Tugs Towing & Offshore Newsletter

15th Volume, No. 44 *1963 – "51 years tugboatman" – 2014* Dated 13 July 2014

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

TUGS & TOWING NEWS

DISMANTLING STARTED

In an earlier issue we have reported the sinking of the 1970 built tugboat **Yal** in Sharjah, United Arab Emirates and later refloat again. Now we have to report the demolition of the tug. As we can see in the picture the dismantling of the tug **Yal** (ex Noordzee -1986; Smit Noordzee 1988; Dafi 1993) has begun. The wheelhouse with the top accommodation has been removed. It is hard to notice that again a tug of the famous towing company Smit International has been demolished. Last week we already have reported the beaching , at Gadani, of the Smit Rotterdam. The only tangible proof in the future what remains is the tug **Elbe** and her sister **Seawolf** (Clyde). The **Noordzee**, built in 1970, was sold in 1988 to Iran Marine Services and renamed **Dafi**. In 1993 renamed **Yal**. *(Photo via Vincent de Jong)*

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ATLANTIC TOWING CHANGE

Atlantic Towing's roster changed in Halifax at the end of June. With **Atlantic Larch** sent to Newfoundland (her towing winch is in demand) the **Atlantic Spruce** is now the third tug. Built in

1997, with 4,000 bhp and fire-fighting capability, she is essentially the same as **Atlantic Willow** built in 1998. **Atlantic Oak** rounds out the trio. Built in 2004, with 5,050 bhp and also fitted for firefighting, it is used for tethered escort work. This **Atlantic Spruce** is the second tug of the name in the fleet. The first, and also the first in a series built in Georgetown PEI by East Isle Shipyard, was built in 1995. In 1997 it was sold to Johannes Ostensjo of Norway and renamed **Felix**. It is still operating for Ostensjo Rederi AS. Also a 4,000 bhp ASD tug, it was not equipped with fire fighting gear. Although there have only been two Atlantic Spruces, the name was previously used by Atlantic Towing's parent company J.D.Irving Ltd. The tug **Irving Spruce** worked on the St. John River, at first with log booms, and later with chip barges, supplying Irving Pulp + Paper's mill at the Reversing Falls in Saint John, NB. Built as **TANAC 68** in 1944 by Central Bridge Co in Trenton, ON the standard tug is reputed to have worked for the U.S.Army, and was later renamed **Quebec** before joining J.D.Irving Ltd. They added the elevated wheelhouse, and made other upgrades to suit the tug to the work.Its last job was towing a chip barge out of Grand Lake, NB (which it was doing in the above photo). It was laid up and finally taken to sea and scuttled October 25, 1991. *(Source: Mac Mackay – Tugfax)*

LATEST MEERCAT IS POWERED BY DOOSAN

The latest Meercat has been launched for Conwy Harbour Authority, for use as a port service vessel. The monohull vessel **Jac Y Do** measures 14 x 5 meters and is powered by twin Doosan L136 six-cylinder heavy duty engines each developing 160bhp / 118kW at 2,200rpm, supplied by WaterMota. The vessel has been built to serve several uses including general harbor maintenance, doubling as a fully operational dispersal dredger while also being suitable for secondary fire control. James Lewis, General Manager, Meercat Workboats, explained, "She's a truly versatile workboat capable of many different roles from port service to dredging." Specifications for the vessel included a bow thruster, firefighting capabilities, full dredging spread with hydraulic cutter and jetting head, Iron Fist 17 t/m crane and hydraulically operated spud legs. The eight-liter Doosan engine - marine rated to ISO 3046 - benefits from direct-injection via a mechanical governor.

The engine is naturally aspirated without turbocharger or intercooling with this simplicity making it a firm favorite with users who want an engine with good torque characteristics which falls below the 130kW EIAPP certification requirement. "The L136 is a very traditional, cost-effective, non-complex marine diesel engine," explained WaterMota Sales Manager, Tony Fryer. "The 'flat' torque and horsepower curve make it ideal for the fishing and workboat market. "The engine has a proven history having been in production in various forms for at least 15 years and very economical in service with reports of it being more economical than engines it has replaced. There are many examples of engines in the field which are more than ten years old which have never been overhauled." He added, "It's naturally aspirated for maximum longevity and in addition, the maintenance is very simple." Other equipment supplied by WaterMota includes two PRM 1000 gearboxes each with a 3:1 reduction and a clutched PTO drive and a JMP 1.5in 24 volt bilge/deckwash pump. (Source: Watermota)

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RIVER TOWBOAT PAIR ORDER FOR GULF ISLAND FAB

Gulf Island Fabrication, Inc. (GIFI) informs that through its subsidiary Gulf Island Marine Fabricators, L.L.C., it has signed a contract for the fabrication of two 8,000 bhp twin screw diesel-engined river towboats. Revenue backlog and man-hours associated with this project will be reported in connection with the Company's announcement of financial results for the quarter ending June 30, 2014. GIFI adds that the contract includes an option (expires March 15, 2015) for a third 8,000 bhp towboat that would be included in backlog upon exercise of the option, should the customer elect to do so. *About GIFI* Gulf Island Fabrication, Inc., based in Houston, Texas, with fabrication facilities located in Houma, Louisiana, and San Patricio County, Texas, is a leading fabricator of offshore drilling and production platforms, hull and/or deck sections of floating production platforms and other specialized structures used in the development and production of offshore oil and gas reserves. *(Source: Gulf Island)*

QUEBEC REPORT

A whirlwind tour over the Canada Day weekend brought me up to date on some Quebec tugs that I had been following recently, and some revisited old (tug) acquaintances. As usual maintenance dredging was underway at Rivière-du-Loup (they can't start much before the end of June due to the freshet of spring run-off). Also as usual, the veteran 1961 tug **Le Phil D** was attending the dredge *Océan Basque 2*. Over the past several years, crews have been working away at painting the small tug in Groupe Océan colours. This year it was time for the corporate logo. The small tugs **Océan Nigiq** and **Océan Uannug** with their mud scows were also in attendance. The tugs don't adjust their trim for loaded or empty scows, so are bow down or bow up depending on the scowload. An early morning arrival in Quebec City was the tug-barge **Mega** *+ Motti* finally in service for Groupe Océan. The pair have made at least one trip to Port Hawksbury, NS with wood for chips for the paper mill there, and had another load upbound, before typing up at about 0800, likely to await a favourable tide. Meanwhile, after sailing the French warship *Mistral* the classic 1973 tug **Océan Charlie** stood by for the arrival of the tanker *Minerva Doxa*. It joined the big new 2013 tug **Océan Tundra** using its 8,000 bhp and 100 tonne bollard pull to slow and steer the tanker. (Rumours of a sister, to be named **Océan Taiga** are yet to be confirmed.) The impressive tug was delivered during the winter, and has lost some of its blue hull paint in ice. However, the special undercoat paint remains intact and does not come off. Speaking of paint, the Industrie Océan shipyard in Ile-aux-Coudres has the tug **Océan Baques** (ext Pointe aux Basques) on the slipway. After wintering Halifax, the tug went to Quebec City for work by Océan's machine shop, but now it is ready for a sandblast and repaint into Groupe Océan colours. The 1972 era tug will likely go into service back in Sept-Iles when it is ready. Also in the yard is the 1969 **Océan Echo II**. It had a grounding accident near Kingston, ON (ironically at Quebec Head) on May 8. No sign of that damage was visible. Note the round bilges of the fully molded hull of **Océan Echo II** versus the hard chine hull of Océan Basque. Neither tug has bilge keels to allow for working in ice. **Océan Echo II** has been replaced in wood chip barge service by **Mega** *+ Motti*, so is likely in for a long stay at the ship yard. Just visible at the bow is one of the hydraulic rams for barge connection. *(Source: Mac Mackay – Tugfax)*

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MERCURIUS CONDUCTS BOLLARD PULL TESTS

Last week the brand new Damen built ASD 3212 **Mercurius** (Imo 9695523) performing bollard pull tests in the pouring rain on the 8th July 2014 in the Caland Canal – Europort. On the AIS was notice that she was making a speed run of 13.4 knots. *(Photo: Frans Sanderse)*

CUTTING THE TOWLINE

During the Tall Ship Races 2014 in Harlingen last week the Navy Tugboat **Y 8018** was forced to cut the towline to prevent it from tipping over. To see the youtube movie klick here

SAL BOLSTERS MID-RANGE FLEET

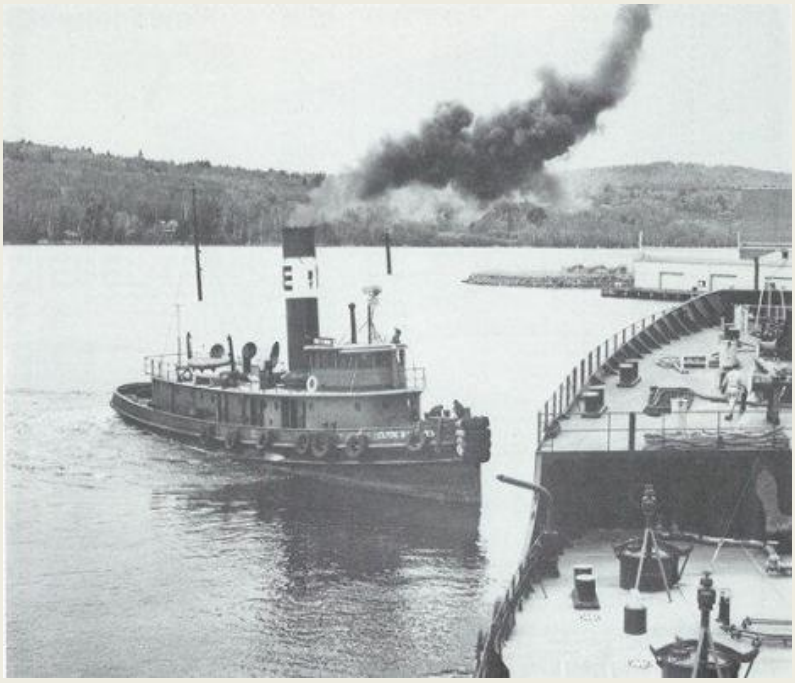
SAL Heavy Lift has added MV Calypso and MV *Amoenitas* Type 116 ships to its fleet to serve clients with lift requirements of up to 900 mtons. Both vessels are equipped with two 450 mton cranes, and have the highest ice class. The first voyages of both ships have already been booked. MV Amoenitas

left Masan, South Korea, and has set course to the Black Sea port of Mangalia in Romania carrying a cargo of engines. On the way there, the vessel made a port call in China to load **three tugs**, which were discharged in Myanmar. MV Calypso has loaded project cargo in Thailand, to be delivered to the United States in August. *(Press Release)*

NEW WEBSITE RELEASE SEACONTRACTORS

As of July 2014, the new website of Seacontractors will go live. The new website offers a clean, modern design, easy to navigate functionality and a content rich site experience. It will also provide social media integration and direct links to Facebook and Linkedin, where updates will appear on a regular basis. The new website is designed to align with the company's strategic vision for growth and expansion over the next decade and beyond. http://www.seacontractors.nl

YESTERYEAR TUGBOAT CLYDE B HOLMES



He **Clyde B. Holmes**, the last coastal steam screw tug in North America. She was built in 1924 for the City of Philadelphia by the H.E. Crook Company of Baltimore and originally named the **John Wanamaker**. On the outside, she looks like a typical working tug – she was used by the city to tow mud barges – but on the inside she's something else again. She was outfitted like a fancy yacht, since the city fathers used her for entertaining visiting dignitaries and even as an out-of-the-way meeting room for settling labor disputes. The authors have seen a copy of her building

specifications, and the 70 page document makes interesting reading. Obviously, the politicians knew what they wanted, since they specified every detail when the tug was built, including the silverware, linens, fans, bathtubs and pots and pans. The taxpayers of Philadelphia thought they were getting a common tugboat; the shipyard crew knew otherwise. In 1956, the John Wanamaker was sold to Eastern Marine Towage of Belfast, Maine, and became the **Clyde B. Holmes**. She performed general towing on Penobscot Bay. Here she is shown backing away after drydocking a tanker at Bucksport, Maine. The crew is up forward, faking down the lines. Down in the engine room, fireman has lighted an oil burner, resulting in a puff of black smoke. The uncommonly long house for a tug of here type provided extra room for her plush accommodations. Like so many aging steam vessels, the **Clyde B. Holmes** was sold in 1977 after her steam power become uneconomical. An entrepreneur in Camden, Maine, grounded her out next to a dock, her boiler and most auxiliary equipment were stripped away, and she was converted to a restaurant. Now guests sip cocktails under an awning on her boat deck and diners eat meals next to her polished engine below. Considering her original use in Philadelphia, it seems only appropriate that her name has reverted back to the **John Wanamaker**. *(Source: On the Hawser by Steven Land & Peter H. Spectre)*

RECENT DAMEN DELIVERIES

BHAGWAN PRIDE

The Damen ASD 2310 **Bhagwan Pride** (Imo 9735086) was recently delivered to her owner Bhagwan Marine - Australia. The St Vincent and Grenadines flag tug with call sign J8B5037 and yard number 512912 was built on the Damen Gorinchem Shipyard, The Netherlands. She has a length 22.73 mtrs a beam of 10.43 mtrs and a depth at sides of 4.50 mtrs. Her basic functions are towing, mooring and push pull operations. The two Caterpillar 3512C TA HD+/C develops a total output of 3,000 bkW (4,023 bhp). She achieved 48.7 ton bollard pull ahead and a 46.5 tons astern Her speed is 12.4 knots ahead and 12.1 astern. The tug is classed Bureau Veritas I HULL • MACH Unrestricted Navigation AUT UMS. *(Source: Damen)*

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

ALCMENE

The Damen Stantug 2608 **Alcmene** (Imo 9476343) was recently delivered to her owner Arrendadora Continental S.A. - Guatemala. The St Vincent and Grenadines flag tug with call sign J8B5058 and yard number 509826 was built on the Damen Gorinchem Shipyard, The Netherlands. She has a length 26.16 mtrs a beam of 7.94 mtrs and a depth at sides of 4.05 mtrs. Her basic functions are towing and mooring operations. The two Caterpillar 3512C TA/C develops a total output of 2,460 bkW (3,300 bhp). She achieved 47.2 ton bollard pull and a speed of 12.5 knots. The tug is classed Lloyd Register of Shipping X100 A 1 Tug [X] LMC. *(Source: Damen)*

ACCIDENTS – SALVAGE NEWS

SECOND COAL SHIP SCARE

Close call as powerless vessel heads for MV **Smart** wreck. THE Port of Richards Bay on Saturday 5th July 2014, narrowly avoided a repeat of the incident that saw the coal carrier MV **Smart** run aground off Alkantstrand on 19 August last year. It was a case of déjà vu as the fully-laden vessel MV **Sammy** lost all engine power and steering while exiting the harbour shortly after 8am. On a collision course with the remains of the MV **Smart** wreck, it was a race against time as two **TNPA tugs** sped to assist and the port returned the marine pilot to the bridge of the helpless ship. This time nature was on the side of the rescue attempt, with a flat sea and mild offshore wind – the total opposite of the conditions that saw the MV **Smart** meet its fate. It also helped that no salvage work was taking place, with dredges and barges having been withdrawn for the winter, leaving an open expanse of water. As repeated unsuccessful attempts were made to restart the MV **Sammy**'s engines, the tugs slowly and steadily won the day and took her safely to the outer anchorage and out of the shipping lanes. *(Source: Zululand Observer)*

LONDON P&I CLUB CHAIRMAN CALLS FOR INTERNATIONAL ACTION ON PORTS OF REFUGE

JOHN M Lyras, Chairman of the London P&I Club, has called for concerted international action on the provision of places of refuge for ships involved in casualties. Writing in the club's 2014 Annual Report, Mr Lyras says, "Nearly twelve years after the **Prestige** disaster, it is particularly disappointing to receive reports of other shipping casualties where efforts to mitigate pollution or other risks have been hampered by a reluctance to provide the ships involved with a place of refuge." Referencing the widely publicised incidents involving the containership **MSC Flaminia** and the chemical tanker **Maritime Maisie**, Mr Lyras says, "There is no easy answer. It is understandable that communities in areas of coastline where refuge may be sought will be reluctant to be exposed to the risk of pollution. But, as the **Prestige** incident illustrated, and as the risk potentially posed by other ships highlights, there remains a compelling need for further concerted international action in this area. "As part of that, the efforts of the International Group of P&I Clubs – including its outreach programme and ongoing work to engage with governments and authorities over issues involving both places of refuge and the removal of wrecks – are of great importance." *(Source: Merlin Corporate Communications; Photo: globalvoicesonline.org)*

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PORT MARINA FIRE IN GIBRALTAR

The Fire and Rescue tug "**Anna**" port of registry LONDON but home port Gibraltar and ex Port of Rotterdam fire tug "**Havendienst 4**" was again in firefighting action last Wednesday night. The crew, all ashore at the time were scrambled at 23:45 by the port department to attend a fire out of control on a Princess 65 motor yacht "*Scarlet Grace*" in Quensway marina (if you look at You Tube and enter Queensway quay fire you will see footage). The local fire brigade having problems due to low water pressure and flow in the marina hydrants and the issue of the yacht ablaze being at the end of the finger pier. Early on it was established the owner and party were ashore, and no persons were

aboard. Other adjacent vessels had to be evacuated and urgently towed away to safety because of danger of ignition due to close proximity to ablaze vessel. After 1 and 1/2 hour fire fight, the fibre glass vessel was extinguished and the hulk sank shortly afterwards. The "**Anna**" again proving her worth as an essential port asset as a well-equipped fire fighter. She recently stood by after the Main Gibraltar power station caught fire and was burnt out, she normally berths alongside the power station. She was also heavily involved in the big fire fight when our waste oil reprocessing facility exploded and burnt out. "**Anna**" was built in 1971 and was very extensively rebuilt in Zaandam before redeploying on to the James Molinary Ltd (established in 1870) fleet of vessels working out of the port of Gibraltar. She is UK flagged and coded by MECAL for cat 1 operations. she is involved in all manner of duties from simple crew changes to towage, survey, civil engineering assist, ocean science projects and is on call 24 hours a day to operate in her designed role as a fire boat. her equipment is maintained in tip top order. She recently had her 5NL Bolnes main engine rebuilt by Storm engines of the Netherlands. She is a capable and economical tug to run. The *Scarlet Grace* has been raised by crane and barge, and is going to be cut up for disposal, the wreck being a constructive total loss. The yachts was we understand insured. *(Source & Photo: John Collins)*

REFLOATING OF THE CONCORDIA AT GIGLIO ISLAND: ACCREDITATION PROCEDURE AND LOGISTICS

The appointed salvage team has confirmed that the Concordia refloating operation is set to go ahead starting on Monday, July 14. As was the case for parbuckling, commencement of the operation is subject to authorization from the Observatory and also depends on the weather forecast over the next few days. Therefore, final confirmation of the start of the refloating operation will not be announced until the day before it actually begins. Officials are expressing the importance of maintaining minimal impact on the life and economy of Isola del

Giglio with this massive undertaking. It is not expected that there will be any restrictions on swimming and no beaches will be closed. Conversely, there is in force a no-fly zone. Restrictions also remain in force for shipping in the area around the Concordia. Details of the logistics for the towing of the ship away from the island will be announced shortly. *(Source: The Parbuckling Project)*

OFFSHORE NEWS

HIGHLAND LAIRD OPERATES IN SNS POOL

The platform supply vessel **Highland Laird**, owned by GulfMark Offshore (UK), has been chartered for a short period of time by SNS Pool Manager Peterson Den Helder. In 2006 the 3,184 dwt vessel was launched as **F.D. Invincible** by the Italian Rosetti Marino yard. The renaming of the vessel took place at the start of this year. *(Source and photo Paul Schaap)*

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ISLAND PERFORMER DELIVERED TO ISLAND OFFSHORE

The Ulstein Verft subsea newbuild, '**Island Performer**', was delivered today to ship owner Island Offshore. The flexible, state-of-the-art RLWI/IMR vessel will serve her first five years for FTO in the Gulf of Mexico. "The vessel is customised to suit the scope of work in the FTO contract, in which RLWI (Riser-less Light Well Intervention) and IMR (Inspection/Maintenance/Repair) are the main tasks. She is able to perform operations at depths down to 3,000 metres, and the contracted work start at year's end," says Managing Director Håvard Ulstein, Island Offshore. "However, the very first assignment will be for the RogFast connection in Norway, in which the scope of work will be to investigate the sea bottom." "A large intervention tower is placed over the 8 by 8-metre main moon pool. She is equipped with a 250-tonne AHC (active heave compensated) offshore crane with a below-deck winch, and carries two deep-sea work ROVs, one to be launched through a dedicated

moon pool and the other from the starboard side," explains Ulstein. *SMARTER* '**Island Performer'** is the next generation subsea vessel from Ulstein, with large accommodation, storage and lifting capacities. She meets the highest standards for station keeping, redundancy and dynamic positioning (DNV GL class notation DYNPOS AUTRO, equivalent to DP3). Additionally, operability in DYNPOS AUTR (DP2) operational mode is maximised due to the 'Operation+' feature with a three-split configuration on main machinery. This set-up allows the vessel to retain system integrity and to continue operations uninterruptedly even after a substantial single system failure. *SAFER* A shelter deck is stretching all the way past the main moon pool and aft to the main crane. This increases the operational window for moon pool work and offers a shielded space for various equipment. Arranged on the shelter deck is a multi-skidding system for handling 100-tonne skidding pallets. The design also includes a heavy-load cargo deck for transporting equipment for a multitude of operations and construction work. *GREENER* '**Island Performer'** has been developed and built according to the latest international regulations in which safety and comfort are two key issues. The vessel is equipped with resiliently mounted tunnel thrusters, and she carries the DNV GL class notation Comfort Class, COMF-V1, which ensures that noise and vibrations are kept at minimum. SCR (Selective Catalytic Reduction) catalysts are installed for all engines. An ESD system (Emergency Shut Down system) is installed in order to automatically close down systems in case of a hydrocarbon leakage. 'Island Performer' has a crew capacity of 130, and in case of evacuation, each of the lifeboats on the starboard and port sides can accommodate everyone on board. Carrying the patented ULSTEIN X-BOW®, the vessel has reduced speed loss in head seas, resulting in reduced fuel consumption and emissions to air. *Håvard Ulstein comments:* "Island Offshore has previous experience with this design. The two SX121 designed vessels already in our fleet have proved to be very successful to us. We are certain that the '**Island Performer'** will achieve good results in complex deep water operations in the Gulf of Mexico." FTO is a joint venture between FMC Technologies, Edison Chouest Offshore and Island Offshore. CEO Gunvor Ulstein, Ulstein Group, says: "The three contracting companies combined have extensive competence in the advanced subsea segment. Together, we have developed a solution which is particularly adapted to both RLWI and IMR work, and we strongly believe that the 'Island Performer' will prove her value in the years to come." *Main characteristics:* SX121 DESIGN Length over all approx. 130.0 m; Breadth moulded 25.0 m; Dead weight w/tower mounted 7.300 tonnes; Trial speed 15.25 knots; Accommodation 130 persons; Deck skidding system located on shelter deck 100 tonnes unrestricted load; Main moon pool 8.0 m x 8.0 m; ROV moon pool 4.9 m x 4.9 m; 300 t SWL Module Handling/Intervention Tower; 250 t Offshore Pedestal Crane (AHC) w/ main winch below deck; Dynamic Positioning System DNV AUTRO (IMO Class III / DP3); Integrated bridge system; Electric equipment, Ulstein delivery: Switchboards, ULSTEIN COM® communication system; ULSTEIN X-BOW® hull line design. *(Source: Ulstein)*

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A LEGACY OF SUCCESS

Beginning as a small trading company in Bahrain in the 1920s, the Zamil Group of companies has spawned a series of successful entities such as Zamil Offshore, the leading marine services company in the Middle East and number five in the world. Zamil Offshore Services is the largest offshore support vessel operator in the Middle East and fifth largest in the world. In 1977 the twelve Al Zamil brothers founded the company, originally called Zamil Marine Services, and bought its first vessel, M/V **Zamil Supplier**, chartering it to what was then known as Aramco, the Arabian American Oil Company. Zamil Offshore is an affiliate of Zamil Group Holding Company, one of the largest global investment enterprises with diversified interests and capabilities in more than 52 business sectors, a range of industrial, commercial, services and consumer solutions with a vast network of manufacturing facilities, which comprises companies in steel, air conditioning, plastics, chemicals, petrochemicals and energy. The Zamil Group was founded by Sufyan Al Zamil's grandfather, Sheikh Abdullah Al Hamad Al Zamil (1897-1961), in the 1920s as a trading company in food, textiles and real estate in neighboring Bahrain. As Saudi Arabia became a significant producer of oil, the Zamil Group invested in founding a wide range of industries paralleling the development of the Saudi oil industry. *Creating Opportunities* Sufyan Al Zamil has been recognized as one of the rising young executives under forty years of age in family businesses worldwide. Although he is a Zamil family member with a degree in Systems & Industrial Engineering and a Master's in Business Administration, he had to begin his career with the company on the plant floor working alongside other employees. He also made it clear that there were no guarantees for advancement in the family businesses and that a rigid policy requires enrollment in a number of management training programs before being considered for promotion up the ladder within the organization. Diversification has always been an ongoing business practice at the company. Founded as Zamil Marine Services, it was renamed Zamil Marine & Catering Services in 1980 to better identify its catering business for employees at terminals, vessels and offshore/onshore oil and gas facilities. In 1985 it again changed its

name to Zamil Operations & Maintenance to encompass its growing involvement with government work. *Building a Legacy* Zamil Al Zamil (founder of Zamil Offshore) earned his degree in Petroleum Engineering in the U.S. He returned to Saudi Arabia to join the Ministry of Petroleum and was employed by Aramco, which provided him the opportunity to work in the offshore marine sector. During the 1970s the Saudi government began acquiring shares in Aramco as oil production doubled and the company took its place at the forefront of world oil and gas production. During the mid-1970s the Ras Tanura Sea-Island Terminal and the Ju'aymah Offshore Terminal were opened as Saudi production, for the first time, exceeded three billion barrels of crude annually. Aramco was growing rapidly, and the Saudi government bought 100 percent control in 1980 and in 1988 renamed the company Saudi Aramco. The 1990s put Middle East oil production and Saudi Aramco at the forefront of investment and production. It was a time of conflict as Iraq invaded Kuwait and the U.S. and West European countries sent their armies to stabilize the region. Then Gulf War Two caused repeated dramatic swings in oil prices, and Zamil Offshore continued cultivating existing and new contracts with Saudi Aramco while investing in additional vessels, facilities and highly qualified personnel. The new millennium saw a shift to increased offshore production in the Arabian Gulf and Red Sea, so Zamil Offshore diversified into shipbuilding, ship & rig repairs and the offshore hook-up business as well as construction and engineering services. In 2003 Zamil Offshore was awarded a seven-year hook-up contract with Saudi Aramco for maintenance, upgrade, modification and commissioning support for 30 percent of Aramco's rigs and platforms in the Arabian Gulf. At the end of 2011 Zamil Offshore was awarded yet another seven-year hook-up contract for a larger share approaching 75 percent. The Saudi Aramco rig fleet today numbers approximately 170, and Zamil Offshore's Engineering & Construction division remains the top service provider. It provides modification, upgrading and support services for Saudi Aramco's onshore and offshore rigs, including both oil and gas facilities. Saudi Arabia's offshore oilfields hold about 76.1 billion barrels of reserves with a combined capacity of 3.4 million barrels per day. These offshore fields represent roughly 30 percent of total Saudi reserves and four percent of global demand. *Strategically positioning the modern company* Today, Zamil Offshore has a fleet of 77 offshore support vessels and is the largest operator in the region with some 3,400 employees. Seven more vessels of various sizes and activities are currently being built; they will join the fleet this year. Zamil Offshore's fleet represents more than 40 percent of Saudi Aramco's total chartered fleet. In 1999 the company was awarded a lease contract to manage and operate Dammam's King Abdul Aziz Sea Port Marine facilities, including navigation and pilotage. Zamil Offshore immediately began operating the port marine yard and ship repair business and in 2002 ventured into shipbuilding. In 2003 the company built and delivered the first vessel constructed in the Kingdom of Saudi Arabia. In 2004 it built the first diesel-electric anchor-handling tug/supply/safety vessel in the world. Today, after almost 11 years in the shipbuilding business, the total number of ships built at Zamil's yard stands at 41 vessels, of which 24 are specialized offshore vessels, including two DP-2 multi-purpose anchor-handling tug/dive support vessels, the largest ever built in the Kingdom. Zamil Offshore's shipyard has also built three vessels for the Saudi Royal Navy and 14 vessels for various Saudi Sea ports. It recently received a six-vessel contract from a Gulf State country. As the premier and only shipbuilder and top ship repairer in Saudi Arabia, Zamil Offshore invested almost $250 million in building an advanced shipyard next to its current Port Marine Yard in Dammam. The new yard was opened in February. Its facilities include a Rolls Royce 7,000-ton Synchrolift serving nine dry berths. The new shipyard will double the company's new construction and repair capabilities and absorb the repair and maintenance business of the entire Zamil Offshore fleet in addition to many of the offshore vessels serving in the Arabian Gulf. In June 2013 the company won a ten-year lease to operate the Jeddah Ship Repair Yard on the Red Sea. The Jeddah yard's two floating docks and other facilities are currently undergoing major upgrades. Approximately 25,000 vessels sail through the Red Sea each year, and about 6,000 of them call at the

Jeddah port. This represents good demand for ship repair, and Zamil Offshore intends to add new ship repair facilities in Yanbu, north of Jeddah on the Red Sea, to service merchant and naval vessels of all sizes. As to its marine operations expansion, in 2012 the company entered into a joint venture with Mermaid Maritime, a leading provider of subsea and dive services based in Thailand and traded on the Singapore Stock Exchange. Mermaid's Qatar-based subsidiary, Subtech Qatar Diving and Marine Services, is teaming up with Zamil Offshore in subsea inspections, repairs and maintenance, and light infrastructure construction services for the offshore oil and gas industry in the Arabian Gulf. *A bright future* Sufyan Al Zamil said he is excited about marine services because of the recently witnessed innovations and fast development in the offshore oil and gas industry, which directly affect the Saudi economy. The company he heads will continue to expand its fleet of advanced vessels and upgrade its shipyards on the Arabian Gulf and Red Sea to meet the growing demands of the offshore and merchant marine industry in Saudi Arabia and the Middle East. At the same time, the company has opened an office in Singapore to be closer to the offshore oil and gas dynamics in Southeast Asia and especially in Malaysia and Indonesia. Sufyan Al Zamil is keenly aware of the responsibilities of running a successful business, which were ingrained in him by his father and his uncles. Diversity has been the key to the company's growth and success. He acknowledges that the three main divisions within Zamil Offshore are being positioned for spin-off due to their financial strengths and the ability of each to operate on its own. While the company relies heavily on Saudi Aramco for its core business, it is also recognized by the major oil and gas companies and other industries as the leader in marine services throughout the Middle East. It is a recognition that has been earned through two generations of Zamil leadership, and its future looks very bright indeed. *(Published by Tony Munoz Editor-in-Chief in The Maritime Executive.)*

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EZRA TO COMBINE EMAS MARINE AND EOC TO FORM GIANT OFFSHORE PLAYER

Ezra Holdings Limited has announced that it will consolidate its offshore support services division, by selling off EMAS Marine into its Oslo listed associated company, EOC Limited, and creating one of the largest offshore support operators in Asia. The combined entities will manage an offshore services platform comprising over $1b in assets, with a fleet of 50 vessels boasting a combined bollard pull of almost 4,000 tons. "By bringing together EMAS Marine and EOC, Ezra has created an offshore solutions provider in the region that is ahead of its peers in terms of fleet capabilities," said Lionel Lee, Ezra's group ceo and managing director. "By combining our established platform of resources, talent and technical capabilities, together with EOC's strategy to expand into the offshore accommodation space, we believe it is now time to unlock value and consolidate our business units," Lee continued. The new enlarged EOC Group will have an independent management team, allowing Ezra's management to focus on developing its subsea services business, which is now the main

revenue generator for Ezra Group. Ezra and EOC have agreed on a consideration of $520m, $150m in cash and $370m by the issuance of approximately 280.1 million new EOC shares to Ezra. EOC is also considering a potential secondary listing on the Singapore Exchange. Ezra says it will retain a majority shareholding in EOC in order to capitalise on the prospects of the new enlarged offshore support business. *(Source: SeaShip News)*

PLATFORM CREW TOOK TO THE LIFEBOATS AFTER COLLISION

The staff at the Oseberg East platform had to go to the lifeboats after the "**Blue Protector**" collided with the platform during an operation in the North Sea on July 10, 2014, at 1.40 a.m. The ship got stuck under the platform deck, but caused only insignificant damage. After the collision the crew went routinely to the lifeboats where they sat for nearly two hours. The situation could be quickly resolved. During a close check, it was not found any structural damage. At 3:42 the crew went back to work. *(Source: Vesseltracker)*

BOA THALASSA MOBILIZED FOR BARENTS SEA SURVEY

Electromagnetic Geoservices ASA (EMGS) has received a contract from A/S Norske Shell and its partners in PL706 for 3D EM data acquisition in the Barents Sea. The survey will start in July and has an expected duration of approximately 10 days using the vessel **BOA Thalassa**. The vessel of the MT 6007 design is one of the world's first custom built ships for seabed logging operations to detect hydrocarbons beneath the seabed. The ship's length overall is 80,35 m

with a beam of 16,40m. Deadweight is approx. 3000 tonne and maximum speed is approx. 17 knots. The vessel is designed with dedicated working deck area arranged on 4 deck levels, accommodation is for 57 persons and a helideck aft for Sikorsky S-92 class. *(Source: Offshore Energy Today)*

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GPA ENTERS MEXICAN OFFSHORE MARKET WITH FSV DESIGNS FOR PEMEX

Seattle-based Naval Architecture and Marine Engineering Company Guido Perla & Associates, Inc. (GPA) has been awarded a contract to deliver the Design Package and Class Approval Package for two GPA 150M FSVs. The ships for Enterprise Shipping, awarded in a contract to build two Fast Supply Vessels for Petróleos Mexicano (Pemex) earlier in 2014, will be constructed at Maritima de Ecologia S.A. de C.V., (Marecsa), a shipyard in Mazatlán, Mexico. This will be the first commercial, non-governmental project revitalizing the marine construction in that country. GPA developed a shallow draft ship with exceptional seakeeping capabilities that offers a stable working platform to its crew. The 52 meter long and 10 meter wide vessels provide accommodations for 9 crew members and can transport 80 passengers with a deck cargo capacity to carry up to 250 mt of supplies on a 261 m2 of clear deck area. Equipped with four engines (7,200 HP total), two bow thrusters (150 HP each) and three auxiliary engines (2x 250 kW, 1x 99 kW), the conventionally driven 350 mt dwt vessels will have a service draft speed of 20 knots. "In 2008, we expanded our international focus to the South American market after making significant progress in China by establishing subsidiaries in Chile and Brazil and creating a direct presence to explore and support growing opportunities. Our extensive efforts have lead to over 20 offshore vessels in service and under construction in Brazil today. This demonstrates that designs developed and produced in the USA can provide quality, technology, performance, and cost effectiveness at a level strongly

competitive with other nations to compete in the international market. GPA's effort has shown again that we Americans can still command the technology and knowhow as well or better than other designs in the world. Being a part of this significant project, which is reviving the Mexican shipbuilding industry after years of inactivity, is a further step in GPA's growth strategy and we are quite pleased with our progress and establishment of new relationships in this part of the world. We look forward to helping ensure that these new vessels will have a rewarding, long-term life and that they serve the Mexican market well," says Guido Perla, Chairman of GPA. The FSVs will be constructed in full compliance to meet ABS, +A1, AMS, H.S.C. Crewboat Notation and DPS-1 requirements. Construction of the vessels is expected to commence this summer, with delivery expected in 2016. *(Press Release GPA)*

WATCH 'VOS SUGAR' AND 'VOS STAR' VIDEO

Vroon Offshore Services has made a video promoting their newbuild subsea-support vessels **VOS Sugar** and **VOS Star**. Both vessels are being built at Fujian Southeast Shipyard, China and are due for delivery in 2015. VOS Sugar and VOS Star have a 68.04 m length overal, 14.95 metres beam moulded and can accommodate 49 persons. The vessels are a modern SSV with retractable thruster and super-silent tunnel thruster, providing a high standard of comfort for both passengers and crew. See the video klick here *(Source: Vroon)*

EMGS EXTENDS 'BOA GALATEA' CONTRACT FOR ANOTHER YEAR

Boa Offshore has announced that EMGS ASA has declared the second of the originally 3 x 12 months options for the vessel S/V **Boa Galatea** as per charter deal signed 12.03.2007. The vessel will now remain with EMGS on a firm contract up to 17th of July 2016, with an option to extend for another year. The **Boa Galatea** vessel is of MT 6007 design, custom built for seabed logging operations to detect hydrocarbons beneath the

seabed. The ship's length overall is 80,35 m with a beam of 16,40m. Deadweight is approximately 3000 tonnes. Maximum speed is approximately 17 knots. The vessel is designed with dedicated working deck area arranged on 4 deck levels, accommodation is for 57 persons and a helideck aft for Sikorsky S-92 class. The MT 6007 design has a fully integrated diesel electrical propulsion system and a DP system. The design with optimized hull lines and specially designed superstructure ensures low fuel consumption, excellent manoeuvring, good sea keeping abilities, high safety and high flexibility. *(Source: Boa Offshore)*

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UNIQUE HYDRA UNVEILS HYDRACRAFT SERIES OF DIVING DAUGHTERCRAFT SYSTEMS.

Unique (UH), a division of the Unique Maritime Group (UMG) which is one of the world's leading integrated turnkey subsea and offshore solutions provider is proud to have received their second order this year, for its diving daughtercraft system called the HYDRACraft. Unique Hydra has spent the past twelve months engaging with clients to understand their diving daughtercraft operational and equipment requirements and developing a purpose built vessel which includes a fully integrated dive system. Diving Daughtercraft systems are used in diving operations where the conventional diving DSV is not able to position itself close enough to an FPSO or Offshore Platform. The daughtercraft is fitted with surface supplied diving systems capable of supporting Nitrox and/or air diving operations and is assisted by an additional "support craft" that transfers personnel and supplies during the diving operations. The "mother vessel", barge or platform is outfitted with davits for the daughtercraft and support craft as well as support equipment, including the decompression chamber, gas storage and compressors. Currently two designs of the purpose designed diving daughtercraft are available, the HYDRACraft 1400 14m 8 man, and the HYDRACraft 1500 15m 10 man. The HYDRACraft design considers features and attributes required for safe and effective diving operations. On this occasion, Mike Jessop, Managing Director @Unique Hydra commented, "We are extremely proud to receive our second order for the HYDRACraft. We are able to supply complete turnkey diving daughtercraft systems including the Diving and Support daughtercrafts, the Davits, decompression chamber

facility and HP air and Nitrox generation equipment. The navigation and communication system onboard is supplied standard with Navico Simrad products such as 4G Broadband radar, chartplotter etc from the NSE/NSO product range. Thus, our clients are ensured a purposed designed system with a turnkey scope of supply. We now look forward to a successful completion of the projects and achieving our on-time delivery objectives." *(Press Release)*

WINDFARM NEWS

WILLENDEAVOUR CONDUCTING BURBO BANK 2 GEOTECHNICAL GROUND INVESTIGATION

A geotechnical ground investigation is taking place at the proposed Burbo Bank 2 (extension) wind farm this month. The 22meter multi cat '**Willendeavour**' will conduct a series of shallow vibrocore holes and cone penetration tests (cpts) at selected positions in the proposed wind farm footprint as well as along the proposed export cable route. Weather permitting, the operation is expected to run until mid-august. The extension project covers an area of 40 square kilometers which is four times larger than Burbo Bank. Earlier this year, the developer of this project, Dong Energy, has selected Vestas' 8MW wind turbines for the project with a total capacity of around 250MW. *(Source: Offshore WIND)*

M/V DEVELOPER AT WEST OF DUDDON SANDS

Offshore WIND's photo of the day: M/V **Developer**, a crew transfer vessel, working at the West of Duddon Sands offshore wind farm. M/V **Developer** is a 27-meter crew transfer vessel, equipped with 4 engines for high redundancy. The vessel is owned by Northern Offshore Services AB (NOS), a Sweden-based crew transfer vessel owner and operator specializing in the offshore wind industry. The M/V **Developer** was built by Grovfjord Mek Versted AS and delivered to NOS at the beginning of this year. Following the delivery, the vessel sailed straight to UK for wind farm operations. *(Source: Offshore WIND)*

YARD NEWS

WILSON SONS SHIPYARDS SIGNS TWO PSV 5000 CONTRACTS WITH DAMEN SHIPYARDS GROUP AT ITS

On June 19th, at the International Tug, Salvage & OSV Convention 2014 in Hamburg, Wilson Sons (Brazil) and Damen Shipyards Group (NL) signed a contract for two Damen **PSV 5000**'s. This contract further strengthens the high level of cooperation between Damen and Wilson Sons, where Wilson Sons builds vessels locally using a Damen design, engineering and material package. The **PSV 5000**'s, measuring 85 m in length and 19 m in width, will feature a diesel-electric propulsion line with DP2 station keeping capabilities. The vessels will comply to the specifications of the sixth round of the Program for the Renovation of the Offshore Support Fleet of Petrobras, including a travelling gantry crane for offshore operations. Next to this, future upgrades like Bulk Handling systems have been taken into account in the design. The vessels will be built at Wilson Sons Guarujá II (SP) and delivered to WilsonSons Ultratug, who will operate the vessel on a 6 + 6 year charter contract with Petrobras. Damen and Wilson Sons have been working together for more than 20 years. This contract confirms yet again the warm and professional relationship between the two companies. *(Press Release Damen)*

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CSBC IN NEGOTIATIONS FOR SIX SEMI-SUBMERSIBLE VESSELS

Taiwan's major shipbuilder CSBC Corporation is currently in negotiations with Norwegian owner FALCON Group for the construction of four 65,000dwt semi-submersible vessels plus two options. Total value of the contracts is expected to exceed $600m. The construction of the first four vessels will start in the first quarter of 2016 and delivery is scheduled in the first quarter of 2017. It will be the second time that FALCON has ordered at CSBC after it ordered two 56,500dwt semi-submersible vessels at the shipyard 15 years ago. CSBC said the two parties are in the final stage of negotiations and the shipbuilding contracts are expected to be signed in the third quarter of this year. *(Source: SinoShip News)*

COSCO TO BUILD TWO MORE PSVS FOR VROON.

China's COSCO Guang Dong Shipyard Co. Ltd is going to build a further two platform supply vessels of the ULSTEIN PX121 design for Vroon Offshore Services, the Netherlands. Ulstein has entered into an agreement with COSCO on delivering ship design, power & control equipment and on-site follow-up services. The first of totally six vessels in this series, VOS Pace, was launched on 30 June. "The PX121 design is becoming increasingly attractive to oil companies as it offers a competitive combination of fuel-efficiency and cargo capacities/deadweight," comments Sigurd Viseth, Managing Director of Ulstein Design & Solutions. "This translates to a performance level that is usually expected from larger PSVs, but at a medium-sized PSV cost – delivering excellent value-for-money for the owner and operator. We're delighted that Vroon sees the compelling benefits of this vessel." Each of Vroon's six PSVs is scheduled for delivery in 2015 and intended for operation in European waters. Measuring 83.4 metres in length, with a beam of 18

metres, they boast a rectangular cargo deck of 830 square metres and a load capacity of 4,200 tonnes (dwt). Thanks to flexible tank capacities, the PX121 is set up to support drilling activities with longer and deeper boreholes and activities further from shore. In addition to tanks for oil, water and drilling fluids, the vessel also has two stainless steel tanks for flammable liquids or corrosive chemicals. Each ship will be equipped with dynamic positioning system Class II and meets the requirements of 'Clean Design', according to ABS class. The PX121, which has a maximum speed of approximately 15 knots and modern accommodation for 23 people, also comes with the iconic ULSTEIN X-BOW®. The X-BOW offers efficiency over a wide draught range, which is important for PSVs as they often operate with varying loads. Furthermore, the X-BOW has unique, advantageous qualities in terms of motion and propulsion efficiency in moderate and heavy seas. Its innovative shape eliminates wave slamming and bow impact delivering better performance, while reducing noise and vibration, which in turn translates to enhanced crew comfort and safety levels. *(Press Release)*

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COSCOL ORDERS SEMI-SUBMERSIBLE HEAVY LIFTER

China's COSCO Shipping Company Limited (COSCOL) has placed an order for a new heavy lift and transportation vessel. The semi-submersible vessel, to be built by Guangzhou Shipyard in China, will have the overall length of 255 meters, with the deck length of 210 meters. The vessel is scheduled for delivery in the fourth quarter of 2016. Coscol said that the 90,000 ton DWT semi-submersible vessel is a part of its plan to increase the semi-submersible fleet , in order to bolster the versatility of its fleet by providing a transport solution for the largest offshore structures. *(Offshore Energy Today)*

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

   - GPA Enters Mexican Offshore Market with FSV Designs
   - Wilson Sons Shipyards signs two PSV 5000 contracts with Damen Shipyards Group at ITS
   - REDWISE successfully delivered seven vessels for the same Owners in Jeddah, with three taking a “free ride”.
   - Ice Class Damen PSV scales new heights
   - Kotug Rototugs draw water from from Thames to fight fire at Tilbury Docks
   - First of new Fugro Offshore Coastal Survey Vessel delivered to Fugro N.V.

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