Tugs Towing & Offshore Newsletter

LEKKO All about tugs

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

MIDWEEK–EDITION

TUGS & TOWING NEWS

TROUBLED TUGS RETURN FOR TRIALS

SHETLAND'S two troubled tugs have finally come back to the isles to undergo sea trials in Sullom Voe harbour. The **Bonxie** and **Solan**, which cost the council £7 million three years ago, were undergoing sea trials with a tanker in the harbour on Friday. Last summer the tugs had new fins fitted to their hulls to give them greater stability after they were pulled out of service when the **Solan** collided with the 76,000 tonne tanker *Loch Rannoch* in December 2011. Crews refused to board the tugs after the incident, saying that it could have cost lives. Since then work has had to be carried out modifying the complex operating consoles, delaying their reintroduction into the port until last week. The SIC has other concerns about the Spanish-built vessels, including the high fuel cost of running tugs with such big engines. The council is now looking at selling the tugs and changing the port back to a four tug operation, using smaller vessels. SIC harbour board chairwoman Andrea Manson said: "We are keen to get these tugs up and running again, so the crew are familiarising themselves with what are now completely different tugs. "We have not decided to sell them yet, but we have decided to go back to the oil industry to discuss whether they are willing to let us have a four tug operation." She said that the council hopes that the safety concerns raised by the 2010 *Deepwater Horizon* disaster in the Gulf of Mexico will make the industry more open to such an idea on safety grounds. *(Source: Sheland News)*

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AHT URANUS TOWING TRANSOCEAN'S SEDNETH 701

After finishing the towage of the Sedco 702, as previously reported in the Shippingnewsclipping edition dated 15th March, the AHT Uranus owned and managed by the German Company Harms Bergung Transport und Heavylift GmbH & Co. KG, was again nominated for a operation of Transocean. With an average speed of 5.5 knots the Uranus towed the SEDNETH 701 from Offshore Nigeria to Point Noir, using just two of their four main engines. The HFO Burner with an impressive Bollard Pull of 298t delivered the Semisub on the 15th of April and proceeded directly to its next job towards Cameroon. The Uranus picked up the Semisub Ocean Confidence, owned and managed by Diamond Offshore, a leading international provider of offshore contract drilling services with a current fleet of 45 rigs. The Uranus will deliver the Ocean Confidence end May in Las Palmas. The company Harms Bergung is based in Hamburg, Germany and is operating a fleet of eight Anchor Handling Tugs worldwide. The fleet of Anchor Handling Tugs ranging from 100-tbp to 300-tbp with DP2 and with the capability to burn HFO and MGO, are purposely built for Long Distance Towage, Subsea Installation, Anchor Handling, Pipelay Barge Support, Salvage Operations and Accommodation Vessel. *(Press Release Harms Bergung Transport und Heavylift)*

NEW TUGS ARRIVED IN ROTTERDAM

On 20th May the new built Damen ASD tug **Mercurius** arrived on the Rotterdam New Waterway. The newbuilding tug was brought to Rotterdam by the heavy cargo vessel *Da Kang*. Also on board the vessel was the new building Damen ASD **Svitzer London**. Both vessels, after discharged from the *Da Kang* were pushed to the Eemhaven. The **Mercurius** by the pusher **Dolfijn** and the **Svitzer London** by the pusher **Oriënt**. Both vessels are Damen ASD 3212 type with yard numbers 512533 and 512532 respectively. They have a length of 32.70 mtrs a beam of 12.82 mtrs and a depth at sides

of 5.35 mtrs. The two Caterpillar 3516C HD+ TA/D main engines develops a total output of 5,050 bkW (6,772 bhp) at 1,800 rpm. *(Photo's Willem Holtkamp)*

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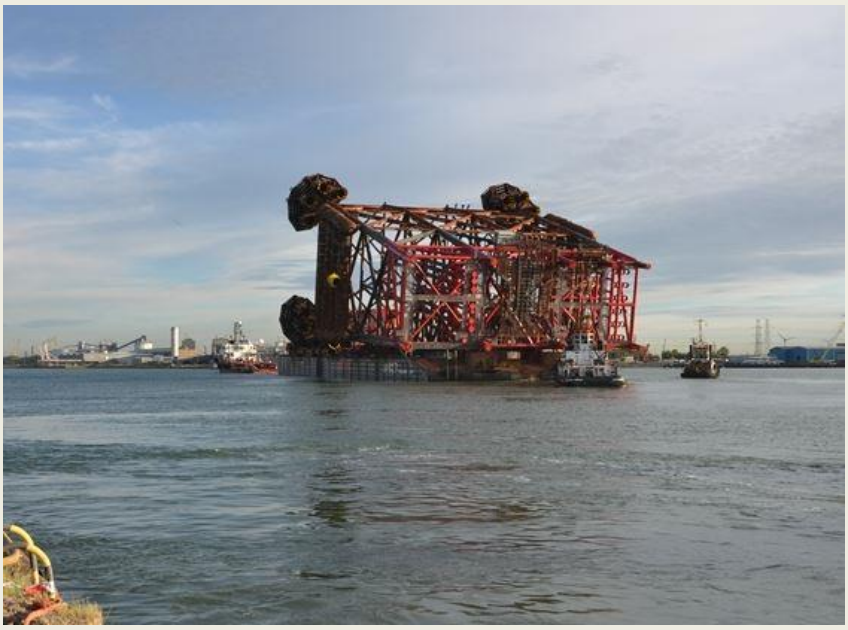
DRYDOCKS, WARTSILA TO BUILD LNG POWERED 'ELEMARATEYAH'

Drydocks World and Dubai Maritime City (DMC), as a part of the "Green Economy for Sustainable Development" initiative launched by His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice President of UAE, has entered into MoU with Wartsila and Dubai Carbon Centre of Excellence for building the world's first LNG powered harbor tug. This project launched under the trade mark "**Elemarateyah**" is part of the Dubai Maritime Green Initiative, a strategic movement to encourage all-round environmental excellence in maritime and allied sectors including oil, gas and energy. This landmark undertaking in which the tug will have a dual engine capable of operating with both traditional MDO & LNG, will represent a major breakthrough that would decide the future of green technology. TASNEEF will provide classification and advisory services, issue mandatory certificates for ship registration, and provide technical and engineering services as well as training. The shipping & maritime industry is moving towards an increased use of LNG driven primarily by new emissions standards that will come into place in 2015. The emission requirement globally is driving the industry towards the use of cleaner fuels. Broadly, the LNG efficiency comparison is clearly better than MDO fuel as energy content of LNG is almost double than that of MDO. Further the cost of fuel is also a driving factor as currently, the average price of LNG is nearly half of MDO fuel. The global fleet of LNG-powered vessels is likely to increase to 1,800 vessels by 2020 as this alternate energy source is gaining more acceptance as the 'fuel of the future' among the global maritime community. Drydocks World and Dubai Maritime City will collaborate with Wärtsilä for design, equipment and related support services for the construction of the tug. *(Source: Drydocks)*

HEEREMA BUILT HEJRE LAUNCH JACKET SETS SAIL

At Heerema Vlissingen, one of the fabrication facilities of Heerema Fabrication Group (HFG), the 8,500 t *DONG Hejre* launch jacket for client Technip, sailed to its offshore location in the Danish



sector of the North Sea. The contract comprises the procurement and construction of a jacket, pre-drilling wellhead deck and piles. The Vlissingen yard started fabrication of the launch jacket in January 2013. The 8-leg launch jacket measures 60 x 35 x 85 m, including two buoyancy tanks of 400 t each installed on both sides to keep the jacket floating after launch. The predrilling wellhead deck has a weight of 900 t and measures 40 x 12 x 10 m. The jacket was successfully skidded onto the Heerema **barge H-627** on 22 April, followed by the 900t wellhead deck on 6 May, whereafter the seafastening operation started. Today the barge loaded with the jacket and wellhead deck has set sail to its final offshore destination for installation by sister division Heerema Marine Contractors. Hereafter drilling will commence followed by the topsides installation in 2015. Koos-Jan van Brouwershaven, CEO of Heerema Fabrication Group, comments: "The launch jacket of Heerema Vlissingen has been successfully delivered as a result of the good cooperation and mutual focus on achieving mechanical completion of the jacket between DONG, Technip, Heerema Marine Contractors and Heerema Fabrication Group." The Hejre oil & gas development is located on the Danish North Sea in 70 meter water depth. It is expected that the platform will be operational in 2015. The Hejre development is an interest of 60% DONG and 40% Bayerngas. The **barge H-627** was towed by the **Carlo Mango** with assistance of the URS tugs **Terneuzen, Union Ruby** and the **Union Emerald**. *(Source: Heerema)*

LARGE CONTAINERSHIP TOWING CAPABILITIES TESTED IN SAN FRANCISCO BAY

The U.S Coast Guard Sector San Francisco personnel working in collaboration with CMA CGM, the third-largest shipping group, San Francisco Bar Pilots, Starlight Marine Services, Foss Maritime and AmNav, tested the Bay Area's capability to tow ultra-large container ship during a drill Wednesday, May 21. The ship used for this drill was CMA *CGM's Centaurus*, an 11400 TEU container ship measuring 365 meters, or approximately 1,200 feet. *Centaurus* is among the largest ships calling on California ports. The tugs that successfully took the ship under

tow were **Ahbra Franco** of Starlight Marine, and **Marshall Foss** of Foss Maritime. They were assisted with control of the ship by **Revolution**, of AmNav. The towing drill tested the capability of the tugs which normally operate within San Francisco Bay to connect to and tow an ultra-large container ship in case of an emergency either in the Bay or in the approaches to San Francisco. The Coast Guard said that "by all accounts, the drill was a success which reinforced the maritime community's confidence in its ability to avert disaster in a break-down scenario for a large ship." The drill marks the first attempt to simulate emergency towing of a ship of this size in the United States. This collaborative effort was a learning experience for all of the entities involved, and builds on the knowledge gained during discussion-based exercises and planning over the past year. Coast Guard Sector San Francisco was involved in the drill throughout the planning stages, and provided the security necessary to ensure the tow could be conducted safely within the Bay. "The Coast Guard is excited to be a part of this successful groundbreaking drill," said Capt. Gregory Stump, commander of Coast Guard Sector San Francisco and Captain of The Port of San Francisco. "Ships calling on California ports continue to get larger, and we are working with our port partners to ensure we are ready to respond to an emergency." *(Source: USCG)*

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EDDY IN MODEL

The Chantry Model Boatclub has built their own version of the **Eddy** tug. She was built by George Boyd for me at the www.chantrymodelboatclub.co.uk We have named it **Concept** and all done from pictures. It will almost stand on it's head. The tug is a very fine model built with good details. Proficiat to the Chantry Model Boatclub for this beautiful looking tug. The Chantry Model club was formed in 1988 in Gravesend Kent, Initially the club included, around the pole model aircraft flying, model cars and then model boats, Hence our original club logo of a Duck, It flies, it swims and it goes on land. Gradually over the years we have lost the flying and model cars ,and now are model boats only. After several locations in the Gravesend area for our sailing were lost ,in 2000 we managed to get a sailing location at Bluewater shopping complex Greenhithe, where we

are still located today, we have superb facilities with a fresh water crystal clear lake, our membership is very strong with a good selection of models ranging from scale sailing boats and pond yachts to, scale warships,cabin cruisers, Lifeboats, scale tugs and even the odd fast electric boat, we have our own 16ft long model tanker to control or tow as well as a selection of barges. We meet every Wednesday,Saturday,and Sunday mornings from about 9.30am until lunchtime and have a full calender of events throughout the year A full list of committee members is on the Contacts page, please feel free to contact them if any more information is required. *(Source: Harold Russell)*

GOUWESTROOM WITH TOW TO TILBURY.

In the past week on Wednesday 14th May the 1998 built Dutch registered with call sign PDGR tug **Gouwestroom** (Imo 8943569), from Van Wijngaarden Marine Services, departed from Moerdijk to Tilbury. After preparation for the Ocean Going Towage and Towing Approval received the Water Injection Dredger (WID) "*Jetsed*" was connected up. Via the Dordtse Kil the Oude Maas, New Waterway she sail to open sea assisted by the stern tug **Vliestroom**. The transport arrived safely on the 15th May in Tilbury and shifted the same day to Sheerness. On Sunday 18th May she sailed to Calais and arrived there at the 19th May. On Tuesday 20th May the **Gouwestroom** set sail to her homeport Hardinxveld-Giessendam. Contractor for this transport was Van Oord Ship Management B.V. *(Source: VWMS; Photo: Hans Lingbeek)*

HERE SEE IS

On 23rd of May was seen the renamed tug **Retriever** (Imo 8106991) as **Roma** underway from Rotterdam Pernis to Dordrecht. The former Heerema tug, built in 1982 Retriever was sold via Silenroc hartering& Trading to the Sea Truck Group – Nigeria with their office in The Netherlands (Sea Truck Netherlands Coop UA). On the picture the tug is seen near Spijkenisse *(Photo: Jur Kaspers)*

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TUG OPERATION MOVES TO TOWN

Company works to provide safe services for LNG plants. One of the world's largest maritime services corporations is moving to town. Last week, Smit Marine Canada announced it will open a tug mooring facility at the Squamish Terminals. The one tug based there will aid the 60 to 80 ships that visit the terminal annually. All the ships that harbour at Squamish Terminals (ST) require tug assistance, terminal spokesperson Kim Stegeman said. Currently those freighters are accompanied by tugs from Vancouver, she noted. "It is a long way," she said of the tugs' journey. "It is costly for the vessels." Having a dedicated harbour towage service in the area is a big step, ST president Ron Anderson said in a statement. Besides the cash savings, the service offers a more efficient option for all deep-sea vessels calling on the terminals, he said. The tug mooring facility is not exclusive to ST, Stegeman noted. "There are other marine type business in the sound," she said. The tug facility will also serve Port Mellon, Smit Marine Canada president Frans Tjallingii told The Chief. The company is excited to position tugs in Squamish, as it will save fuel costs and be more environmentally friendly, he said, noting some ships that visit Squamish Terminals also stop at Port Mellon. The company does provide support for the berthing and unberthing of oil and liquefied natural gas (LNG) tankers. While the company is not a proponent for the proposed Woodfibre LNG export facility tagged for Howe Sound, if the project did go ahead it may open up more opportunities for tug services, Tjallingii said. The Squamish facility is set to open mid-summer. *(Source: @ Squamish Chief)*

IMPRESSION STEAM WEEKEND DORDRECHT

STEAM WEEKEND IN DORDRECHT

On 23,24 and 25th of May the two years 'Dordt in Steam" was held under fantastic weather

conditions. The city in the South of Holland at the three river crossing point, Oude Maas, Merwede and the Noord. The largest steam power event in Europe was held for the sixteenth time in Dordrecht; The Netherlands. The organisers expected 250,000 visitors at this steam celebration "Dordt in Steam" weekend. The admission for this event is free for everybody. Day tickets has been sold for round trips on historic vessels for exemple tugs. The gigantic event is spread across two areas in the city which are linked with (steam)ships, steam trains and old-timer busses. By purchasing a day-ticket for the 'Stoomrondje Dordt', the visitor had access to the various forms of historic transport at the event. It also includes admission to the Model Building Show. The day-ticket for the 'Steam circuit Dordt' was available at all departure points. A round trip lasts at least three hours. In the picturesque harbour area next to the Groothoofd, Kuipershaven, Wolwevershaven and the Merwekade, dozens of steam-powered ships, machines and vehicles had been on view. Steamboats making round trips on the river. For children, miniature steam trains had been operating. Various (steam)ships had been opened for visitors. Sidewalk cafes and live music, shanty choirs provided a sparkling atmosphere. In the Wolwevers harbour area ships and facades will be magical highlighted on Saturday evening. *(Photo; Towingline-Hans van der Ster)*

HERCULES

The **Hercules** was built in 1915 by and for Gebr. G. & H. Bodewes" – Martenshoek as Gebroeders Bodewes III. In the same year sold to the Danish Navy - Copenhagen and renamed **Fremad**. During World War II under the Kriegsmarine and renamed **Fremad II**. After the war returned to the Danish Navy. In 1965 sold to Jurgen Hastrup – Cpenhagen and renamed Ditte Hastrup. In 1978 to

J.Th.Mos – Enkhuizen as Fremad II. In 1979 to G.C.Boekweit – Schiedam and renamed **Hercules**. In 1985 to Stichting Calorische Werktuigen – Schiedam. She has a length of 21.70 mtrs a beam of 5.56 mtrs and a depth of 2.91 mtrs. The Compound engine AS Fulton is coal fired with an output of 225 ihp. And a speed of 8.5 knots. *(Photo: Towingline-Hans van der Ster)*

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JAN DE STERKE

The tug is built in 1913 by C.W. van Straaten and van den Brink, Scheepsbouw en Machinereparatie - 's Gravenhage; Netherlands and delivered to NV Sleepboot Snel (C. Overwater) - Rotterdam as **Snel.** (member of Stoomsleepdienst Volharding NV at Rotterdam). In 1920 hired by Rotterdams Waterleidingsbedrijf – Rotterdam. In 1932 laid up in the Coolhaven near the Pieter de Hoogh bridge at Rotterdam. In 1935 to J.H. van Bon at

Millingen. In 1939 to van Kriekels & Tiereni - Liège; Belgium. In 1940 to Firma Dulière – Dinant and renamed **Mariëtte**. In 1949 to G. de Bijl - Luik for towing dredger barges on the Maas. In 19xx exchanged for an equivalent tug to F. Weggelaar – Leeuwarden; Netherlands. In 196x to ?? – Emmerich; Germany. In 1973 to Mr. Gimborn - Essen, operated by F. Weggelaar – Leeuwarden. In 1973 to LSD - Leeuwarder Sleepdienst – Leeuwarden. In 1977 to H.J. van Duuren - Oosterwierum restored and renamed **Hendrina II**. In 1995 to Stoomstichting De Compound – Gorinchem and renamed **Jan de Sterke**. In 199x brought in to Stichting Stoomboot Jan De Sterke - Gorinchem/Tiel. She has a length of 14.37 mtrs a beam of 3.90 mtrs and a draft of 1.65 mtrs. The compound engine Kreber is 65 ihp and her speed is 9.5 knots. *(Photo: Towingline-Hans van der Ster)*

ROEK

The tug was Built in 1930 by Scheepswerf De Nieuwe Maas, Gebr. van der Windt – Vlaardingen; Netherlands and delivered to Scheepvaart Mij Maas & Waal NV - (H.S. Franzen) - Dordrecht as **Jacomien**. In 1956 a new boiler (1922) I.A. Kreber (nr.104), 160ihp @220rpm. In 1960 to Handel en Scheepvaart Mij Grahus vof – Rotterdam. In the same year to Stoomsleepdienst Maas NV - (J. van Driel) - Rotterdam and renamed **Roek.** In 1970 to Kauffeld - Roermond for rebuild and conversion to diesel, which fell through. In 1972 to R. Visser – Amsterdam. In 1979 to Joop Th. Mos – Enkhuizen and restored. In 1980 anew boiler (1946) Smulder, 160ihp @220rpm. In 1983 to M & K Steamcharters (Wm.P. Murphy Jr. - Florida, USA) – Enkhuizen and converted to oil firing. In 1988 managed by Hawser Holland BV (Wm.P. Murphy Jr. & J.Th. Mos) – Enkhuizen. In 2008 to J.Th. Mos at Enkhuizen. She has a length of 20.25 mtrs a beam of 5.10 mtrs and a draft of 2.20 mtrs. *(Photo: Towingline-Hans van der Ster)*

SCHEELENKUHLEN

The **Scheelenkuhlen** was built in 1927 by Schiffswerft Johann Oelkers KG - Neuhoff/Hamburg under number 459 and delivered to Wasser- und Schiffahrtsamt – Cuxhaven; Germany. In 1974 laid up. In 1975 to Arnold Ritscher - (shipbroker) – Cuxhaven. In 1976 to Handelsonderneming A.C. Slooten – Wormer. In 1976 to P. Visser – Zaandam and restored. In 1978 overhauled by Jachtwerf

Jongert – Medemblik. In 19xx transferred to Stichting tot behoud van het Stoomschip - Koog aan de Zaan; Netherlands. She has a length of 21.40 mtrs a beam of 5.18 mtrs and a depth of 2.00 mtrs. The compound engine Christiansen und Meyer (boiler (1927) Christiansen und Meyer is coal fired, 250ihp @200rpm, speed 10,3 knots. *(Photo: Towingline-Hans van der Ster)*

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Y 8122

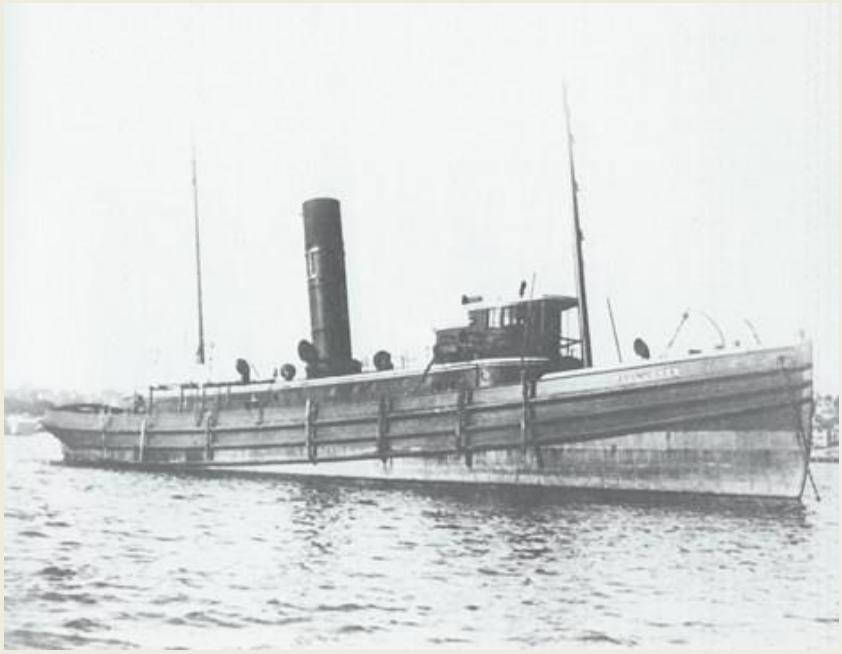
The tug built in 1936 by Rijkswerf Willemsoord - Den Helder; Netherlands under yard number 16 for the Dutch Royal Marine - Den Helder as **Sleepdienst II**. In 1940 requisitioned by the German Kriegsmarine as mine-layer. In 1944 hidden by the crew in the Wieringermeerpolder;
Netherlands and returned to the Dutch Royal Marine. In 1946 renamed **Sleepdienst 4.** In 1947 renamed RS 04. In 1948 taken out of service, laid up at the Marnixkade - Den Helder due for sale. In 1949 to Rijkswerf Willemsoord - Den Helder for providing steam and renamed **RK 23**. In 1949 re-engined C2cyl by Machinefabriek Hubertina v/h W. Jacobs - Haarlem (nr.549), coal fired, 125ihp-92kW. Rebuilt, original engine taken out and loaned to Stoommachinemuseum – Medemblik: Netherlands. In 1950 renamed **A 844**. In 1953 renamed **Y 8590**. In 1956 renamed **Y 8122**. In 1976 converted to oil firing. In 1982 still in use for providing steam on the Rijkswerf Willemsoord - Den Helder. In 1990 laid up. In 1992 transferred to Stichting Nautische Monumenten - Willemsoord/Den Helder. In 2002 engine and boiler overhauled and under restoration. In 2006 brought under steam again. She has a length of 19.29 mtrs a beam of 4.97 mtrs and a depth of 2.35 mtrs. *(Photo: Towingline-Hans van der Ster)*

RPA 13

The *RPA 13* (Imo 9239575) is a 2001 built Damen IBV 2808 Patrol/Tug. The hull was built by Tczewska Stocznia Rzeczna – Tczew and completed by Scheepswerf Damen BV – Gorinchem under number 509203. Delivered to Rotterdam Port Authority" at Rotterdam. The vessel has a length of

28.78 mtrs a beam of 8.25 mtrs and a depth of 3.80 mtrs. The two 12 cyl Caterpillar type 3412E-TA develops a total output of 1,940 kW (2,638 bhp) @ 1800 rpm. Herspeed is 13.2 knots and the bollard pull 15 tons. *(Photo: Towingline-Hans van der Ster)*

YESTERYEAR TUGBOAT PAUL JONES



Another spoiler of the schooner trade was the **Paul Jones**, which was probably the largest wooden tug ever built in the United States, She was owned by the Thames Tow Boat Company, whose owner was F.H. Chappell, a coal magnate at the turn of the century – he had the coal options for New Haven, New London, and Providence. Here's the notice of the **Paul Jones** launching in a 1903 Nautical Gazette: We give herewith a brief description of the new and largest sea going tugboat "**Paul Jones**". The hull is 192 ft. in length over all, 150 ft from perpendiculars, 36 ft molded beam, 21 ft 2 in, molded depth at side, and 20 ft. 6 in. depth of hold. Under ordinary conditions, with 600 tons of coal on board, the draft is 18 ft. and the displacement 2,120 tons. The freeboard amidship is 5 ft. The hull is built of oak and yellow pine, the fram and planking being of oak. The keel is 12 x 14 in., and the frames, averaging 8 in. thick, and moulded 14 to 7 in., are spaced 24 in. centers. The deck beams are 14 x 14 in., and are spaced 30 to 36 in. The stem is 14 x 16 in., and the stern post 21 x 21 in. The outside planking is 3 x 4 in. The gross tonnage is 945 and net tonnage 545. There are two distinct decks in the hull forward and aft of the machinery and boiler space. The hull was built in the shipyard of the Thames Tow Boat Co., at New London, and was launched in September, 1903. A 1,600 horse power engine is used to drive the vessel, It was constructed in the shops of the Neafie & Levy Ship & Engine building Co., Philadelphia. Pa. It is of the triple expansion type, having cylinders 21, 33 and 55 inch in diameter by 36 inch stroke, to which steam is supplied by two Neafie & Levy Scotch type boilers, of steel, each 12 ft. long by 14 ft diameter, built for a

pressure of 180 lbs. to the sq.inch There are three Morison corrugated furnaces, 51 inch in diameter, in each boiler. There is also a donkey engine, 9 ft. high by 4 ft. in diameter. A complete electric plant has been installed on board including a 4,000 candle power search light. The propeller wheel is four bladed of iron, 14 ft. 6 inch in diameter. The masts are two in number and are each 75 ft. long. The Paul Jones has a speed of 16 knots. The **Paul Jones** towed coal barges between East Coast ports, and also towed oil barges northward from the Gulf Coast. At one time she towed the famous seven-masted schooner *Thomas L. Lawson* when she barged case oil from the Gulf. She also towed Chappell's five-masted schooner barge, the *John Forsyth*, which, at 279 feet, was the largest barge of the time. The **Paul Jones** was sold to France in 1915 and was sunk in the English Channel by a mine during World War I. In this photograph, The Paul Jones is laid up in the Thames River, New London, Connecticut, about 1915, just prior to sail abroad. This gives a good indication of what steam tugboat looked like when light, without bunkers and water. Even though she carried two boilers, she had only one stack. *(Source: On the hawser by Steven Lang & Peter H. Spectre)*

ACCIDENTS – SALVAGE NEWS

FIRE OFF HELGOLAND

On May 20, 2014, at 8.30 a.m. a fire broke out aboard the Crew Boat "**Sea Gale**". The crew of three was safe. A specially trained firefighting unit was taken by helicopter to the vessel 15 miles north of Helgoland. Also the anti-Pollution vessel "*Mellum*" was on scene and the offshore supplier investigated with thermal cameras. The fregates "*Mecklenburg-Vorpommern*" and "*Hamburg*" and the fleet oiler "*Spessart*" attended as well. 12 workers of offshore-companies were taken aboard by other ships in the morning. The fire was tackled by teams of the "*Mellum*" and "*Mecklenburg Vorpommern*" and was reported out at 1.30 p.m. The "**Sea Gale**" was taken alongside by the "*Mellum*" *(Source: Vesseltracker)*

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RO-RO CARGO VESSEL SALOOS CAPSIZED AND PROBABLY SANK IN CABINDA, ANGOLA

The 1983 built Panama registered with call sign HPUS ro-ro cargo vessel **Saloos** (Imo 8303185) arrived on Cabinda port road (Angola's exclave, West Africa) on May 15 from Pointe Noire Congo listing portside, and capsized the same day. Crew left the vessel on May 15, local media report vessel sank in the night hours May 16 – May 17, last AIS signal dated May 15. There were 155 containers on board with mixed merchandise, authorities are trying to collect the, some were washed ashore and looted by locals. What caused listing and capsize is yet unknown, looking like water found way to car deck, the question is – how and why. Oil leak is reported. On a photo from local media is ssen the capsized Saloos. The owners of the vessel is Navang Shipping SA –Athens, Greece and manager Jade SA – Athens; Greece. She has grt of 6,950 tons and is classed Germanischer Lloyd. (Source: Maritime Bulletin)

CONCORDIA SPONSON INSTALLATION SPEEDS UP

The installation of sponsons on the *Concordia* wreck is gaining momentum despite several glitches that occurred earlier this month. According to the Parbuckling project team, the installation of four sponsons on the starboard side has been completed, those being S12, S11, S10 and S9. In addition, the positioning of the sponson S8 is underway as well. The collapsed sponson S13, which sustained some damages, is being repaired in Genoa. However, the project team did not specify when are the repairs expected to be completed. The S13 sponson, which was the first to had been installed on the Concordia wreck within its refloating plan, collapsed in the beginning of the month having lost balance due to the movement of internal water within the sponson. The sponson arrived in Genoa for repairs last week on the Pontoon *Mak*. *(Press Release)*

OFFSHORE NEWS

VOS BASE CELEBRATES FIVE YEARS' LTI FREE

Earlier this month, **VOS Base** reached the milestone of five years' LTI free*. This was celebrated last week in a ceremony held on board the vessel. The ceremony was attended by Captain Riley and his

crew, members of the Management Team and VOS Den Helder's new Managing Director, Mr. Niek Spiljard. The vessel's long-term charterer, Peterson Den Helder B.V., was represented by Mr Loek Sakkers, Deputy Director of Operations, and Mrs. Kimberley Cordery, Manager of Pool Operations. Mr. Rob Molenaar of Wintershall Noordzee BV was also present on behalf of the SNS Pool partners. The LTI-free award and a bonus for the crew were presented by Mr. Quinten de Bruine, Vroon Group Head HSE. Quinten thanked the crew for their efforts and emphasised the importance of safe operations. In this, we feel supported by Peterson's statement to "Do it Safely or not at all". As a sign of appreciation, jackets were presented to the crew by the SNS Pool. Captain Riley expressed his appreciation to all current and previous crew members who have contributed to keeping the vessel accident free, and thanked the office organisation for the support provided. Of course, no celebration could be complete without the customary cake and some photos to record this special occasion. Congratulations to **VOS Base** on a job well done and something all at Vroon can be very proud of! *(Source: Vroon)*

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SEASM GETS ITS FIRST SHIP MANAGEMENT CONTRACT FOR SUBSEA VESSEL

SeaEnergy PLC's recently established subsidiary SeaEnergy Ship Management Limited (SEASM) has been awarded the ship management of its first vessel. The MV **Surf Ranger** is a subsea support vessel, formerly the MV **Seisranger**, which has recently been acquired by Surf Ranger Limited a subsidiary of Otto Marine Limited (Otto) of Singapore. The vessel which is flagged in the Marshall Islands has recently arrived in the U.K. sector of the North Sea where it is operating under charter and deployed on subsea support to exploration and production operations. The vessel has a crew of 20. The SEASM team is responsible for the management of the vessel's crew, provisions and technical support.

SEASM and Otto are also in discussions with regard to the ship management of other Otto vessels which may be operating in the North Sea and Europe in the future. Commenting on the contract award, John Aldersey-Williams, Chief Executive said: "We are delighted to have been awarded our first ship management contract. The SEASM team, led by Rennie Cameron have a wealth of experience in this sector providing professional, cost effective and efficient management skills that ensure the safe and efficient running of vessels, specialising in dynamically positioned vessels." *(Press Release)*

EZRA WINS $95M IN OFFSHORE SERVICES CONTRACTS

Ezra Holdings Limited, a contractor and provider of integrated offshore solutions to the oil and gas industry, has been awarded contracts around the world and across its Subsea Services and Offshore Support Services divisions totalling more than US$95 million. Ezra's Subsea Services arm, EMAS AMC, continues its winning momentum in the North Sea and Gulf of Mexico with a variety of cable lay and subsea installation, contract wins for a total value of almost US$40 million (including options). Amongst the projects EMAS AMC is scheduled to do, is one of the longest HVAC (High Voltage Alternate Current) cable lays in the world, at 160km in the North Sea. The Group's Offshore Support Services arm, EMAS Marine, was also awarded several contracts in Africa and Asia, with an aggregate value of more than US$55 million (including options). Under these contracts, EMAS Marine will be deploying **one Anchor Handling Tug and Supply** (AHTS) and **two Platform Supply Vessels** (PSV) in Africa, and another **five AHT/AHTS and one PSV** in Asia. "I am delighted that our core divisions are strengthening their presence in all our target markets," said Lionel Lee, Ezra's Group CEO and Managing Director."The projects that EMAS AMC is winning are growing in quality and complexity, which is a recognition of how far we have developed our subsea engineering capabilities. As for EMAS Marine, we had identified Africa as a key market to expand, even as we maintain our leadership position in the Asia-Pacific region. These wins by the division reinforces our strategy and I believe that EMAS Marine will grow from strength to strength as the year progresses under its new leadership." With the latest wins, the Group orderbook stands at more than US$2.0 billion of contracts, with a majority expected to be executed over the next 12 to 18 months. *(Press Release)*

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DOLPHIN CHARTERS GC RIEBER'S 'POLAR MARQUIS'

Dolphin has announced that the high-capacity 3D seismic vessel, **Polar Marquis** has formally been taken on charter from GC Rieber Shipping for a firm period of 3.5 years with 2+2 years options. The vessel has just completed a significant seismic and propulsion upgrade, with a redundant and flexible engine package of 17.400 Kilowatts and more than 200 tons bollard pull. **Polar Marquis** will provide the safe capacity to operate 16 streamers with 100 meters separation. This will put the vessel among the top ten seismic vessels in the world. **Polar Marquis** is mobilising for her first contract survey in the Black Sea utilizing a record spread of 14 seismic cables with 100m separation, followed by an additional contract in East Africa. *(Press Release)*

CEONA BAGS OYO FIELD WORK FOR NORMAND PACIFIC IN NIGERIA

Ceona, SURF contractor with heavy subsea construction capabilities, has been awarded a contract for work in the Oyo oilfield offshore Nigeria from CAMAC Energy Inc. The Oyo Phase One Expansion Project consists of the installation and recovery of umbilical and flexible pipe as well as light subsea construction in up to 500m water depth. Project management will be performed by Ceona, while local offshore support and engineering work will be delivered in partnership with their local partner, Marine Platforms Limited (MPL) in Lagos, Nigeria. Offshore works are planned to commence in July 2014 using the **Normand Pacific**. Ceona has chartered the vessel from Solstad Offshore since April 2014 for one year, with an option

of extension. Ceona mobilised the **Normand Pacific** with a new high-specification 75t VLS, a reel drive system of 400t reels and two work-class ROVOP ROVs in Galveston (Gulf of Mexico). The vessel's first contract as part of the Ceona fleet was working on the Clipper Contingency Umbilical Installation Project for Bennu Oil and Gas in the Gulf of Mexico. Mark Preece, Executive VP Commercial and Business Development at Ceona commented: "We are delighted to have secured this installation project from CAMAC Energy. Working in partnership with MPL, Ceona continues to build its reputation for excellent project management and offshore performance. West Africa is a key market for Ceona and we are well positioned to compete for the many upcoming SURF projects in the region." *(Press Release)*

EASTERN SHIPBUILDING GROUP, INC. DELIVERS BRAVANTE VII TO THE BRAVANTE GROUP OF BRAZIL.

Eastern Shipbuilding Group, Inc. is pleased to announce the on-time delivery of the M/V **Bravante VII** (Hull 157) on Wednesday May 21, 2014 to Boldini S.A., BRAVANTE GROUP of Brazil. The **Bravante VI** (Hull 156), the second in the series, was delivered three months earlier and is currently on charter in Brazil. The **Bravante VII** is the third (3rd) STX SV290 design of five vessels in a series which are all, ABS Classed, AC Diesel-Electric powered, twin Z-drive propelled PSV's measuring 284'(86.5m) x 60'(18.3m) x 24'-6"(7.5m). These high-tech vessels feature four Cummins QSK-60DM 16-cylinder turbo-charged IMO Tier II diesel generator engines each rated at 1825 kW at 1,800 rpm. Cummins also furnished the four Marathon Model 744 690VAC main generators. Main propulsion power is provided by two 690VAC electric motors driving two Schottel Combi-Drives SCD 2020 Single Fixed Pitch Propellers with Nozzles rated at 2,500 kW at 750 rpm each for a total of 6,700 Hp. Schottel also provides two STT 4 Fixed Pitch Reversing Tunnel Thrusters rated at 1,180 kW at 1,170 rpm, each with direct coupled Hyundai 690VAC electric motors. GE Energy provides the complete system integrated diesel electric package, including the thruster drives, motors, control systems, DP system, switchboards, motor control centers, automation and navigation/ communication electronics. These vessels are capable of a maximum speed of over 13 knots with a cruising speed of 12 knots. The fully integrated bridge is arranged for increased visibility and features the latest technology in navigation, communication equipment. Vessel Dimensions (meters): 86.5m x 18.3m x 7.5m Regulatory: Marshall Islands, ABS A-1, SOLAS/IMO; Power Generation: GE Energy Power Conversions: DE 690VAC; Generators: Cummins QSK60DM IMO II: 4 x 1825kW; Propulsion: Schottel SCD 2020 FP Z-Drives: 2 x 2,500kW; Bow Thrusters: Schottel STT4: 2 x 1,180kW; Sleeping Accommodations: (4) Four Man Staterooms; (5) Two Man Staterooms; (3) One Man Staterooms; The **Bravante VII** Platform Supply Vessel features the following capacities: Deadweight: 4,500 LT; Cargo Fuel Oil Capacity: 442,675 USG (1,600m3); Fuel Oil Day-tanks 62,608 USG (237m3); Potable Water Capacity: 26,575 USG (100.6); Drill Water/Ballast Capacity: 513,550 USG (1,944m3); Brine/Additional Drill Water Capacity: 5,030 bbls. (800m3); Liquid Mud/Fuel Oil Capacity: 5,030 bbls. (800m3); Dry-bulk Mud: 8,631 cuft.

(244m3); Clear Deck Area: 9,365 sqft. (870m2); Firefighting Vessel: ABS FFV-1, 2x5284 GPM Monitors w/Deluge System. Starting with the **Bravante VI** including the **Bravante VII** and the remaining two vessels all will feature the added Class notation ABS FFV-1. All five vessels contracted are Marshall Islands Flag, IMO/SOLAS, ABS Classed A1, Offshore Support Vessel Ocean Service, Loadline, AMS, ACCU, Circle E, with additional ABS Class notations UWILD, ENVIRO, DPS-2. *(Press Release)*

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VALLIANZ BUILDS UP ITS FLEET AS IT SETS SIGHTS ON NEW MARKETS

Vallianz Holdings Limited, an integrated offshore marine solutions provider in the offshore oil and gas industry, will be boosting its fleet capabilities with the addition of platform supply vessels of **Ulstein P128** and **PX128 designs**. The new PSVs are the first of its kind in the world and chart the start of the modernisation and diversification for Vallianz's current fleet of 28 vessels. Two Ulstein **P128 vessels** have been acquired and will be delivered within the next 6 to 12 months as part of the planned expansion programme of 24 vessels as announced by Vallianz in April 2014. Separately, an addition of ten **PX128 vessels** will be added to the Vallianz fleet subsequently. These additional 10 **PX128 vessels** will be jointly developed with Ulstein Asia Pte Ltd with strong involvement from Vallianz. Commented Mr. Darren Yeo, Chief Executive Officer of Vallianz: " The Ulstein **P128 vessels** combine low fuel consumption with high carrying capacity. The vessels are diesel-powered, equipped with dynamic positioning and include automation systems for machinery and cargo handling that will contribute to safe and efficient vessel operations." Mr. Gunnar Haug, Managing Director of Ulstein Asia Pte Ltd said: "Embarking on a new small-to-medium PSV market, Ulstein's design criteria has been to develop a PSV that could support barges and rigs in a more economical way than the traditional offshore support vessel, both in terms of building cost and operational costs. The result is a Diesel-Electric PSV that will outperform many traditional PSV's in terms of low fuel oil consumption and high cargo capacity." Mr. Yeo concluded, "Vallianz is currently bidding for up to US$1.2 billion in projects across Asia, Middle East and Latin America. With the addition of these Ulstein PSVs, Vallianz will be in a position to potentially capitalise on new opportunities in new regions such as Europe, Gulf of Mexico and Africa. We are setting our sights on new markets and in

this regard, are continuing to deepen management bandwidth and vessel capabilities." *(Press Release)*

WINDFARM NEWS

ORKNEY VESSEL TRIALS PROVE POTENTIAL FOR MARINE RENEWABLES COST REDUCTION

Scotland's Energy Minister, Fergus Ewing, has announced that the first leg of a project in Orkney funded by the Scottish Government has demonstrated the potential for considerable cost savings using the capabilities of smaller support vessels in the marine renewables industry. The Orkney Vessel Trials project, which has been facilitated by Orkney consultancy Aquatera Ltd, in association with the European Marine Energy Centre (EMEC), was launched by Mr Ewing last year. Installation, operations, and maintenance are a considerable project cost for wave and tidal developers, alongside managing risk in challenging sea conditions. The objectives of the study were to investigate and trial ways to reduce costs of operations required for the marine energy industry, to demonstrate how a project involving many companies, vessels and people can be carried out to high safety standards, and to demonstrate that vessels available in Orkney waters can carry out complex marine operations efficiently and cost effectively. The project took place during the quieter winter months in Orkney, with 20 local organisations, and over 120 individuals, working together on over 60 vessel operations. Close collaboration and cooperation between all parties was key to the project's success, and although the trials were based in Orkney, the outcomes are transferable to other localities with similar marine opportunities and challenges. The project comprised a set of six performance trials covering workboat positioning and dynamic loading, gantry barge positioning and device deployment, clump weight friction, ROV operations, responses to man overboard situations in tidal currents, and dynamics of buoy submergence. The outcomes have now been published to assist project developers in selecting fit-for-purpose and cost-effective vessels for future projects. One example outcome is that the project demonstrated that marine energy developers could save 70-80% on installation costs by utilising a gantry barge and other local vessels rather than commissioning large dynamically positioned offshore construction vessels. Following the announcement in his keynote speech at the All-Energy 2014 Conference in Aberdeen, Mr Ewing visited Aquatera's stand within the Orkney exhibition area to pick up a copy of the published report, and view the video which showcases the achievements of the project. Mr Ewing remarked: "The Scottish Government is committed to capitalising on the pioneering research and development work taking place in Orkney. "In 2013 we provided funding of £1.1 million to EMEC to support a project that would assess the capabilities of the local fleet of vessels within the Pentland Firth and Orkney waters and how these vessels could apply their skills to supporting Scotland's marine renewables industry. "Using local vessels to the best of their capabilities not only creates a great local economic impact but provides an important service to the development of the industry, through constant learning and cost reduction". Ian Johnstone, Renewable Energy Consultant at Aquatera, and Project Manager welcomed the announcement, stating: "The results obtained have clearly shown how locally based solutions can have real benefits for project economics without compromising on

quality or safety. "The trials have also given the opportunity to put into practice some of the ideas and potential solutions that have until now been concepts and ideas." Neil Kermode, Managing Director of EMEC added: "The results from this first project have been very promising, demonstrating just what can be done with our local fleet, and instigating safety enhancements and cost savings for those in the marine renewables industry. "We're very grateful for the support provided from the Scottish Government. It is exactly this sort of practical initiative that will enable the industry to develop and bring the rewards of marine energy to Scotland in the coming years." *(Press Release)*

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VEKA OFFSHORE AT SEAWORK

Netherlands-based Veka Group will be showcasing its offshore support vessels at this year's Seawork International. The company's high-speed catamaran is delivered in a 19m version and a newly developed 26m is the next in the line and scheduled to be on show at Mercator Media Ltd's Seawork. These powerful vessels operate in challenging offshore conditions and specialise in the fast transportation of technical personnel and working materials. For heavy-duty work at sea or special transports, Veka pontoons are operational in various dimensions up to 135m and deck loads, which can reach 20 tonnes per square metre. Veka workboats are full-blooded workhorses, which can operate in shallow waters and also on offshore locations. High-speed RIBs and fast patrol vessels from Veka are used for securing borders and other quick response activities on the water. They can fulfil all requirements from inshore to offshore. (Source: Maritime Journal; Photo: Mercator Media)

CTRUK TO NAME ITS LATEST 20T MPC

CTruk had hold a naming ceremony for its latest CTruk 20T multi purpose catamaran (MPC), **Master P**, last Wednesday, 21st of May in Brightlingsea. This is the second of two workboats built by CTruk for Offshore Turbine Services (OTS), which were ordered last year in May. Earlier this

month, OTS took the delivery of its sixth workboat, the **Lieutenant P**. Phil Collins, OTS Chairman, commented: "The new vessel includes upgrades and refinements that we have worked closely on with CTruk, including bigger Rolls-Royce Kamewa waterjets which have increased the vessel's bollard pull." **Master P**, OTS' seventh workboat built by CTruk, is scheduled for delivery by the end of May. Tracey, the godmother, is the daughter of Phil Collins, the founder/director of Offshore Turbine Services. *(Source: CTruk)*

YARD NEWS

CONSTRUCTION OF 'BIBBY ATHENA' ON TRACK

Fabrication of the hull of the '**Bibby Athena**' is now complete, Osiris Projects, part of Bibby Marine Survey Services, said in an update. Osiris Projects has release an updated timeline with the latest time lapse footage of the '**Bibby Athena**' build so far. At the end of March, **Bibby Athena** was moved outdoors in preparation for out fitting works. The next stage in the development includes transiting the hull from St Malo to Boulogne in preparation for dry docking. This will occur on the 28th and 29th of May. The vessel will mirror the capabilities of the flagship vessel, **Bibby Tethra**, with a few subtle changes to reflect the company's development into shallow geotechnical sampling and a more challenging offshore market. Launched in 2011, **Bibby Tethra** has proven the overall success of the small waterplane area twin hull (SWATH) design in maximising stability and seakeeping ability in challenging sea conditions, while consistently achieving quality data. The popularity of the vessel with the company's key clients is ultimately behind the decision to commission and build an additional vessel. Although **Bibby Athena** will integrate the same overall length as **Bibby Tethra** at 27.5m, the vessel will benefit from a number of enhancements, including an increased deck crane capacity of 10.87 tonnes and improved internal layout. The addition of two forward Schottel pump jets and larger aft electric Schottel drive motors will provide exceptional DP1 capability and an increased generator size will provide 850kVa of electrical power. To maximise efficiency, **Bibby Athena** will be permanently mobilised with a dual-head multibeam system, greatly improving the productivity of bathymetric data acquisition and a water treatment facility will be

added to extend offshore endurance. Speaking of efficiency, a double drum main winch with two cable sizes will allow deployment of multiple systems without the requirement for remobilisation. A larger online survey lab will improve the volume of data processing and initial QC that can take place on-board, reducing the amount of processing required in head office. *(Press Release)*

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VARD SECURES CONTRACT FOR ONE OFFSHORE SUPPORT VESSEL FOR ISLAND OFFSHORE

Vard Holdings Limited ("VARD"), one of the major global designers and shipbuilders of offshore and specialized vessels, is pleased to announce that it has secured a new contract with Island Offshore for the construction of **one offshore support vessel of Rolls-Royce design**. The value of the contract is in excess of NOK 1 billion. Delivery is scheduled from Vard Brevik in Norway in 2Q 2016. The hull of the vessel will be delivered from Vard Tulcea in Romania. *(Source: Vard)*

ASD TUG TO HAVE CAT POWER AND PROPULSION

A new 55-tonne Azimuth Stern Drive (ASD) tug that will be built for Spain's Remolcadores Marracoi SL (REMARSL) will incorporate Caterpillar power and propulsion solutions, according to Caterpillar Marine. The propulsion system will included two Cat 3512C EPA Tier 2 propulsion engines that will drive two MTA 523FP azimuth thrusters. Each Cat 3512C marine propulsion engine is rated at 1765 kW at 1,800 rev/min. Two Cat C9 diesel engines will supply auxiliary power for the tug, which will be built by Spain's Freinaval shipyards. Cat dealer Finanzauto led Caterpillar efforts on the project. Financing was provided by Cat Financial. *(Source: Caterpillar)*

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1. Several updates on the News page posted last week:

   - Boskalis trading update
   - Damen names Royal Oman Navy flagship
   - Five Years Towingline.com
   - Koninklijke onderscheiding Leo Schuitemaker
   - Damen launches Kuwait Oil Company's new ASD Tug 3212

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