Tugs Towing & Offshore Newsletter

15th Volume, No. 39 *1963 – "50 years tugboatman" - 2013* Dated 22 June 2014

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

TUGS & TOWING NEWS

JIANG TANGGANG NO. 19 AND JIANG TANGGANG NO. 20 DELIVERED

On the morning of 12th June, two 2×1176kW ASD tugboats named **Jiang Tanggang No. 19** and **Jiang Tanggang No. 20** were delivered to Tangshan Port Group Co., Ltd from Zhenjiang Shipyard. Vice president Han Gongqian, Director Wang Yanxin from techical department and technical attendant Mr. Li Shuang in Tangshan Port Group., Ltd attended the sailing ceremony in Zhenjiang Shipyard. *(Source: Zhenjiang)*

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View the youtube film of the Alphabridge for tugboats on **http://www.youtube.com/watch?v=hQi6hFDcHW4&feature=plcp**

JPARTNERSHIP LOGIC VISION AND KOTUG RESULTS IN 'TUGVISION'

Hamburg, Germany, June 18th 2014 *International Tug & Salvage Convention*, Logic Vision and KOTUG are proud to announce their partnership for a new ERP software solution 'TugVision', a Microsoft Dynamics NAV add-on solution that supports Towage & Salvage companies in growing their businesses. Logic Vision is an experienced Microsoft partner with a proven track record in creating Dynamics NAV add-on solutions of high quality that improve delivering business value in selected verticals. Logic Vision developed 'TugVision' together with KOTUG, thanks to the experience of the KOTUG organization and their global services in Ports, at Terminals and Offshore. Maarten Speet, Logic Vision's General Manager stated: "Based on many years of trust between both organizations, a dedicated project team could simply apply Logic Vision's knowledge and experience

of Microsoft Dynamics NAV to the primary business of KOTUG, which resulted in a solid foundation for 'TugVision'. With this strong basis TugVision can be further developed for many Salvage & Towage companies. Just like KOTUG's global growth and footprint, the software solution TugVision will be ready for an entrance in the international Towage & Salvage industry. Harrold van der Meer, COO / Managing Director Harbour Towage of KOTUG, stated: *"We are ver*y happy to be working with Logic Vision towards automation, decisiveness and improvement of our business processes. Being ahead in innovation and sustainability is embedded in our corporate culture. The switch to Microsoft Dynamics NAV in 2012, accompanied by Logic Vision, is a good example. The close cooperation & joint development resulted in a partnership and in this capacity we together aim to the highest industry standards of health, safety and quality. *(Press Release Kotug; Photo Towingline)*

SIGNET MARITIME EXPANDS OFFSHORE FLEET WITH STATE OF THE ART TRACTOR 'SIGNET ARCTURUS'

Adding to its fleet of 37 conventional and ASD vessels, Signet Maritime Corporation took ownership of its ninth newly constructed tractor tug in six years. **Signet Arcturus**, a 105' x 38' Z-Drive, designed by Robert Allan Ltd. of Vancouver, British Columbia was delivered by Patti Marine Enterprises of Pensacola, Florida on May 25, 2014. **Signet Arcturus** is powered by two Caterpillar model C175-16 main engines, each rated 3417 BHP at 1800 RPM. The engines are coupled to two Rolls-Royce US 255 CP azimuth thrusters via carbon fiber shafting, providing thrust for ABS certified sustained bollard pull of 83.45 metric tonnes. All Caterpillar mains and John Deere 6068TFM76 generator engines aboard the vessel are U.S. EPA Tier 3 certified for reduced emissions. Joseph W. Dahl, Vice President, Signet Maritime said "this technologically advanced newbuild complements Signet's offshore towing, rig escort and subsea expansion." **Signet Arcturus** will be joined by her sister, **Signet Polaris**, a second ocean towing tractor tug, scheduled for delivery later this month from Patti Marine. Both tugs will be based at Signet's Ocean Towing Division in Port Fourchon, Louisiana for service to the offshore energy industry. Further, Dahl said, "Bundling the controllable pitch propeller (CPP) tractor technology with the brute strength of **Signet Warhorse** tugs will provide our

customers the best of both worlds in strength and agility." The vessel is equipped with fire resistant wheelhouse windows for servicing LNG and drilling platforms to ensure safety of the crew in case of fire hazard. It is USCG Inspected and is certified ABS International Air Pollution Prevention, International Oil Pollution Prevention and International Energy Efficiency for environmental compliance. Deck machinery includes a Markey model DEPCF-52S, 75 HP electric bow winch and Markey model TESD-34, 100 HP electric double-drum towing winch. The bow winch contains 650 feet of 3-inch diameter synthetic line and the towing winch contains 2 ¼" x 2500' tow wire and one 2 ¼" x 1500' tow wire. SIGNET ARCTURUS is ABS Maltese Cross A1, Towing Vessel, Escort Vessel, Fire Fighting Vessel Class 1, Maltese Cross AMS. With the inclusion of the **Arcturus** and the **Polaris**, the Offshore Towing Division has increased its fleet to ten OTVs, equipping Signet to provide energy service companies with high bollard pull towing and marine movements from harbor to offshore throughout the Gulf of Mexico. *(Press Release Signet Marine)*

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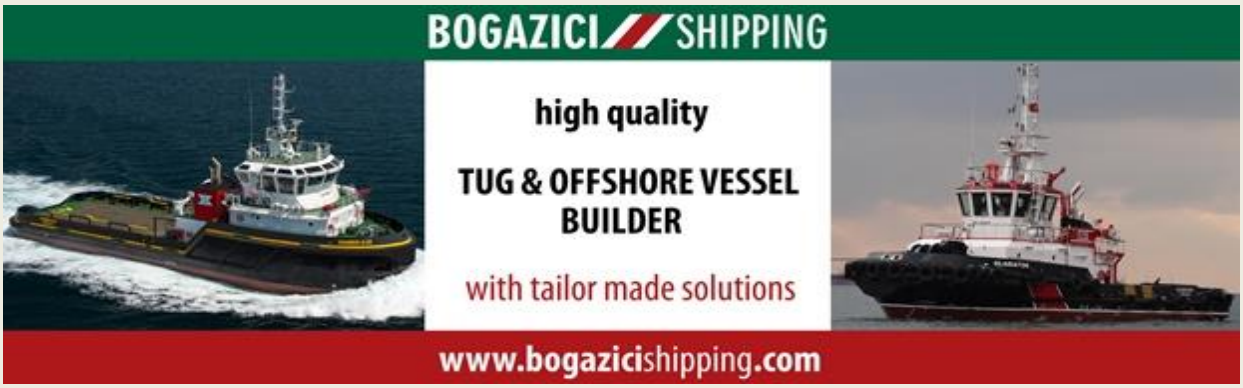
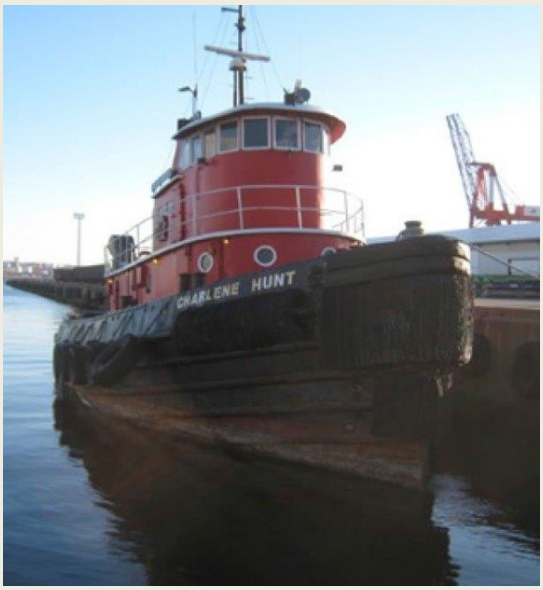


CANADIAN TSB REPORTS ON LOSS OF TOW BY 1962-BUILT U.S. TUG

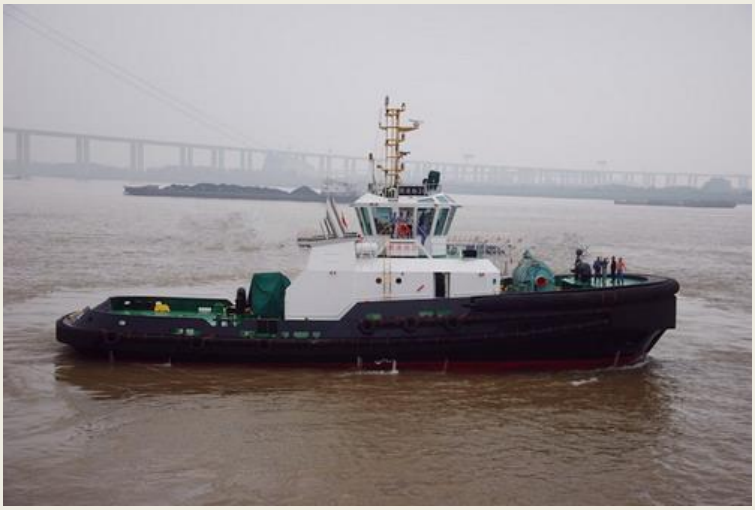


The Transportation Safety Board of Canada yesterday released its investigation into an incident in which a 1962-built U.S.-flag tug lost its tow of a one time "adventure cruise" vessel on its way to be scrapped. The "cruise ship," the 1976-built *Lyubov Orlova* was left derelict and adrift in international waters and is presumed sunk. The TSB summary of the report cites "a lack of preparation, bad weather and a mechanical breakdown as three important factors" in the incident. Another would seem to be inadequacy of port state control, but you have to read the full report to get the full picture. For example: "The **Charlene Hunt** was approaching the end of its normal life cycle and had been out of service for the majority of the two years prior to this voyage. It had a number of deficiencies that had not been rectified prior to the voyage, including the following: *- an inadequate towing winch that was unable to stow the minimum recommended length of tow line; - no load line certificate; - a lack of structural and watertight integrity, as identified during vessel inspections; - and, several inoperable pieces of lifesaving equipment and lifesaving equipment that was missing.'* Here's another extract: "In October 2012, the tug underwent an inspection by a surveyor representing Bolivia following an application to have the tug's registry changed to Bolivia. The

inspection determined that the tug was unseaworthy and not ready for certification. The surveyor provided a list of deficiencies to be rectified prior to resuming the survey and certification process ...The crew addressed some of the deficiencies but a follow-up inspection did not take place, as the owner of the tug decided to abandon the process of obtaining a permanent Bolivian registration." Here's what the TSB summary says: Citing a lack of preparation, bad weather and a mechanical breakdown as three important factors, , the TSB today released its investigation report (M13N0001) into the loss-of-tow by the tug boat **Charlene Hunt** of the MV *Lyubov Orlova* in waters off the coast of Newfoundland and Labrador (NL). On 23 January 2013, bound for the Dominican Republic, the tug **Charlene Hunt** departed St. John's harbour towing the cruise ship *Lyubov Orlova*. The tug and tow travelled for approximately 19 hours, until they hit winds estimated at 40 knots and seas of 5 to 6 m. The heavy weather persisted and, at approximately 14:45 on 24 January, the towing arrangement between the tug and tow failed off Cape Race, NL. Throughout the remainder of that day and most of the next day, the **Charlene Hunt** stood by the *Lyubov Orlova* and reported to Marine Communications and Traffic Services regularly. Worsening weather and a mechanical breakdown aboard the **Charlene Hunt** forced the tug to abandon the tow and seek sheltered water near Cape Spear, NL, where the crew began repairs. The tow was not successfully resumed and the *Lyubov Orlova* was left derelict and adrift in international waters and is presumed sunk. The TSB investigation revealed a number of inadequacies. Chief among them was that the relief master did not adequately prepare to compensate for the environmental conditions that were encountered during the tow. The report observed that available guidelines respecting the design and construction of towing arrangements were not followed, and that the towing arrangement was inadequate for the intended voyage. The TSB investigation also made findings as to risk. In Halifax, Transport Canada (TC) inspected the **Charlene Hunt** and found deficiencies. Repairs were made and the tug proceeded to St. John's to meet the *Lyubov Orlova*. Before the vessel's departure for the Dominican Republic, TC had requested that the master contact their office in St. John's upon arrival. The master did not report his arrival and the **Charlene Hunt** departed with the tow. Following the eventual loss of the tow and the vessel's return to St. John's, a TC inspection again revealed several deficiencies with the tug. The TSB investigation concluded that had an inspection been undertaken prior to departure, some of these deficiencies would have been identified. If Port State Control is not exercised and vessels that are unseaworthy are permitted to continue operating, there is a risk that the safety of the crew and the environment may be compromised. You can read the full report here *(Source: MarineLog; Photo: Alan Knight)*

YONG GANGTUO NO. 31 DELIVERED

On the afternoon of 17th June 2014, the 7200HP ASD tugboat named **Yong Gangtuo 31** was delivered to Ning Bo Port Co., Ltd from Zhenjiang Shipyard, starting its sail smoothly. *(Source: Zhenjiang)*



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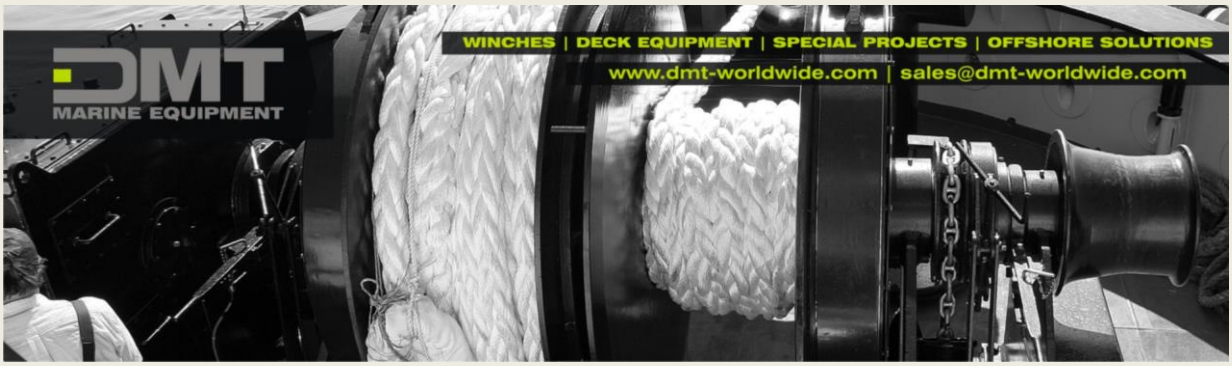
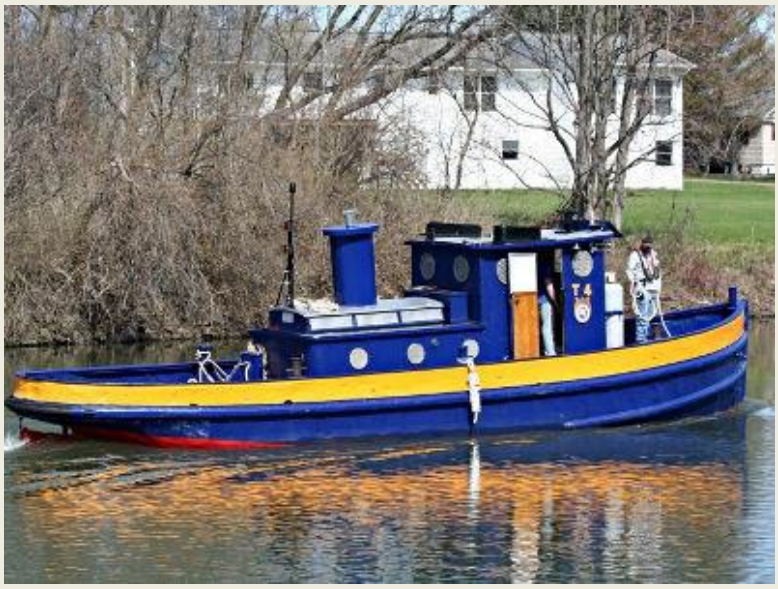


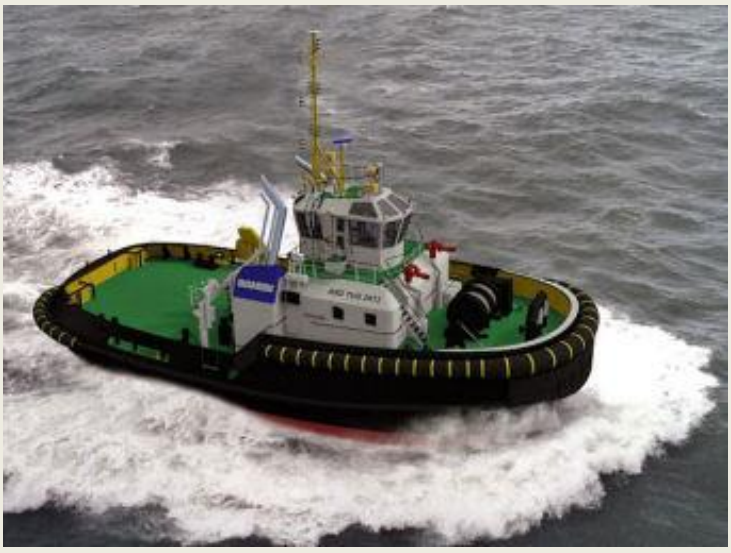
WHAT'S OLD IS NEW AGAIN: VINTAGE TUG GOES ALL-ELECTRIC



An 86-year-old tugboat now has a new life as an all-electric dredge tender, thanks to a recent refit with electric motors. Originally built as a tug in 1928, the dredge tender **T4** is operated by the New York State Canal Corporation to remove buoys and for other work on the Erie Canal in New York. Prior to the refit, propulsion power for the dredge tender was a 30-year-old diesel engine. The vessel is now fitted with a pair of EP-10000 electric motors manufactured by Elco Motor Yachts, LLC, Athens, NY. Each motor has the equivalency of about a 100 hp diesel engine. The vessel is powered by 36 Absorbed Glass Mat batteries, an advanced lead-acid technology, which are recharged by plugging into shore power, according to a spokesman for Elco Motor Yachts. The benefits of the all-electric system are that it eliminates exhaust emissions and the potential for fuel spills, while lowering maintenance costs and reducing noise. The refit is the result of a partnership between the New York State Energy Research and Development Authority (NYSERDA) and the New York State Department of Transportation (NYSDOT). "By partnering with the private sector, New York State is transforming an 86-year-old tug boat into a cleaner, greener and more modern zero-emission vehicle," Governor Cuomo said. "Projects like this demonstrate our commitment to protecting the environment and show how this continued dedication is laying the groundwork for a clean energy economy of tomorrow." "We will continue working to incorporate greener technologies into our operations while encouraging New Yorkers to follow suit," says Thruway Authority and Canal Corporation Executive Director Thomas J. Madison. "This will not only allow us to help make New York a cleaner place, but also grow the green jobs industry through these types of public-private partnerships." The NYSCC partnered with New West Technologies, LLC (New West), an engineering consulting firm from Yorkville, NY, to evaluate and help determine a clean propulsion transition path for its work boat fleet. The initial feasibility study completed through this partnership illustrated the lifecycle cost savings and considerable environmental improvements of the new power train in comparison to the Canal Corporation's current fleet. "New West Technologies is proud to partner with the New York State Canal Corporation to evaluate the electric

boat's performance and to help determine a clean propulsion transition path for its work boat fleet," said Russell Owens, P.E. of New West Technologies. "The initial Phase 1 feasibility study validated the energy, economic, and environmental benefits of electric propulsion for Canal Corporation's work boats. As we continue in the Phase 2 field demonstration, we look forward to continuing to work with Canal Corporation, Elco Motor Yachts, and our partners at the State to evaluate the tender's operational and maintenance data to support the goal of transitioning the long-term sustainability of New York's fleet." Additionally, New West will collect real-world data from both the all-electric boat and a standard diesel boat to analyze the real-world performance benefits for the Canal Corporation and other entities considering the use of all-electric or hybrid-electric marine powertrains. The electric powertrain was developed and manufactured by Elco Motor Yachts. Elco developed the system that tightly adapts two electric motors into a robust powertrain configuration that could be applied to the dredge tender. The electric powertrain is particularly impressive with its modular design. This design allows it to be easily configured for other dredge tender boats with more or less electric motor power and more or less battery capacity, as needed. "Elco is proud to be a partner in this demonstration of electric propulsion on the historic Erie Canal," said Elco President and Chief Executive Officer Steve Lamando. "Elco's own history dates back to 1893 when its first electric boats shuttled more than one million passengers to and from the Chicago World's Fair. Today, we are reinforcing our industry-leading position by propelling Tender 4 in an environmentally sustainable way using energy from New York's electric grid. With Elco's twin EP-10000 motors, the tender will now silently work with zero exhaust emissions and without contributing to water pollution. Elco electric propulsion systems also help save money in fuel and maintenance costs – a win for the Erie canal system waters, workers and taxpayers." The funding for the development of the all-electric dredge tender was made possible through the Integrating Mobility Strategies for a Sustainable Multi-Modal Transportation Network Program Opportunity Notice, a partnership between NYSERDA and DOT, to demonstrate underutilized technologies and approaches that improve the energy efficiency and emissions production in New York's transportation and freight delivery system. *(Source: MarineLog)*

BUREAU VERITAS DEVELOPS GUIDELINES FOR TUGS



Classification society Bureau Veritas has developed comprehensive of Guidelines for Design, Construction and Operation of Tugs that provide harmonized and rationalized safety rules for tugs in an area of marine safety where, it says, there are many vessels not covered by international conventions and no agreed international rule framework. "Active involvement with industry stakeholders was vital to building these rules," says *Gijsbert de Jong*, business development manager for offshore service vessels and tugs at Bureau Veritas, during the ITS Hamburg 2014 conference. "They are pragmatic and they are developed around the latest technical developments with an open mind towards innovation." Bureau Veritas has worked in close co-operation with a number of industry leaders, including Robert Allan Ltd, Damen Shipyards, Smit Lamnalco/Smit Towage and Kotug International, building the new

framework on feedback received on experience with the work of the SafeTug JIP, which reported in 2010. The rules allow designers and builders to select an operational profile and safely configure the tug. The requirements cover design loads, stability criteria, strength and operational criteria for towing equipment and anchor equipment. For ships not covered by the SOLAS Convention, a practical safety matrix with requirements for fire safety, life-saving appliances, radio installations and navigation equipment is included which takes into account the familiarity of the crew with the operating area and the availability of shore facilities and emergency assistance. The tug's design capability limits are clearly set out. For harbor tugs and seagoing tugs the maximum bollard pull will be indicated, while for escort tugs the maximum steering force, maximum braking force and maximum escort speed will be stated. "Bureau Veritas is the world leader in the classification of tugs, with over 1,650 tugs in class and 300 newbuilding tugs on its order book," says Mr. de Jong . "That represents a 22 percent market share of IACS-classed tugs. The global market for tugs is changing quickly as ship sizes increase. There are also more offshore terminal operations, broader escort requirements and increased pressure to reduce emissions. One of the issues facing the tug industry is a lack of clear global safety guidelines and rules. BV's new Guidelines for Design, Construction and Operation of Tugs will set a new baseline for all tug builders and operators and help make the whole industry safer and more effective." *(Source: MarineLog & ITS Hamburg 2014)*

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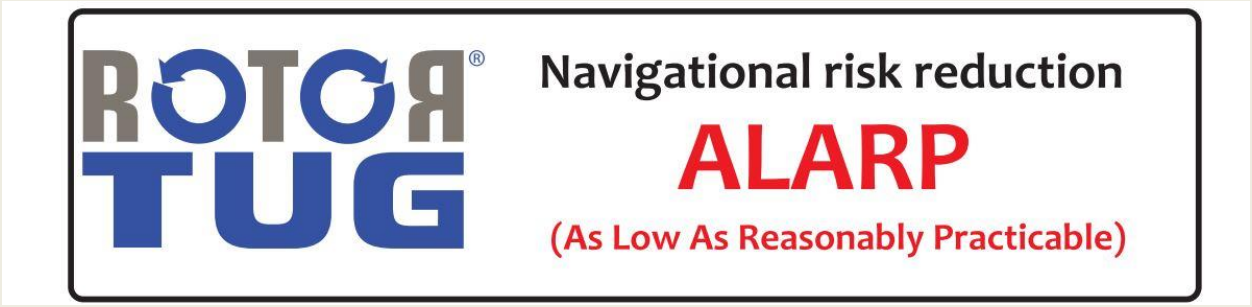
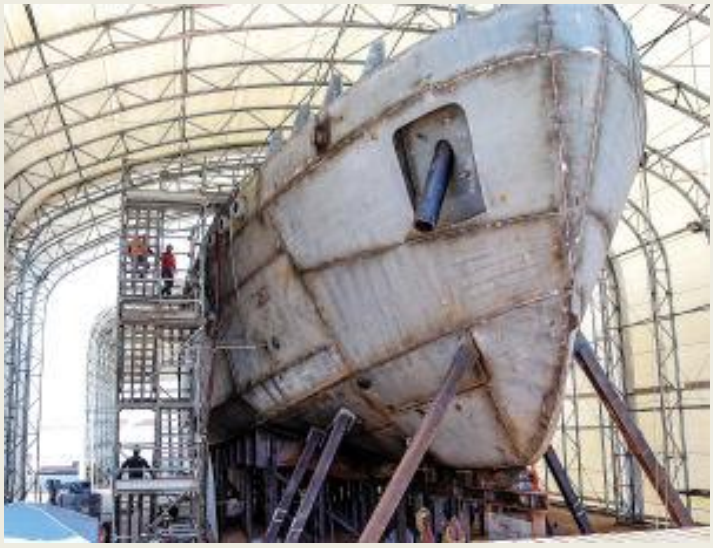


COAST GUARD ISSUES RULE ON PRINCE WILLIAM SOUND TWO-TUG ESCORTS

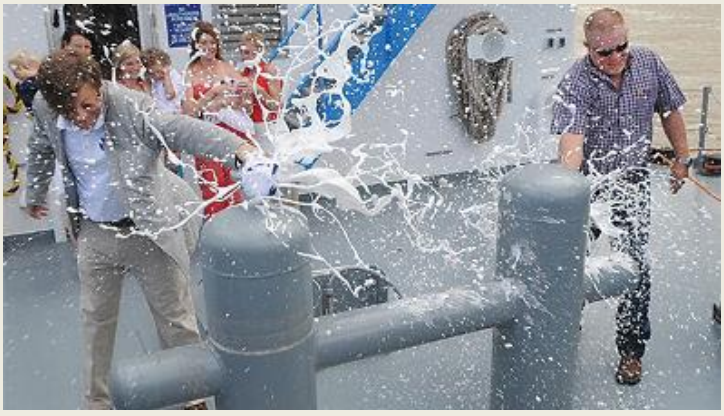
The U.S. Coast Guard final rule on escort requirements for certain tankers operating on the waters of Prince William Sound, Alaska, published Friday June 13, 2104 in the Federal Register. This rule finalizes the escort requirements in Title 33, Code of Federal Regulations, Part CFR 168, which were previously published as an interim rule Aug. 19, 2013. This final rule mandates two tug escorts for double hull tankers of more than 5,000 gross tons, transporting oil in bulk in Prince William Sound. A double hull provides vessels with added protection from an oil spill resulting from a hull breach due to a grounding, allision or collision. While double hull tank vessels provide greater protection from oil spills compared to single hull tank vessels, Section 711 of the Coast Guard Authorization Act of 2010 further intends to increase the protection of the environment and safety of vessels transiting Prince William Sound. This final rule codifies the currency industry practice of a two tug escort system in Prince William Sound. The final rule eliminates any possible confusion witin industry by harmonizing the Code of Federal Regulations with the United States Code. Codification of the industry practice ensures the continuing environmental and safety benefits of the two tug escort system, which is to reduce the risk of an oil spill by ensuring the safe transit of tank vessels greater than 5,000 gross tons transporting oil in bulk in Prince William Sound. *(Source: USCG)*

MASSIVE FOSS MARITIME TUGS SOON WILL BE BOUND FOR THE ARCTIC



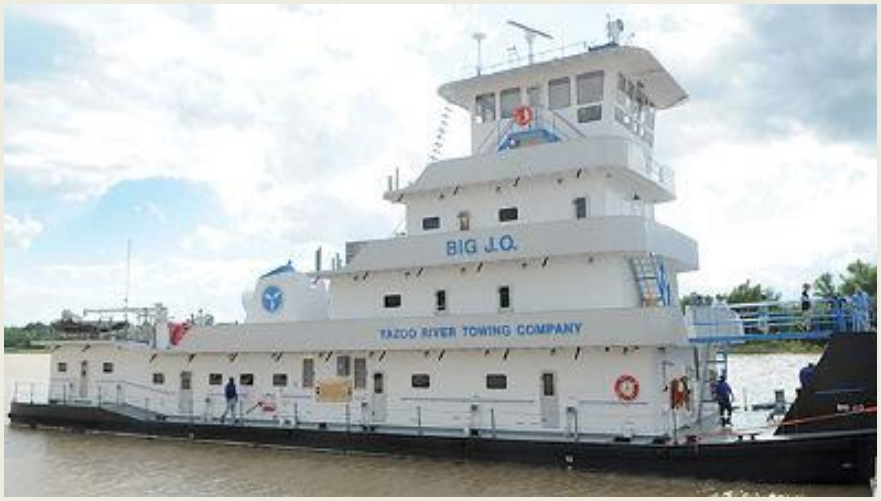
The lower Columbia Region's economic fortunes are becoming increasingly tied to the energy industry, and that's especially true for one of the area's oldest companies. Foss Maritime, which is celebrating its 125th anniversary this year, has begun building a fleet of three arctic-class tugboats in its Rainier shipyard. It will use the tugs to serve the oil and gas mining industries in Alaska. Costing $10 million each, the tugs will tow building modules from Korea to remote ocean oil fields in the arctic. The first, the **Michele Marie**, is supposed to be ready by spring. Crews in Rainier already have completed the hull. On Thursday, they were preparing to install the main engine next week. "It's the biggest and most complex one we've built here," shipyard director Don Nugent said of the tug. When finished, the **Michele Marie** will be able to pull 120 tons through Alaska's icy waters, Faber said. It will be capable of travelling 30 days without refuelling — a necessity in remote oil fields, Faber said. The hull is extra stout to withstand rough seas and ice. By next May, two other tugboats also named after Foss board members' wives — **Denise Lynn** and **Nicole Kathleen** — will round out the three-year project. The project has been an economic boon to Rainier, which in 2012 expanded the shipyard and its workforce there to 40 so it could build bigger boats. The Lower Columbia Region's ties to the energy industry have been growing, with oil exporting terminals locating or proposed here. Two coal export terminals are proposed in Longview and Port Westward. Gary Faber, senior vice president at Foss, says the Northwest has historic ties to Alaska, and building the arctic tugs to service oil and gas industries in the far north continue the connection. "It keeps transportation from the Puget Sound to Alaska with a Northwest-based company," Faber said. Foss, based in Seattle, was founded in 1889 in Tacoma by Thea Foss, who owned a single tugboat. "She started with zero. She built one of the first thriving industries up here. There isn't any reason why we can't be innovative and looking for opportunities," Faber said. Foss today is a global company with 1,000 employees. It owns 130 tugs and barges and had $302 million in revenues in 2010, according to the company. Rainier is the location of one of its two shipyards (the other is in Seattle). *(Source: TDN.com)*

YAZOO RIVER TOWING LAUNCHES NEW TUGBOAT



He christening of the m/v/ **Big J.O.** went off without a hitch Tuesday afternoon at City Front in Vickingsburg. Patrick Smith and his brother James Oldrum "Lil J.O." Smith III smashed a couple bottles of champagne on the boat and officially placed it into service. A crowd of over 300 people,m including family and friends, came to see what the newest tugboat of the Yazoo River

Towing fleet looked like. The m//v **Big J.O.** was recently delivered to the Yazoo River Towing Company. It was named after one of the co-founders of Yazoo River Towing, James Oldrum Smith Jr., of Vicksburg. Smith was affectionately known as "Big J.O." along the inland river system where he kept his fingers numerous business ventures, partnership and towing companies. New South Marine out of Greenville built the m/v/ **Big J.O.** The boat is manned by a 10-person crew and weighs in at 712 gross tons. He is 38 feet wide, 130 feet long, equipped with two Caterpillar engines producing 4,260 horsepower with Kort nozzles and Reintjes gears. The last tugboat added to the Yazoo River Towing fleet was in the 1980's "Present, one of the most technologically advanced boats on the river named after the least technologically advanced operator ever to operate on the river system." Said Tim Hovas, of New South Marine, during the dedication, about James O. Smith Jr. the boats namesake. Big J.O. was born and raised in Greenville. Smith was a graduate of Tennessee Military Institute and Mississippi State University. His river career began when he moved to Vicksburg in 1968 to manage E.J. Platte Fisheries Inc. His river industry career expanded to include principal interests in Smith Towing Inc., Yazoo Rive Towing Inc., Ole Man River Towing Inc., Big River Ship Builders and Salvage Inc., Mississippi Hardware Inc., Vicksburg Insurance Agency Inc., and Krystal Restaurant of Vicksburg. He was also the founder of River City Honda. Smith continued his work until his death in August 2006. "We have had numerous tragedies to happen, but through it all, Patrick, Lil J.O. and I have preserved to continue the legacy that their father started," said Teresa White one of the co-owners of Yazoo River Towing Inc. "This is the reason for us being here today. They have continued to use that same foresight that their dad instilled in them to see that this company grows by building this new towboat and naming it in memory of their dad. I think Big J.O. would be proud." *(Source: The Vicksburg Post)*



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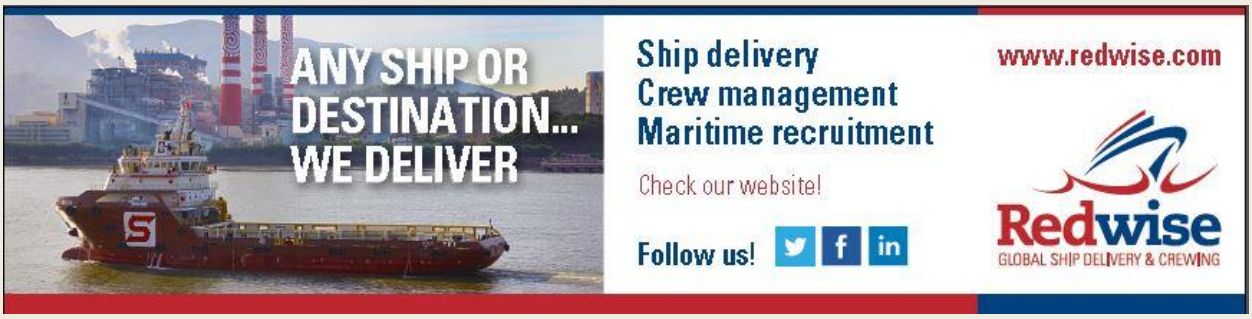


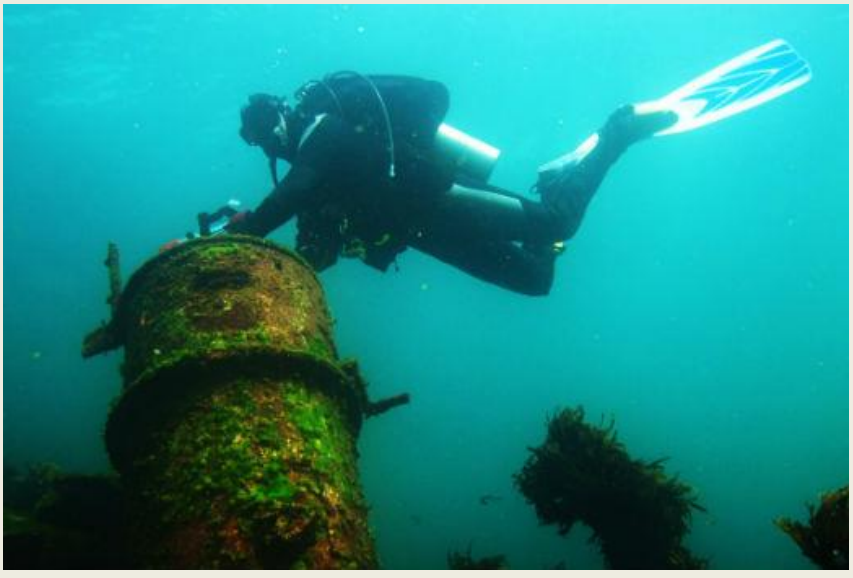
YESTERYEAR TUGBOAT IRVINGTON

The Lehigh Valley Railroad's tug **Irvington** towed anthracite barges between Pert Amboy, New Jersey, and other ports in the Northeast. She made frequent passages to Penobscot Bay in Main were

she run aground on Pond Island Ledge in 1914, and was total loss. The **Irvington** was built in 1907 at Port Richmond, New York. She was 140 feet long and was powered by a 1000 horsepower engine. Like other coal tugs, she was well fitted out – for instance, her boat deck railing was solid brass. She appears here apparently in the heat of the summer; an awning has been rigged on the foredeck to keep the deck cool for the crew quartered in the forecastle. Note the windsock flying from the bow staff. Author Steve Lang retrieved the whistle from the **Irvington**'s wreck, which is still intact, so it is possible to appreciate the size of these vessels. The whistle, mounted on the forward side of the stack, appears quite small in this photograph, yet it is actually four feet high and nine inches in diameter. The **Irvington**'s stack was 48 feet tall between the boat deck and the top. *(Source: On the Hawser by Steve Lang & Peter H Spectre)*

ACCIDENTS – SALVAGE NEWS

RENA CLEARED FOR USE AS DIVE SITE



The "**Rena**" wreck has been cleared for use as a dive site, should the owners and insurer's application to leave the remainder of it on Astrolabe Reef be approved by the Environment Court. The Tauranga commercial diver, wreck explorer and underwater photographer Shane Wasik, who after considering the risks concluded diving the "**Rena**" will be safer than other New Zealand wreck dives. People will be able to dive to the wreck if the decision is made to leave it where it is. The hazards of diving the wreck by recreational divers, acting within safe diving practice guidelines and within the limits of their level of experience, were not considered to be significant when compared with other wrecks already in New Zealand. Mitigation measures along with wreck access management procedures, education materials and monitoring – as detailed in the consent application's Wreck Access Plan and Monitoring Plan - will make sure that divers of average experience can explore the wreck in relative

safety and the site is left in a responsible manner with more mitigation than other accidental wreck sites in New Zealand currently provide. With the accidental nature of the **Rena** and challenging environmental conditions at Astrolabe Reef, there are potential risks to divers. The expectation is that divers should already be adequately prepared to dive there. The "**Rena**" hasn't been artificially prepared and scuttled as a diving attraction, so will have potential risks common to other accidental wreck sites that recreational divers visit in New Zealand. Since the ship struck the reef an exclusion zone has prevented any recreational diving at the site. The exclusion zone will be lifted and public access restored, as part of the consent proposal. The wreck only occupies a small part of the total reef, so those wishing to explore it and not undertake a wreck dive will still be able to do so once the exclusion zone is lifted. The "**Rena**" site is the biggest, has the greatest depth range and gives the easiest access to depths exceeding recreational limits of all other New Zealand wreck dives. The wreck site, including debris field, is estimated to be over an area of about 10,000m2 and ranges from about one metre at the bow section to 56m in depth at the lowest point of the aft section. As part of the proposal, a Wreck Access Plan is to be provided which includes measures such as vessel manoeuvring arrangements and moorings, safe diving areas, safe boating guides and recommended operating conditions. Implementation of this plan is considered to minimise many of the potential dive safety hazards to recreational divers on the wreck of the **Rena**, particularly immediately after the exclusion zone is lifted and interest in diving the wreck is likely to be at its highest. The wreck and debris field occupy less than two per cent of the entire area of Astrolabe Reef. Even if the area above the normal 30m maximum recreational diving depth of the reef is considered, the wreck still occupies a very small proportion of the reef. Normal diving exploration of the reef will continue much as it had before the "**Rena**" grounded. Following the grounding and break-up of the ship, work was done to reduce the bow section to one metre below low tide. What remains of the bow is now in several sections. The proposal is to leave these sections on the reef. Debris field: The proposal is to leave the structural hull parts, equipment, containers and cargo in the debris field surrounding the wreck, following further clearance to remove where practicable: • TCCA canisters, aluminium ingots, inorganic material, entanglement and other hazards to a depth of LAT -30m. Aft Section, including any remaining cargo: Parts of the hull structure of the aft section have broken off and part of the accommodation block has been removed. The proposal is to leave what remains of the aft section including structural material, equipment and cargo still within it, the engine room and accommodation block to the level of D Deck. *(Source: Vesseltracker; Photo: Sunlive)*

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80% OF SPONSONS ARE NOW IN POSITION ON THE TWO SIDES OF THE CONCORDIA

Over 370 Titan Micoperi technicians are working restlessly on the installation of sponsons, prior to refloating phase of the **Concordia** wreck, the Parbuckling Project Team informed. Currently, 14

sponsons have been installed on the starboard side of the **Concordia** and, if weather conditions will allow, today the last sponson will be positioned on this side (S1) to reach the total of 15. Operations will then continue on the sea side, to install the last missing 4th sponson (11 had already been installed before the parbuckling). The Italian Government has delayed the date of the final decision on refloating and removal of the **Concordia** wreck for June 26th so as to look into the plan's details once more. The additional time would be used for revision of risk assessments and proposed mitigation measures. The previous plans envisaged refloating of the hulk on July 20, followed by its towage to Genoa, where the wreck would be dismantled. The delaying of the final decision might push the refloating schedule. *(Press Release)*

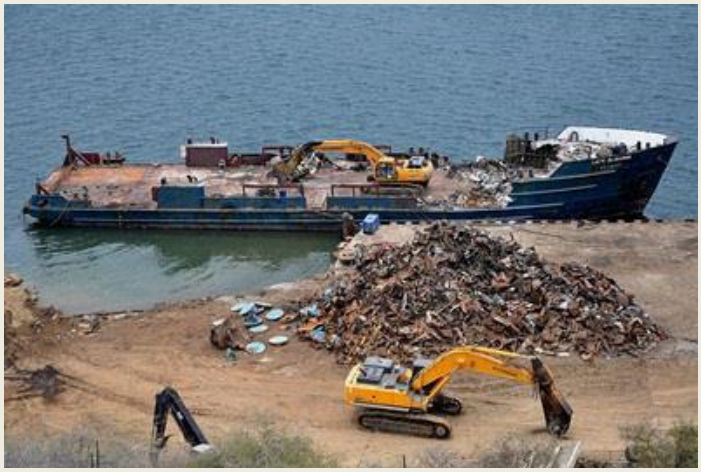
GROUNDED SHIP BEING UNLOADED

With two tugs sitting on its port side, the grounded M.V. *Atlantic Erie* was starting to unload some of its cargo Saturday 14th June 2014, in an effort to refloat itself. The CSL-owned self-unloading bulk carrier was headed toward the entrance of the Welland Canal when ran aground for a reason yet to be determined east of the piers at Port Colborne Thursday morning. On Friday, V.Ships Canada, the company managing the laker, said one of the plans to refloat the ship was to bring in another ship and unload some of the Atlantic Erie's cargo to lighten it. While V.Ships Canada couldn't divulge the cargo due to confidentiality reasons, Transport Canada said it was filled with petroleum coke. The vessel, which has a minimum draft of eight meters, ran aground in water four to six metres deep. There were no reports of pollution or injuries, despite the vessel taking on water in the bow area. V.Ships Canada said pumps were being used to control the water coming into the vessel. Saturday morning, the Lower Lakes Towing vessel **Robert S. Pierson** was along the starboard side of the *Atlantic Erie*. The CSL ship had its self-unloading cargo boom over the holds of the **Robert S. Pierson**, transferring some of the petroleum coke to the Lower Lakes vessel. As of 3 p.m. Saturday, it appeared the *Atlantic Erie* was on the move. It was later reported anchored in the Port Colborne anchorage area of the lake. Transport

Canada had said in a release that when berthed, it will inspect the *Atlantic Erie* to gather further information on the incident and determine that it is cleared to proceed on its voyage. The Transportation Safety Board is also investigating the incident, as it the lead agency responsible for investigating transportation incidents for cause and contributing factors. *(Source: Erie Media; Photo: D. Johnson)*

OFFSHORE NEWS

LADY MARIANNE SCRAP



It is reported that the former Venezuela registered with call sign YYT4337 Offshore Supply Vessel – Roro vessel **Lady Marianne** (Imo 7729095) has been scrapped by the Antillean Scheepssloperij in Willemstad Curacao. Photo; Kees Bustraan On the 11th June 2014 the ongoing demolitions is seen on the picture. The Lady Marianne was owned and managed by Caribbean Chartererslag CA – Venezuela. She was built in 1979 by Burton Shipyard - Port Arthur Tx, USA as the **Paul Tide** for Tidewater Marine Service Inc. In 1993 sold to Naveira Saltamar S. de R.L. and renamed **Sabalo**. In 1998 sold and renamed **Chapman Tide**. In 2001 sold again and renamed **Master Ray**. Finally in 2008 sold and renamed **Lady Marianne**. She has a length of 54.86 mtrs a beam of 12.19 mtrs and a draft of 3.96 mtrs. The two Caterpillar D-399 T/A diesel engines develops a total output of 2,250 hp. She had a speed of 12 knots a grt of 297 tons a dwt of 941 tons and a nrt of 201 tons. *(Photo: Cees Bustraan)*

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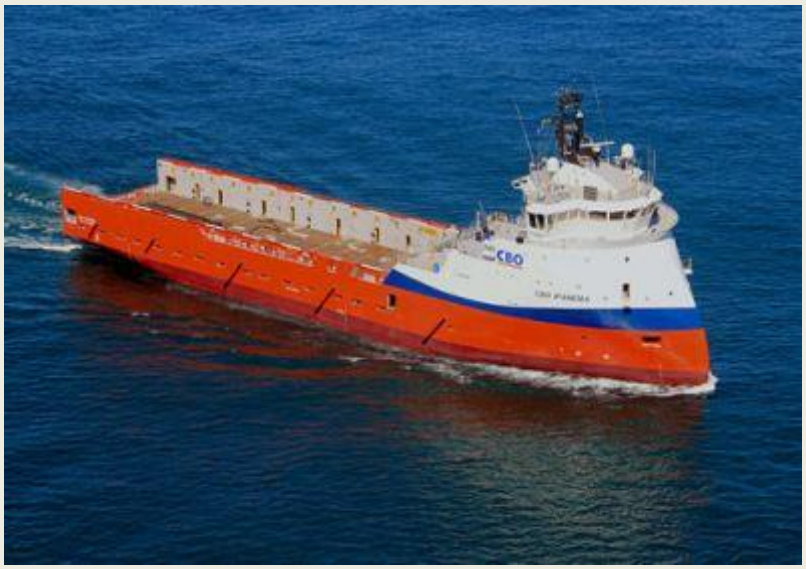
CBO WELCOMES PSV IPANEMA TO ITS FLEET

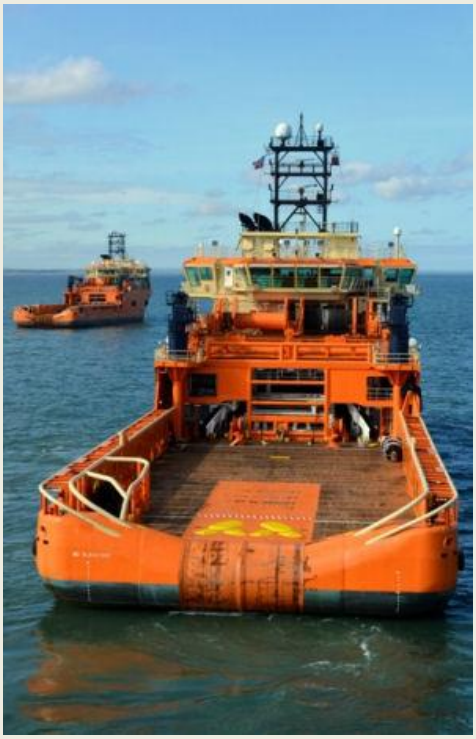
The Brazilian built **CBO Ipanema,** a platform supply vessel (PSV) of the PX105 design from Ulstein, was delivered to CBO on 7 June 2014. She will be operating for Petrobras on an eight-year contract. The ship is the fourth and final in a series of this design built for CBO at Alianca Estaleiros in Niteroi, Rio de Janeiro. With the current trend of oil and gas production taking place ever further from land, the demand for large PSVs is increasing. **CBO Ipanema** complies with the Petrobras 4500 tender for a flexible transportation of bulk and general cargo to installations offshore. She carries



product specific tanks, as well as hybrid tanks for dry bulk. The vessel is 88.9 metres long and has a total capacity of 4,500 tonnes. The contract with Ulstein includes the deliveries of design, engineering, main equipment, the automation, bridge (radio, navigation) and communication systems, as well as commissioning. CBO, Companhia Brasileira de Offshore, currently owns a total of six PSVs featuring the characteristic and patented X-BOW®. Designed by Ulstein, four are carrying the large PX105 design, two the smaller PX106 design. *(Source: World Maritime News)*

TOISA EXPLORER AND TOISA ELAN

"The **Toisa Explorer** (Imo 9427067) (VS 4616) seen here conducting DP trials in Aberdeen Bay, in the distance at anchor is one of her two sisterships the **Toisa Elan** (Imo 9427043). The photograph was taken from the third sistership **Toisa Envoy** (Imo 9427055).The Bahama registered with call sign C6YX8 **Toisa Explorer** is owned by Toisa Ltd. - Piraeus, Greece. And managed by Sealion Shipping – Farnham; United Kingdom. She has a grt of 5,418 tons and a dwt of 3,600 tons. And is classed Det Norske Veritas *(Photo: Dan Earl)*



BOURBON EVOLUTION 806 CHRISTENED AT DAYANG SHIPYARD

Dayang Shipyard held a christening ceremony on June 17th for the newly built GPA696 vessel "**Bourbon Evolution 806**". The christening ceremony was attended by His Excellency, Mr. Denis Sassou-N'Guesso, President of the Republic of Congo and Mrs. Antoinette Sassou-N'Guesso, Godmother of the ship. President Sassou-N'Guesso participated in the traditional Chinese dotting the eye ceremony by painting the eyes on the lion himself, to bring good luck to this new ship. The GPA696 IMR is the 6th vessel of the GPA696 series constructed by SINOPACIFIC. The first vessel

was delivered to the ship owner 3 years ago. After the christening ceremony, Mr. Simon Liang, Chairman of Evergreen Holding Group and SINOPACIFIC, accompanied the President of the Republic of Congo and Madame Sassou-N'Guesso on a tour of Dayang Shipyard. This year marks the 50th anniversary of the establishment of diplomatic ties between China and the Republic of Congo and to celebrate such, President Sassou-N'Guesso was invited by President Xi Jinping to pay a state visit to China. Led by President Sassou-N'Guesso, a delegation of over 70 guests comprising Congolese Ministers and their guests were present at the ceremony held at Dayang Shipyard. *(Source: World Maritime News)*

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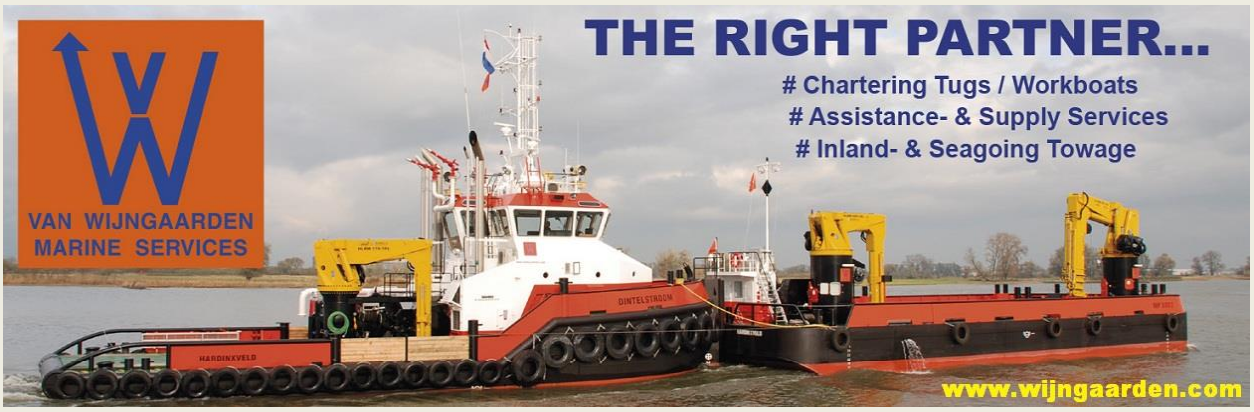
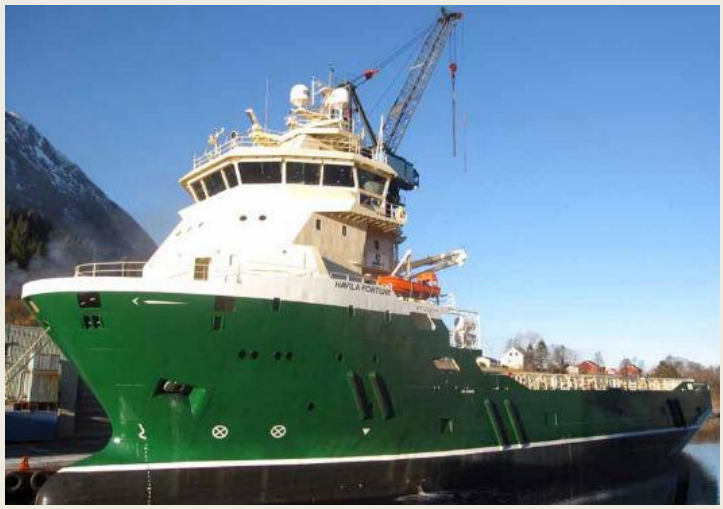
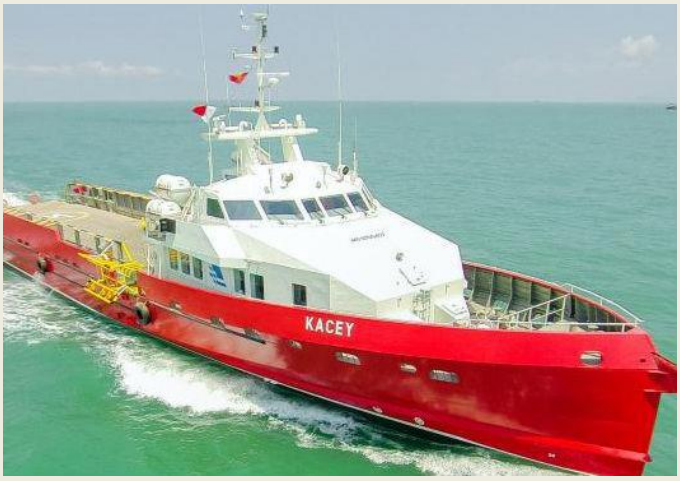


HAVILA SHIPPING BAGS DEAL FOR ITS HAVILA FORTUNE



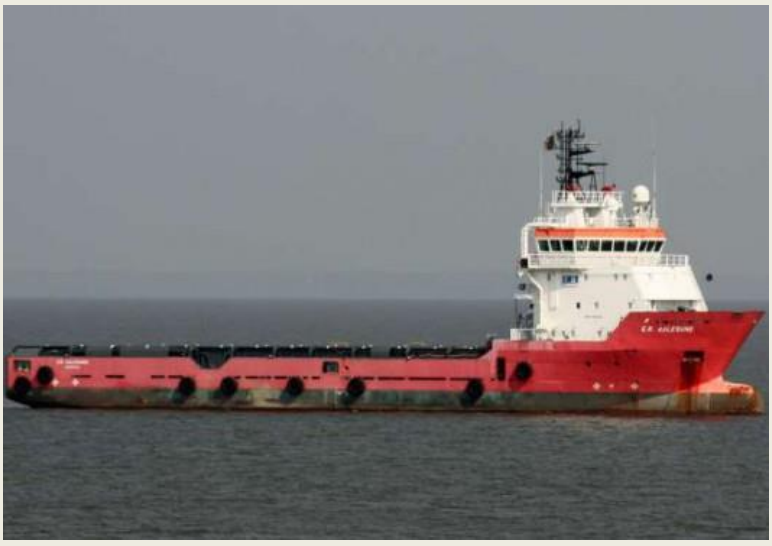
Havila Shipping has been awarded a contract with Maersk Oil & Gas for the PSV **Havila Fortune**. Havila Fortune is a 74.8-meter platform supply vessel built by Havyard Tomrefjord, a subsidiary of Havyard Group, and delivered to Havila Shipping in February, 2009. She is capable of carrying 31 persons aboard, including officers and crewmembers. The contract is firm for one year commencing on 1st August 2014 and includes three optional periods each of one year. The contract includes a walk to walk system operated by a supplier. Havila Shipping is headquartered in in Fosnavåg, Norway, and has offices in Brazil and Asia. The company operates 27 vessels within subsea construction, anchor handling, platform supply and multi-field rescue recovery services. *(Press Release)*

PIRIOU DELIVERS FSSIV KACEY TO SUISSE OUTREMER AG



PIRIOU has delivered a 53-meter Fast Supply and Intervention Vessel (FSIV) **Kacey** to Switzerland-based maritime company SUISSE OUTREMER AG. PIRIOU-designed FSIV **Kacey** is built in the company's South East Asia shipyard located in Vietnam. This is the first of a series of three units ordered by SUISSE OUTREMER AG which will be commercially operated by ABC MARITIME AG. "This first collaboration with ABC MARITIME AG reinforces PIRIOU's positioning as a major player on the fast crew boat segment for which PIRIOU will deliver another 6 units of this model in 2014," the company said in a release. The FSIV 53w is described as a highly versatile aluminium vessel able to perform multiple missions for the offshore industry, particularly personnel transportation and cargo on deck. With a sea proven design developed by PIRIOU INGENIERIE recognizable by her straight bow improving the performance and personnel comfort, this FSIV 53w offers a range of advantages: - improved light and loaded ship speed with constant consumption, - significant improvement of economic regime consumption, - maximum comfort with a lounge fitted with 48 seats ("Business Class" option) and two owners' cabins. FSIV **Kacey** also offers a large autonomy (135 m3 of fuel oil) and an important 226 t cargo deck. Thanks to her waterjet propulsion and her class 2 dynamic positioning system (DP2), she has high maneuverability. *(Press Release)*

NORDCAP EXTENDS CHARTER CONTRACT FOR PSV E.R. AALESUND



Nordcap Offshore Inc. has confirmed that the charter contract for the vessel **E.R. Aalesund** (to be renamed Nordcap Sky) has been extended by six months until 7 January 2015, with three additional option periods for two months each. The terms and conditions for the charter contract, including the charter rate, remain unchanged. The relevant vessel is to be acquired by Nordcap Offshore Inc., together with the charter contract, subject to completion of the ongoing IPO and listing. Nordcap Offshore Inc. is an owner and operator of modern Platform Supply Vessels with a focus on the mid to large sized Platform Supply Vessels segment. The vessels will be operated in the core offshore markets of Africa, Brazil and the North Sea. PSVs are used for transporting supplies and equipment to and from offshore installations, such as drilling rigs, drilling platforms or drilling vessels. Nordcap Offshore will purchase, operate and sell PSVs through the market cycles. Through its management, the company has a long-standing background in the shipping industry in general, and the offshore market in particular. *(Press Release)*

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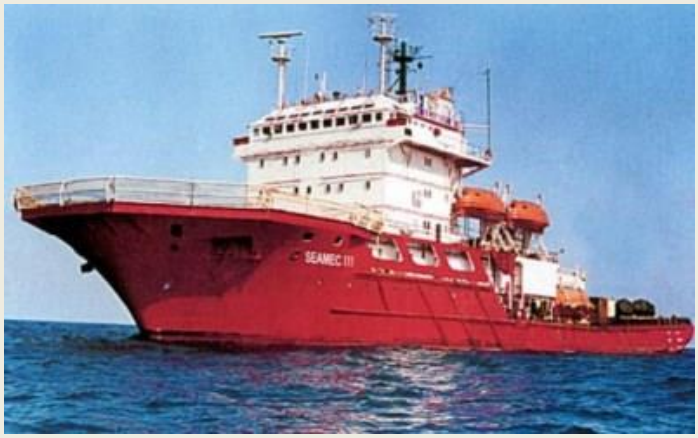
PETROBRAS EXTENDS SKANDI CHIEFTAIN CHARTER

DOF has been awarded a one year contract from Petrobras for **Skandi Chieftain**. The contract will start in June and in direct continuation of the existing contract with the same client. **Skandi Chieftain**, equipped with Kongsberg Simrad DP1 dynamic positioning system, is a ROV Support Vessel with ROVs and various deck mounted subsea equipment. The vessel built in 2005 has been working for the Brazilian oil giant since 2009. **Skandi Chieftain**, powered by 4 Mitsubishi engines (each 1190kW/ 1618 bhp, 1800 rpm), can accommodate 22 persons. *(Source: DOF)*

SEAMEC III IN ABU DHABI

Seamec III, a multifunctional diving support vessel, has started its contract in Abu Dhabi. The DP2 Saturation Diving Support vessel, previously under contract with Leighton Welspun contractors in India, sailed to Dubai on June 9, 2014, to begin its charter with Technip. The 75 days long contract is expected to bring around $3 million to Seamec. French oilfield services provider Technip will have an option to extend the charter. *(Source: Offshore Energy Today)*



GLOBAL OFFSHORE SIGNS 3 YEAR CONTRACT FOR 'M.V. KAMET'

Global Offshore Services Ltd has reported that the Company has received a contract for one of its platform supply vessels. Under the contract, the Indian owner of offshore support vessels will provide an undisclosed client with the M.V. **Kamet** PSV on a three year contract. The value of the

contract will be approximately Rs. 29 crores ($4.8 mln) per year. Earlier this month, the company sold it Platform Supply Vessel M.V. **Kailash**. Global Offshore's 's vessels, supporting offshore oil and gas operations, operate around the globe. Global Offshore Services currently has Platform Supply Vessels deployed in India, the North Sea, Brazil and West Africa. *(Source: Global Offshore)*

EXERCISE OF EXTENSION OPTION ON SKANDI NEPTUNE

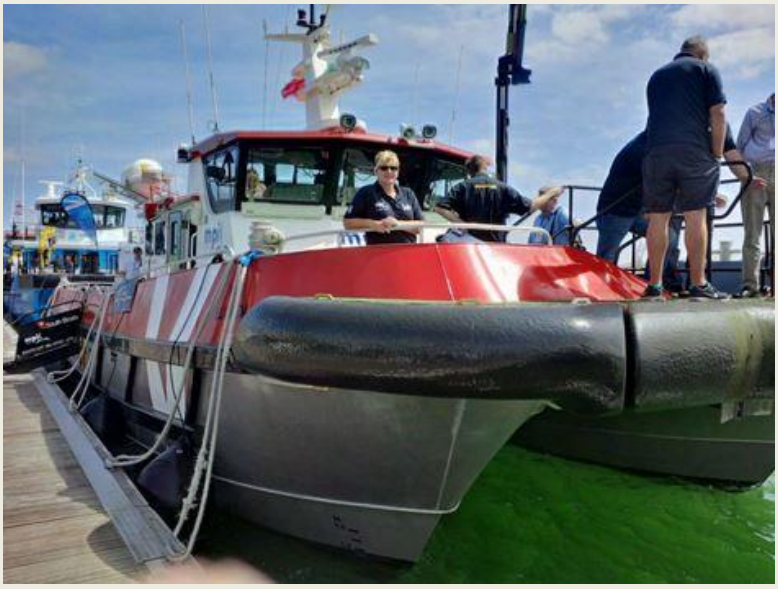
Skandi Neptune is firm until Q1 2016. Subsea 7 has exercised a charter option on the vessel **Skandi Neptune.** The Aberdeen-based subsea contractor is taking the vessel for one more year, with the contract now due to expire in the first quarter of 2016. No value was disclosed for the deal. *(Source: DOF)*

UNNAMED OIL COMPANY HIRES 'TOR VIKING' AHTS

Viking Supply Ships has entered into a contract with "a major oil company" for the charter of "**Tor Viking**" AHTS vessel in the Far East region, starting in June 2014. The duration is for 11 months firm, plus options to extend the contract with 2 x 6 months subject to availability. The contract strengthens the company's position within harsh environment operations. The value of the firm period of the contract is around USD 34.5 million. *(Source: Offshore Energy Today)*

WINDFARM NEWS

MPI WORKBOATS' ASSIGNMENTS AFTER SEAWORK INTERNATIONAL



After spending three days in the ABP port of Southampton, two of MPI Workboats' 19m windfarm-maintenance vessels will commence their new assignments. **MPI Lucinda** and **MPI Trifaldi**, built by Isle of Wight-based South Boats IOW Ltd, and delivered earlier this year, are currently at Seawork International, one of the largest commercial marine and workboat events in Europe. Leslie Robertson, General Manager at MPI Workboats, confirmed that **MPI Lucinda** will be heading to Westermost Rough and **MPI Trifaldi** is destined for Inner Dowsing. The Westermost Rough Offshore Wind Farm site is situated 8km from the Holderness coast, comprising 35 Siemens 6MW turbines. It is expected to be fully commissioned in 2015. Inner Dowsing Wind Farm, owned by Centrica, was completed in 2009. It is located in the North Sea, in the shallow waters off the coast of Lincolnshire, England. We wish the crews safe and successful operations. *(Source: Vroon)*

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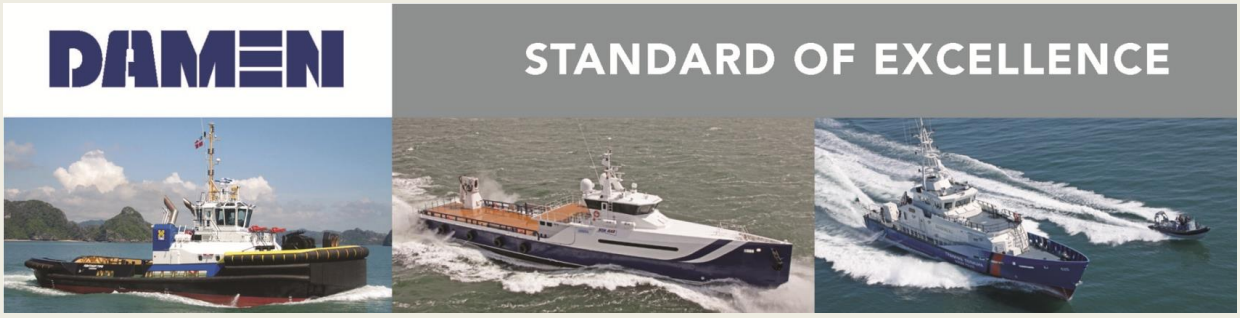


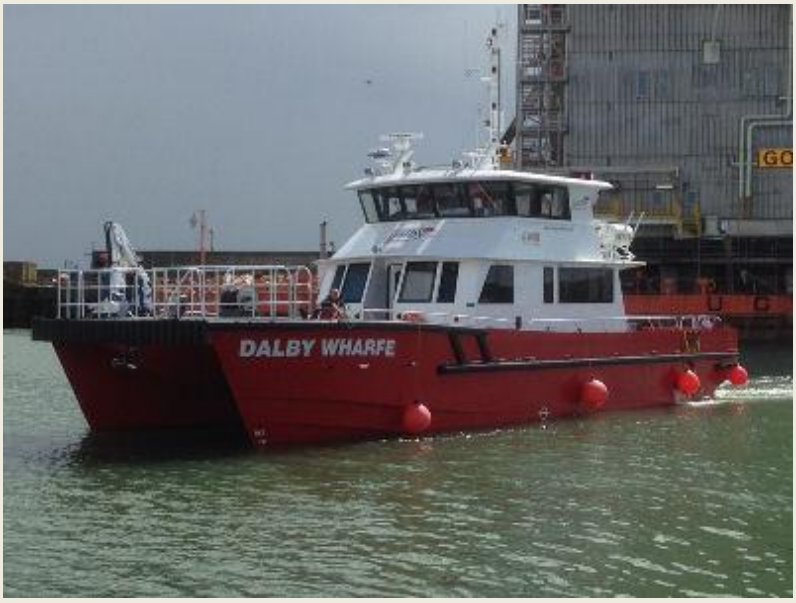
VAN OORD'S FIRST OW INSTALLATION VESSEL IN OPERATION

Van Oord is holding a two-day event along the Rotterdam Wilhelminakade quay to mark the entry into service of **Aeolus**, its first transport and installation vessel for the construction of offshore wind farms. Today, business relations have the opportunity to inspect the vessel. On Saturday 21 June, Mrs K. Aboutaleb-Erahoutan, wife of the Mayor of Rotterdam, have named the vessel in the presence of guests and Van Oord staff. The vessel was built at Sietas, a German shipbuilding yard in Hamburg. The innovative and advanced transport and installation vessel has a length of 139 m, 38 m in the beam, a design draught of 5.7 m and a cruising speed of 12 knots. The vessel is equipped with a crane that can lift more than 900 tonnes and has accommodation facilities for 75 crew. The installation vessel can be jacked up and can work in a water depth of up to 55 m. The vessel's first project will be the construction of the Luchterduinen offshore wind project, which is an Eneco

energy company and Mitsubishi Corporation assignment. This project will be built 23 km off the Dutch coast near Noordwijk and Zandvoort. The wind farm will consist of 43 Vestas V112 wind turbines. In 2015, the wind farm will provide 129 Mw in green energy to almost 150,000 households. Luchterduinen will be operational after the summer of 2015. As EPC contractor, Van Oord is responsible for the engineering, procurement and construction of the foundations, the complete electrical infrastructure, including the offshore transformer station and the installation of the wind turbines. The vessel is already completely occupied for 2014, 2015 and 2016. After Luchterduinen, the vessel will be deployed on the Gemini project, where 150 wind turbines are being installed 55 km off the coast of Schiermonnikoog in depths of 35 m. The commissioning of **Aeolus** is part of the vision and strategy of Van Oord to expand the Offshore Wind Projects business unit. The growing world population needs more space and the demand for energy is rising constantly. The Dutch Energy Agreement, which states that in the next ten years the generation of sustainable (renewable) energy must grow from 4% to 16%, makes clear that the Aeolus offshore installation vessel can contribute to these objectives. "The naming and commissioning of a new vessel is always an exceptional event," says CEO Pieter van Oord. "And that's certainly the case now we have added a new type of vessel to our extensive fleet. Furthermore, this vessel gives us the opportunity to extend our leading role in the construction of offshore wind farms. In the next few years, the construction of the Luchterduinen and Gemini wind farms means that the Netherlands can demonstrate that it is focusing seriously on the generation of sustainable energy and the implementation of the Energy Agreement." *(Press Release)*

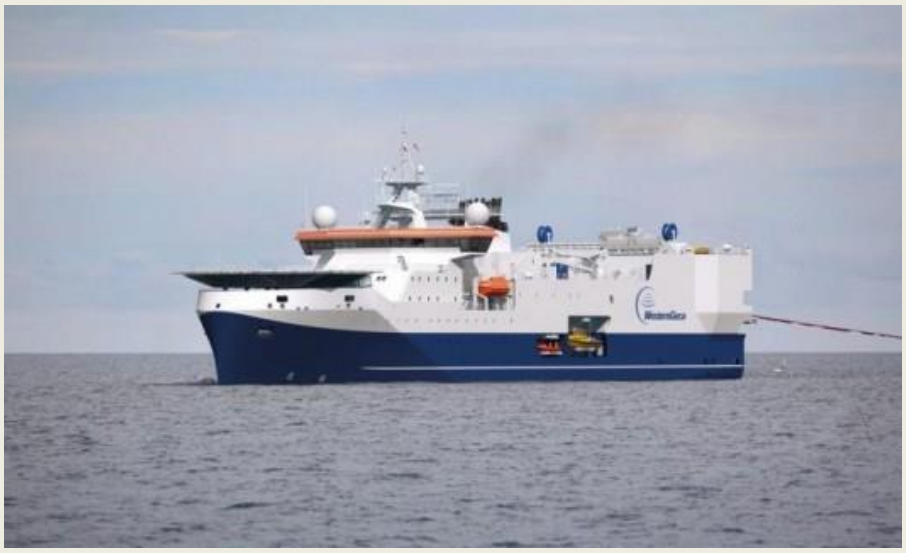
TWO DALBY'S VESSELS HEAD OUT TO GREATER GABBARD OWF

Dalby Offshore Wind Farm Support Vessels '**Dalby Wharfe**' and '**Dalby Humber**' are to carry out maintenance work for Siemens on the Greater Gabbard Offshore Wind Farm. The contract which started mid-June will see the vessels carrying all the construction materials to the wind farm taking advantage of the Dalby Wharfe's new front loading feature. The work is to last approximately 2 months. *(Press Release)*



YARD NEWS

FSG DELIVERS AMAZON WARRIOR SEISMIC VESSEL



Flensburger-Schiffbau-Gesellschaft (FSG) recently marked the start of a new era by successfully handing over **Amazon Warrior** to its customer WesternGeco. "In the specialised shipbuilding sector, this is the most important ship we have built in the past 20 years. She has opened a door for us into a market segment which will help to secure the future of our concern," said FSG Managing Director Peter Sierk. Speaking during the hand-over ceremony he also recalled the orders signed just this spring for two further offshore ships for Siem Offshore for charter to Helix Energy Solutions. "We are making our mark in this market segment, drawing attention to ourselves because of our outstanding performance and working to create follow-up orders. We are very proud of all of this," the yard chief said. On behalf of all the shipbuilders in Flensburg Sierk thanked the company. It has however been demonstrated yet again, Sierk went on, that high quality, absolute contract and deadline reliability, broad-based engineering competence, passion and tailor-made ship designs provided a healthy foundation on which Flensburg shipbuilders could build. The **Amazon Warrior** is an Amazon-class vessel that features the world's first custom-built hull and propulsion system, developed exclusively for seismic operations using a WesternGeco proprietary design. As far as efficiency, safety, reliability and durability are concerned; this vessel meets the highest of demands and supports secure operation anywhere the ship operates, including the Polar Regions, even in the most inhospitable weather conditionsFlensburger-Schiffbau-Gesellschaft recently marked the start of a new era by successfully handing over **Amazon Warrior** to its customer WesternGeco. *(Source: Offshoe Energy Today)*

Advertisement

SINOPEC SELECTS HAVYARD PSV DESIGN

The Chinese oil company Sinopec chooses Havyard for the third time building yet another Platform Supply Vessel (PSV). Havyard will deliver a design package for the construction of a Havyard 832 L SE PSV at the Chinese shipyard Fujien Mawei Shipbuilding. This is the third time in a row for Sinopec to select Havyard design TM for their fleet renewal program. Earlier they have used Havyard design TM for the construction of a Havyard 843 AHTS, which was delivered in 2012 and a Havyard 832 PSV, which is scheduled to be delivered from Fujien Mawi Shipbuilding in February 2015. The latest PSV is scheduled to be delivered from Fujien Mawei Shipbuilding in March 2016. Confirms strong position in China. Havyard design TM is a relatively new brand, but has become recognized as one of the leading brands supplying design and equipment packages for the construction of advanced ships for the offshore oil industry. "We have established a good foothold in in China, which is important for future growth and development of our design and equipment package deliveries," says Senior Vice President Sales in Havyard, Gisle Vinjevoll Thrane. "China has the biggest shipbuilding capacity in the world and ambitions to continue to increase their market shares," Thrane continues. "Additionally, we see that Chinese ship owners are building more advanced offshore vessels. We have a good foothold in China and are recognized by the best offshore vessel builders and the ship owning branches of the two biggest Chinese oil companies Sinopec and CNOOC. This is a good foundation for continuing our growth in delivering design and equipment packages to the Chinese market," SVP Sales Thrane concludes. The ship owner Sinopec, is the second largest oil company in China and the largest producer and supplier of refined oil products. The ship owning branch of the company is supporting its E&P activities in Chinese waters. Sinopec also charters OSV services from other ship owners for supporting its activity. *Key data Havyard 832 L SE:* Length: 84,5 m; Breadth: 17.6 m; Speed: 14 knots; Deck area: 820 m; Crew: 40 persons; Dead weight: 3900 tonnes *(Press Release)*

FSG LAUNCHES ITS SECOND SEISMIC VESSEL 'AMAZON CONQUEROR'

Recently, Flensburger Schiffbau-Gesellschaft has launched its first seismic vessel, **Amazon Warrior**, for WesternGeco and now the company has announced that her sister **Amazon Conqueror** has been berthed at their shipyard for completion by autumn. Both newbuildings are special offshore seismic ships for WesternGeco and will in future search for oil and gas reserves below the seabed of the world's oceans. FSG has already said it regards the order for these ships as marking its successful entry into the global offshore business sector. However, in the light of these and further prototypes which the yard has taken into its construction portfolio over the past two years, one particular aspect carries particular weight – quality. FSG Managing Director Peter Sierk told the many guests and employees gathered for last week's official launch of **Amazon Conqueror** that, "despite all the

difficulties that can crop up with new projects, the shipbuilders of Flensburg have, during this difficult period, again delivered top-quality ships to the satisfaction of our customers and intends to go on doing that, as today's launch shows." Sierk had special praise for his shipyard's entire work force, saying they had all pulled together and had delivered the high-quality work which the customer had asked for. Related: FSG delivers **Amazon Warrior** seismic vessel. "We can be proud of what we have achieved to date," he said. On behalf of all the shipbuilders in Flensburg, Sierk thanked the company. "It has however been demonstrated yet again," Sierk went on, "that high quality, absolute contract and deadline reliability, broad-based engineering competence, passion and tailor-made ship designs provided a healthy foundation on which Flensburg shipbuilders could build." **Amazon Warrior** and **Amazon Conqueror** are seismic ships which are 127 metres long and 28 metres broad and the biggest in the customer's fleet. As far as efficiency, comfort, reliability and durability are concerned, they meet the highest of demands and guarantee safe operation anywhere on the planet, including the Polar regions and, even there, in the most inhospitable of weather conditions. Ships of this type spend months, even years, at sea without a break. That's why WesternGeco places a lot of value on accommodation and onboard working areas. The interior of each ship covers about 7,000 square metres and there is room for 76 single cabins, leisure and community areas (such as a cinema, sauna, fitness rooms, game room, galley with self-service area) and a large computer centre. *(Press Release),*

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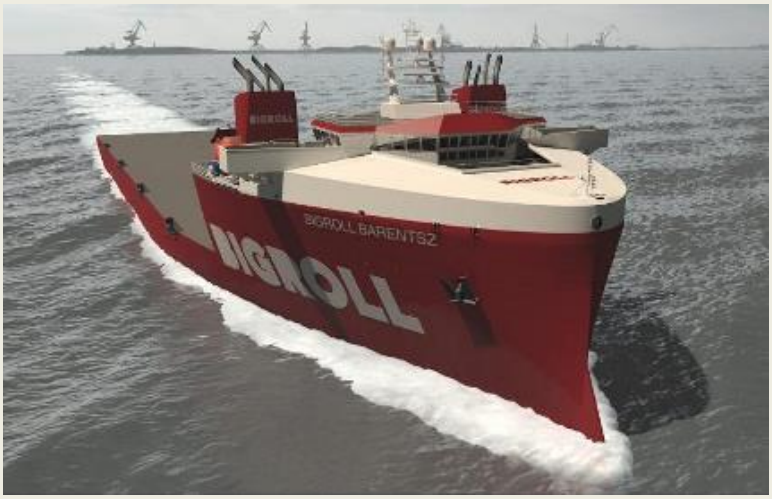
FIRST STEEL CUT FOR BIGROLL BARENTSZ

The first steel has been cut for BigRoll Shipping's new 21,000-dwt MC class module carrier, **BigRoll Barentsz**, at the COSCO Dalian Shipyard. **BigRoll Barentsz** is the first of two vessels designed for the transportation of ultra-large and heavy modular cargoes that BigRoll Shipping has on order with the Chinese shipyard. Sister vessel **BigRoll Bering** will follow in October 2015 and the Netherlands

based shipping line holds an option for two additional vessels. BigRoll says that the MC class vessels will deliver dedicated transport services to major onshore LNG projects, and to large-scale offshore developments using the vessel's dynamic positioning capabilities. **BigRoll Barentsz** will have Finnish Swedish 1A ice class notation, which will make it ideally suited to operations in remote Arctic locations. Its deck will be completely flush and open stern, with an open space measuring 42 m x 125 m. *(Source: BigRoll)*



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Last week there have been new updates posted:

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

   - PDVSA orders ten ASD tugs with Damen Shipyards Group
   - Jaap Kooij passed away
   - KOTUG International B.V. winner King Willem I Award 2014
   - Boskalis trading update
   - Damen names Royal Oman Navy flagship

Be informed that the mobile telephone number of Towingline is: +31 6 3861 3662

mailto: *jvds@towingline.com*

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