond election to pay for the city's first fireboat passed with a wide margin. This election occurred just one day after a fire along the banks of the Houston Ship Channel spread to oil on the water and burned for more than two hours, with flames as high as 40 feet. As a result, the fireboat Port Houston was built in 1925 and delivered the following year to the delight of thousands of spectators watching its arrival. The following day, another 4,000 citizens turned out for a demonstration of the fireboat pumping water. In 1950, a new replacement fireboat, the Captain Crotty, was purchased, christened and put into service. The crew fought five ship fires and six refinery fires in the boat's first year of service. In fact, at a fire at the General American Tank Storage Terminal, the fireboat spent 44 continuous hours at the scene, pumping for 36 hours nonstop. Houston Ship Channel industries began to install manifolds on their docks in the 1950s to ensure that water would reach incidents at their facilities. The Channel Industries Mutual Aid group was also formed at this time. In 1971, the state legislature gave the Port Authority specific duties that included providing "for the prevention, detection, control and fighting of fires and explosions on and adjacent to the waterways, channels and turning basins within its jurisdiction." With such increased responsibility, fire-fighting capability had to be improved. The fireboat Captain W.L Farnsworth was acquired in 1973. In 1981, the decision was made to retire the Captain Crotty and purchase two newer fireboats, the J.S. Bracewell and the Howard T. Tellepsen. All three retiring fireboats have done their share of hazardous and heroic duty. *(Source: Port of Houston.com & Metal Craft Marine.com)*

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INJURED SAILORS RESCUED IN ARAFURA SEA



The Royal Australian Navy patrol boat *HMAS Wollongong* has made a mercy dash to embark two injured Australians who were rescued by the "*Posh Shearwater*" in the Arafura Sea which had responded to a vessel in distress call and rescued the two men from their sinking craft on May 14, 2014. The transfer from the "*Posh Shearwater*" was made using a winchable Paraguard

Stretcher onto *HMAS "Wollongong"*'s sea boat which then brought the injured sailors to the patrol boat. The task was made more difficult by the need to make the transfer at night in the open sea. Medical orderlies from *HMAS "Wollongong"* first boarded the "*Posh Shearwater*" to check and prepare the two men for transfer to the patrol boat. Once on board *HMAS "Wollongong"* the two sailors received medical treatment from the patrol boat's crew and were taken to Darwin on May 15 for further treatment. The difficult part of transferring the men to the patrol boat was getting them off the ship and into the "*Wollongong*"'s small boat, a task complicated by one man having suspected back injuries. The task was made easier with the excellent cooperation of the Indonesian ship's crew. They stopped in the water and gave a good position for the boats to come alongside. (*Source: Vesseltracker; Photo: Lekko*)

OFFSHORE NEWS

DOF SUBSEA WINS MAERSK OIL UK CONTRACT

DOF Subsea UK Limited, a provider of integrated subsea solutions, has been awarded a contract by Maersk Oil UK to undertake replacement of the Dumbarton Drill Cluster Center (DCC) flexible production riser at the *Global Producer 3* FPSO located in block 15/20 of UK sector North Sea. The work will take place at a water depth of 140m. Engineering work associated with the project has

already commenced with the offshore works scheduled to begin in July 2014. DOF Subsea's long term chartered construction support vessel, **Normand Reach**, will support the replacement of the DCC Production Riser. The scope of work includes all activities associated with the existing riser recovery, existing buoyancy removal, new buoyancy installation, new riser re-installation and all associated surveys. The work will involve a significant, dedicated project



team drawn mostly from DOF Subsea's pool of highly skilled personnel. DOF Subsea will also provide all project management and engineering support from its Aberdeen base, as well as a team to support riser pull in operations on board the Global Producer 3 FPSO. (Source: *Maritiem Global News*)

USCG CONCLUDES ITS LARGEST DOMESTIC ICEBREAKING OPERATION



U.S. Coast Guard (USCG) crews concluded the nation's largest domestic ice operation known as Taconite, Thursday, after more than five months of icebreaking operations in the Northern Great Lakes. Coast Guard Sector Sault Ste. Marie, Michigan, plans and runs Operation Taconite, which includes all of Lakes Superior and Michigan, the northern half of Lake Huron, the St. Marys River and the Straits of Mackinac. During the 160 days of the operation, nine U.S. Coast Guard and three Canadian Coast Guard icebreakers spent more than 5,000

hours breaking ice for convoys and assisted in 946 commercial vessel transits that moved an estimated 33 million tons of dry bulk and liquid cargoes, valued at \$1.2 billion. These commodities were crucial to sustaining industrial production and power generation for the Great Lakes region during the winter months. Icebreakers provided direct assistance for 517 of the transits. An additional 5,597 hours of icebreaking established and maintained tracks through the ice-choked waterways of Georgian Bay, Straits of Mackinac, Green Bay, southern Lake Michigan, St. Marys River, and across Lake Superior. U.S. and Canadian Coast Guard aviators flew 43 sorties in direct support of the icebreaking operation, providing a bird's-eye view of ice coverage, track quality and open water. Although official statistics have not been released, it is reported the 2013-14 winter season produced the thickest and most expansive ice cover the Great Lakes has experienced in 35 years.?? Icebreaking crews experienced the dramatic conditions first-hand. In February 2014, the crew of Coast Guard Cutter **Katmai Bay** spent eight days escorting the motor tanker *Algocanada's* up the St. Marys River, a transit that takes 12 hours under historical ice conditions. The **Katmai Bay's** crew had to stop the escort twice to refuel.?? In March, the crew of Coast Guard Cutter **Mackinaw**, the Coast Guard's most powerful icebreaker in the Great Lakes, led the tug **Joyce L. Van Ekenvort** with barge Great Lakes Trader on the season's first westbound crossing of the Straits of Mackinac.

The typically 12-hour voyage lasted four days. The **Joyce L. Van Ekenvort** is the most powerful tugboat on the Great Lakes. The crew of Mackinaw also led the first eastbound crossing of Lake Superior. Their voyage lasted nine days, though it usually takes 24 hours.? The first load of iron ore, from Two Harbors, Minnesota to Gary Harbor, Indiana, took 13 days to deliver, which is normally a three day voyage.? *(Source: USCG News)*



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MMLS ARRESTS TUGBOAT IN EGYPT

At the Zeitco Oil Marina in Gabal el Zeit, Egypt, Mamdouh Maritime Legal Solutions (MMLS) successfully arrested the tugboat, **Sea Lady** (Imo 7417214), registered under the Egyptian Flag, owned and operated by Ships & Boats Oil Services on Wednesday, May 14, 2014. MMLS proceeded under an Order issued in The Red Sea Court by High Judge Ahmed Mahfouz. Court Secretary, Mr. Hossam Mokhtar accompanied



MMLS Executive Director, Said Mamdouh Abd El Maksoud, to process the arrest. Legal recourse was initiated based on a claim of unpaid maritime debts owed to United Captain Group Oil Services of Alexandria, Egypt. It has been more than a decade since a vessel arrest was made at Gabal el Zeit. *(Source: Marex)*. The Offshore Tug Supply vessel is 1976 built Halter Marine Gulfport under yard number 484 vessel. Her two 2stroke 12 cylinder EMD diesel engines have a total output of 3,164 kW (4,300 hp). She is the former Misr Gulf III (2004); Sea Lady (2011). She has a length o.a. of 59.13 mtrs a beam of 12.19 mtrs a depth of 5.18 mtrs and a grt of 920 tons. The vessel is classed Bureau Veritas I  Hull  Mach Tug Unrestricted Navigation *(Source: Marex)*

JASA MERIN BAGS SSV CONTRACT FROM CARIGALI HESS

SILK Holdings Bhd has announced that its subsidiary, Jasa Merin (Malaysia) Sdn Bhd, has been awarded a contract by Carigali Hess Operating Company Sdn Bhd, for the provision of Straight Supply Vessel (SSV). The contract which started on 12 May 2014 is for a primary term of two years with three extension options of one year each at the discretion of Carigali Hess. Jasa Merin has two SSV vessels in its fleet, MV JM INDAH and MV JM MURNI. SSV are vessels specifically designed for the transportation of supplies to and from offshore installations. This involves the transportation



of items in containers or dry bulk cargo such as cement and pipes on deck. The contract, valued at approximately \$7 million for the primary term, is expected to contribute positively to the earnings of the Group for the financial year ending 31 July 2014 and beyond. Jasa Merin (Malaysia) Sdn Bhd, (JM) is a private limited company incorporated in Malaysia on 14

March 1980 as Jackson Marine Sdn Bhd. JM started operation in 1982 and subsequently assumed its present name in 1987. For over 25 years, JM has been providing offshore support vessels (“OSV”) services to oil majors such as PETRONAS Carigali Sdn Bhd (PCSB) and ExxonMobil Exploration and Production Malaysia Inc (EMEPMI). SILK Holdings Berhad (SHB), the parent company of JM. SHB, owns 70% of JM while Terengganu State Government holds the remaining 30% via Terengganu Incorporated Sdn Bhd (TI). *(Source: Offshore Energy Today)*

REGGIANI DELIVERS SURVEY BOAT TO VENICE

Aluminium boat builder Reggiani has recently delivered the vessel ‘Navy-Gator 22’ for Elmar Marine Survey, a company based in Marghera, near Venice. The vessel measures 7.3 metres in length, with a beam of



2.55 metres and a frame weight of 700 kilograms. Recently put in service by Elmar, the company utilises the vessel for shallow water hydrographic survey work in the Venice lagoon. On board, the vessel’s spacious wheelhouse can accommodate both the helmsman and done or more hydrographic survey operators plus their equipment. A hydraulic crane for deploying remote survey sensors, meanwhile, has been arranged on the vessel’s open aft deck. Lastly, the vessel is powered by a single 100kW four-stroke Honda outboard motor. *(Source: Baird)*

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HAVILA SHIPPING ASA : NEW CONTRACTS SECURING FOURTEEN PSV VESSEL YEARS FIRM WITH MÆRSK OIL AND SHELL



Havila Shipping ASA has entered into new contracts with Mærsk Oil for the PSV vessels **Havila Clipper**, **Havila Herøy** and **Havila Fanø**. For **Havila Clipper** a firm contract for three years commencing 1st June 2014 with one optional period of one year from 1st June 2017. For each of **Havila Herøy** and **Havila Fanø** existing optional periods is firmed up and lengthened to five years in

direct continuation of existing contracts. After the agreement **Havila Herøy** will be working for Mærsk Oil until December 2019, and **Havila Fanø** until September 2020. Shell has declared first optional period of one year for the PSV vessel **Havila Borg** currently working in West Africa. **Havila Borg** will work for Shell until July 2015 with further 3 optional years. Commercial terms is based on existing contracts and for **Havila Clipper** based on market conditions. *(Press Release Havila)*

ATL WINS ITS LARGEST CONTRACT

Atlantic Towing Limited (ATL) has secured a new ten (10)-year firm contract, plus a total of 15 years of options with ExxonMobil Canada Properties and Hibernia Management and Development Company Ltd. (HMDC) for four new state-of-the art Platform Supply Vessels operating out of St John's, NL. The first ships for the contract will be delivered in 2016 and will join Atlantic Towing's current fleet of eight offshore support vessels in Atlantic Canada. The new contract means 100 new jobs at Atlantic Towing's offshore fleet home port of St. John's, NL. "ExxonMobil has been a valued customer and we are proud and honored to have the opportunity to support the Hibernia and Hebron operations offshore Newfoundland and Labrador with the highest standard of safety and service," said Wayne Power, Vice President, Atlantic Towing. The new ships, to be designed and built by Damen Shipyards Group of the Netherlands, will deliver a number of environmental benefits including Clean Design designation, type **PSV 3300 CD**, with a diesel electric power plant, the latest environmental control equipment, wave piercing bow design, and enhanced crew

comfort. “This exceptional contract – the largest in our company’s history – will increase our fleet size, our workforce and our overall contribution to the economy in Newfoundland and Labrador,” said Sean Leet, General Manager, Atlantic Towing. “We expect hiring of approximately 100 new positions, which will provide a great opportunity for local seafarers, to begin in December 2015.”



BNI CASTOR ON THE ANCHOR HANDLING JOB



The 2013 built Indonesian registered with call sign JZFB Anchor Handling Tug **BNI Castor** (Imo 9651369) on the Anchor handling Job for the Accommodation Derrick Barge *Swiber Triumphant* at West Jurong Anchorage Singapore. AHTV **BNI Castor** connect their Towing gear and started Towing to the Natuna Sea for the upcoming Project, on behalf for ConocoPhillips North Belut Field during a 100 days Hook-up project at NB-CPP. The vessel is built by Fujian Funing Shipbuilding Heavy Industry – Fu’an: China and is

owned by Bahteraniaga Internasional – Jakarta; Indonesia. She is the former **SK Line** (*Source & Photo: Gerard Majjntz*)

WINDFARM NEWS

HSSB PRESENTS NEW GENERATION OF SWATH VESSELS

Hvide Sande Shipyard (HSSB) has designed and developed a new generation of SWATH vessels for transportation of up to 12 service technicians and spare parts to offshore wind farms. The SWATH-vessel is designed as a 24 metres long, high speed, catamaran, built as a fully composite vessel, with the possibility of a semi-submersible SWATH-mode, which uses ballast water to stabilize the vessel and minimize heave and pitch forces during transfer of service technicians and spare parts. The vessel is designed with focus on a high level of performance and on a minimum of service and maintenance, because the vessel is designed with easy access to components and installations. The hull design causes a higher, maintained speed and a minimum of slamming, which raises the crew

and passengers' safety and comfort on-board. Beside a design as a regular service vessel, the SWATH-vessel can also be delivered with cabins for up to 10 service technicians and for the crew. In the way, the vessel can stay at the wind farm for a longer period. The



SWATH-vessel enters HSSB current range of vessels for the offshore wind industry, which contains vessels from 11 to 55 metres, delivered as different types of crew transfer vessels and hotel vessels with daughter crafts. HSSB have recently delivered a various range of crew transfer vessels, including three vessels for the Anholt Offshore Wind Farm, one vessel for Horns Reef II and service vessels which today sails at wind farms in UK and Holland. *(Source: Hvide)*

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MPI WORKBOATS TAKES DELIVERY OF MPI TRIFALDI



We are pleased to announce that **MPI Trifaldi** has today, Friday 16 May 2014, been delivered to MPI Workboats Ltd. The vessel is a windfarm-support vessel, built at the South Boats shipyard on the Isle of Wight, United Kingdom. She will be travelling up to Hartlepool shortly and will then be going to work on Sheringham Shoal for Scira for a few weeks before starting her contract on Westermost Rough in June alongside **MPI Lucinda**. We wish the crew many safe and successful voyages. Vessel Particulars:

Length overall: 19.15 m; Beam overall: 7.25 m; Draft: 1.20 m; Tonnage: 40 tonnes; Total fuel capacity: 6,000 ltr; Endurance: 350 nm (15 hrs @ 22 knots); Water capacity: 200 ltr; Passenger facilities: 15 (12 passengers + 3 crew). *(Source: Vroon)*

SEA CHALLENGER READIES FOR ITS FIRST JOB

On Saturday, 17th of May 2014, A2SEA's new purpose built installation vessel Sea Challenger arrived in the Port of Esbjerg. The vessel will now mobilise for its first project, DONG Energy's Westermost Rough in the UK. Sea Challenger, is a sister vessel to Sea Installer, which entered into A2SEA's fleet in December 2012 and went directly to Gunfleet Sands Ext. to install two Siemens 6MW test turbines. "We are very proud to be able to welcome Sea Challenger to our fleet. Sea Challenger is a purpose built



offshore installation vessel powered by the knowhow, A2SEA has gained as pioneers with 14 years of experience in the business. We have high expectations to her performance and are very proud to inform that Sea Challenger is secured work until the end of 2015," says Jens Frederik Hansen, CEO in A2SEA. Sea Challenger will mobilise for Westermost Rough until mid-June where she will start the installation of 35 Siemens 6MW turbines – the first time anywhere in the world that these turbines are used on a large scale. The Westermost Rough OWF is expected to be fully commissioned in the first half of 2015. (Source: A2SEA)

SEACAT SERVICES LAUNCHES 24-METRE CATAMARAN



Seacat Services, offshore energy support vessel operator, launched its latest 24-metre British-built South Catamaran, named **Seacat Ranger**. For the launch of **Seacat Ranger**, the latest 24-metre DNV GL class-certified vessel to be built in the UK, incremental build improvements include a new bow and fender design that enhances stability when the vessel is pushing onto the wind turbine foundation. Further modifications include additional crew loading and access space near the bow, to help

accommodate the engineer's equipment. Accommodating 12 wind farm technicians and 3 crew, the aluminum-hulled catamaran is propelled by twin Rolls Royce water jets and is capable of carrying 20 tonnes of equipment – 15 tonnes forward and 5 tonnes aft. With a sprint speed of just under 30 knots, **Seacat Ranger** will be deployed for operational use on offshore wind farms throughout Europe. "As the European offshore wind market continues to evolve with a need for larger vessels and more stringent guidelines, we are constantly looking at ways in which this evolution can be incorporated into the design of our workboats," said Ian Baylis, Managing Director, Seacat Services. "We now have one the largest crew transfer vessels ready for deployment to European offshore wind projects, which, with her latest bow and fender design should make the transportation of engineers and equipment a safer and increasingly comfortable process." Sea trials for **Seacat Ranger**

begin immediately. Once complete, the vessel will be joining the existing Seacat Services fleet for operational use and deployment across a number of UK and European offshore wind farms. Prior to active service, **Seacat Ranger** will be exhibited at Seawork 2014 in Southampton from the 10th – 12th June 2014. *(Press Release)*

YARD NEWS

MAC'S CSS PROJECT UPDATE

MAC's prestigious CSS Project (Compact Semi Sub) moves forward with another milestone taking place on 16th May. The below photos show the newly painted hull of **CSS Venus** ready for undocking. While the partially assembled **CSS Themis** prepares to move forward in the production line, and make way for CSS No 4 to commence keel laying and block assembly in the same dry-dock. As of date there are 7 CSS Mk I slated for construction. The first is already working offshore Brazil, and two further units will deliver later this year. Meanwhile MAC continues work with STX Vancouver for the design of CSS Mk II, which will have the added ability of more beds and larger crane capacity, while maintaining the overall goal of cost effective stability. *(Press Release)*



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

LATEST PATROL BOATS DELIVERED BY MARSUN

Over the past decade or so, as off shore oil has grown in importance, the development of vessels to meet the needs of the industry has made great strides. The needs for reliability in demanding sea conditions will put any hull to the test. It is not unusual for a commercial vessel serving the petro-industry to clock up 6000 or more hours of operation per year. For vessels operating on time charter, down time can be expensive. The versatile crew boats that have been developed to meet these

expectations are particularly versatile. Their aluminum hulls and multi-engine power provide safe transport of personnel and well as the versatility to carry significant cargos. Thailand's Marsun Shipyard has built many of these boats over the years. With three Cummins KTA38 M2 engines each rated at 1350 HP turning fixed pitch propellers the aluminum-hulled vessels make speeds in excess of 24 knots with positive sea-keeping abilities. Marsun also has a long established relationship



with the Royal Thai Navy. Not surprisingly the crew boats for the petro industry drew the attention of some astute navy people and an idea was born. The concept of a military style patrol boat on a commercial hull platform was developed with the engineering departments of Marsun Shipyard and the Royal Thai Navy. A patrol boat required a larger superstructure as well as some armament. To accommodate the additional weight, with increasing speed, the design team decided to increase the horsepower of the navy patrol version. This was accomplished by replacing the Cummins KTA38 M2 engines with three 1800-HP Cummins KTA50-M engines. The 36-meter hull maintained the same 7.6-meter beam and hull form. The latest three modified version vessels, with 63-square-meters of clear deck space, retain much of the 36-meter crew boat's large 67-square-meter after deck. This gives the patrol boat the same 50-ton load capacity and allows the vessel to carry two 20-foot containers on the aft deck should the need arise. Modifications also give the vessel significant flexibility in operations, such as search and rescue capabilities, not found on most patrol vessels of this size. The aft deck is designed with the capacity to mount surface-to-surface missiles. The forward deck has installed a 20 mm machine gun (a 30 mm machine gun is an option). Additional flexible space is designed-in to provide a control system command room in future. The resulting patrol boat, with a total of 5400 reliable horsepower, achieves speeds in excess of 27-knots. Although the larger engines require more fuel, navy specifications required less fuel capacity than the commercial vessel, which balanced the increase in engine weight. Overall the navy vessel has less weight and consumes less fuel than similar sized patrol boats while offering full functionality in sea state 5 conditions. The combination of a proven commercial hull and a functional patrol deck-layout and superstructure will continue to give good service under all conditions for many years to come. *(Source: Alan Haig-Brown)*

REGISTRATION LIVE FOR OFFSHORE ENERGY EXHIBITION & CONFERENCE AND OWIM 2014

Preparations for the 7th Offshore Energy Exhibition & Conference are well underway. On 28 & 29 October 2014 Amsterdam will again be the place to meet the international offshore community. With visitors from over 60 different countries and a proven track record of steady growth since its foundation in 2008, Offshore Energy is a must attend event for all professionals in the international offshore energy sector. Registration for the two-day event is now available online. The organization expects to welcome more than 10,000 visitors (9,123 in 2013). Of the 491 exhibitors participating in Offshore Energy 2013, 97% have said that they will definitely or probably participate again in 2014. 80% of the exhibition floor is now sold out and companies such as Fugro, Liebherr, Bluewater Energy Services, Technip-EPG, Van Oord, Keppel Verolme, Boskalis, Ulstein, Heerema Group, IHC and many more have already booked their stand. *Features* Following the concept of the previous shows,



Offshore Energy will host the exhibition and a conference with technical sessions, C-level panels, master classes and a the Offshore WIND Installation and Maintenance Conference (OWIM). With a growing number of visitors the number of sessions increases as well. There are now seven technical sessions instead of five and four master classes in total. Last but not least the exhibition floor is now 21,000 m² compared to 15,000 m² last year. The larger exhibition space is made possible with the

incorporation of hall 8. This hall, venue of Offshore Energy in 2011 and 2012, will now feature the new Offshore Energy Arena that accommodates the C-level panels. Moreover this hall will be the gateway to the conference area and home to a proper catering area. With a career pavilion and companies such as Seaway Heavy Lifting, Oceanic Marine Contractors and Groningen Seaports, hall 8 is already a great success. *Offshore Energy Conference* The conference, with this year's cross-cutting theme "The future in the water", offers a platform for discussing key topics and solutions for the offshore community. Speakers and delegates from all levels representing the entire upstream value chain gather to share knowledge, discuss ideas and to network. Technical sessions address a wide range of topics for the offshore community, from the future of North Sea E&P to well plugging and abandonment and from innovations in offshore units to changes in the regulatory framework for offshore service vessels. Offshore Energy also addresses developments in offshore wind, wave and tidal energy. Returning to the program is a special session on the Mexican petroleum industry. Offshore Energy also hosts three C-level panel discussions where captains of industry address strategic challenges. The Industry Panel discusses issues affecting the industry as a whole - focusing this year on integration and collaboration up and down the value chain, the Drilling & Dollars Panel brings together oil & gas financials and the Human Capital Panel investigates one of the biggest challenges of our time: how to deal with the big crew change. Offshore WIND Installation & Maintenance Conference (OWIM) Once again OWIM will be held simultaneously with Offshore Energy Exhibition & Conference. This dedicated offshore wind industry conference addresses the technical, operational, commercial and managerial challenges associated with future industry growth. The fifth annual conference brings you an overview of wind farm developments, presents innovations in wind farm installation and maintenance and discusses the challenges of grid installation. (*Press Release*)

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VARD BAGS PSV DESIGN ORDER

Vard Holdings Limited (VARD), one of major global designers and shipbuilders of offshore and specialized vessels, has secured another contract for the design and construction of one Platform Supply Vessel (PSV) for Carlotta Offshore Ltd. The vessel is a multifunctional PSV of VARD 1 08 design with a total length of 81 meters, beam of 18 meters and a cargo deck area of 830 m². The vessel will be prepared for standby, rescue, firefighting and oil recovery operations. Delivery is



scheduled from Vard Vung Tau in Vietnam in 3Q 2015. With this newbuilding, VARD has three vessels under construction for Carlotta Offshore. The VARD 1-series comprises a wide range of platform supply vessels designed by Vard Design in Ålesund, Norway. The vessels are designed with high focus on cargo capacity and excellent manoeuvring capabilities combined with low fuel consumption. *(Source: Press Release)*

ABB WINS OVER \$20 MILLION ORDERS IN FIRST QUARTER FOR OFFSHORE VESSELS



Advanced power system maximizes operational flexibility and safety for new generation vessels. ABB, the leading power and automation technology group, has won contracts worth in excess of \$20 million to supply electrical power and propulsion systems for two next generation offshore vessels. The first vessel, of **ULSTEIN SX165** design, is being constructed at Ulstein Verft in Norway for Island Ventures

11, the joint venture set up in 2012 by the leading US and Norwegian owners Edison Chouest Offshore and Island Offshore, whose advanced subsea service vessels provide high quality solutions to the offshore oil industry. At 28 meters wide and 145.7 meters long, and with accommodation for 200 people, the SX165 will be the largest vessel constructed by Ulstein Verft and is due for delivery in Q3 2015. It is equipped with two cranes that can lift 400 tons and 140 tons respectively, and has three separate engine rooms to provide extreme operational reliability. ABB is to supply an advanced complete power and diesel electric system package comprising medium voltage generators, switchboards, transformers, frequency converters and motors to provide reliable and fuel efficient propulsion. Health, safety and the environment have been a key focus in the design of the vessel and ABB's scope of supply reflects this through its advanced power system, which is capable of achieving the requirements needed to run the system in closed ring in DP3. The second

vessel, for Island Offshore, features the innovative **Rolls-Royce UT 777** design for optimal subsea operations including top hole drilling, light well intervention, subsea construction and inspection, maintenance and repair work. ABB will supply an advanced complete power and diesel electric system package comprising medium voltage generators, switchboards including power management system, transformers, frequency converters and motors. ABB will also supply complete fire & gas monitoring and control systems for fire and gas detection. In addition, both power distribution and propulsion systems will be monitored by ABB's remote diagnostic system (RDS), which helps to reduce repair time of installations and improve operational safety when reducing the need for on-site visits by providing immediate 24/7 assistance from a global technical center. The second vessel will be constructed at Kawasaki Heavy Industries in Japan and delivery is scheduled for 2017. "ABB's advanced power system and remote diagnostic system will maximize the operational flexibility and safety." said Heikki Soljama, head of ABB's Business Unit Marine and Cranes. "We look forward to cooperating in the projects and to delivering high quality services to these pioneering new ships. *(Press Release)*

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COSCO NANTONG DELIVERS PIPELAYER SAPURAKENCANA 3500

COSCO (Nantong) Shipyard Co., Ltd (COSCO Nantong), has delivered a pipelay heavy lift vessel, "**SapuraKencana 3500**", to its Asian buyer. The pipelay heavy lift vessel is designed to carry out multiple functions including oil piping processing, laying, installation and heavy lifting. Classed by ABS, the vessel is capable of working in shallow water of up to 200 meters with a ten-point mooring system. **SapuraKencana 3500** is also equipped with a DP3 dynamic



positioning system, which enables it to carry out heavy-lifting installation of large-scale offshore structures such as platform blocks, modules and jackets, as well as S-type pipe laying operations in water depths of up to 1,500 meters. The vessel measures 156.4 meters in LOA (length of all), 44.8 meters in breadth, 16.8 meters in depth, with a design draft of 7.4 meters and a lifting capacity of 3,500 tonnes. *(Source: World Maritime News)*

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1. Several updates on the News page posted last week:
 - [KOTUG International B.V. winner King Willem I Award 2014](#)
 - [Boskalis trading update](#)
 - [Damen names Royal Oman Navy flagship](#)
 - [Five Years Towingline.com](#)
 - [Koninklijke onderscheiding Leo Schuitemaker](#)

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