

ugs owing & Offshore Newsletter

15th Volume, No. 50 *1963 – “51 years tugboatman” – 2014* Dated 10 August 2014

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

TUGS & TOWING NEWS

HOLLANDS GLORY ENROUTE HER FINAL RESTING PLACE



Herewith a compilation of photos of, what was once the most powerfull ocean going tug in the world the **Smit Rotterdam**, when she came on the market in 1975, now enroute the breakers in Gadani beach (Pakistan) under the name **Global**



Destiny. A sad end for a proud tug ! as reported 4th August the tug is NOT beached yet. (*Source: Clipping News; Photo's: Arif Shaikh – seamaxmarine©*)

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SANMAR DELIVERS TWO BOGACAY CLASS TUGS



Two new Sanmar Bogacay Class ASD tugs, both second vessels of their power range are delivered to their owners...Rimorchiatori Riuniti took delivery in Genoa, Italy, of **RR Turchia** (Bogacay 702), a Bogacay Class 70 tonne bollard pull ASD built in Sanmar's state-of-the-art shipyard at Tuzla, Turkey. Although the vessel was completed in under three months from the date of order, the origins of the class go back to the builder's

earlier discussions with the Italian customer and designer Robert Allan Ltd with the express intent of meeting that owner's specific needs. Interestingly, three other operators also like the end result, having already opted for this design, the Ramparts 2400 SX, which is a Sanmar exclusive. The highly successful 24.4m LOA Ulupinar class, of which more than 20 have now been built or are under construction, is the inspiration behind the design but with a beam of 11.25m, a full 2m more than its much acclaimed predecessor. This extra beam offers extra stability and the ability to fit two Caterpillar 3515C HD main diesel engines, each developing 2,000kW at 1,600 rev/min, coupled to Rolls-Royce type US 255 Z-drives to give a healthy 70 tonnes bollard pull and a free-running speed of 12.5 knots. *Customers as far apart as Italy and Peru approve of new custom design.* In the past, Sanmar has delivered seven tugboats to the Italian market for five different owners. Familiarity with Italian flag rules was a distinct advantage in securing this contract as was the ability of an experienced Sanmar delivery crew to take the new vessel from Turkey to Genoa, its new home port. However, it is a **TOS** crew that is sailing a marginally less powerful version of the same design on its delivery voyage to Peru and into the hands of Svitzer Americas for duty at an LNG terminal in

Melchorita near Pisco. Named **Bogacay II** (Bogacay 602), this vessel has a 60 tonne bollard pull delivered from a twin installation of Caterpillar 3512C HD main engines, each developing 1765kW. Despite its compact size, all Bogacay class tugs benefit from spacious accommodation for up to six persons, and can be fitted with an external fire-fighting system up to FiFi1 class notation. These two most recent completions demonstrate



Sanmar's ability to deliver tailor-made versions of proven designs with the minimum of fuss and delay. *(Press Release Sanmar)*

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MTB 'MEET THE BUYER'



The Workboat market is one of the most stable and increasingly vibrant markets in the Marine industry and this year, MTB Workboats 'Meet the Buyer' forum is being held in the historic and beautiful city of Barcelona! With the Technical Purchasing representatives from 60 Workboat Owners & Operators Worldwide confirmed to attend for 2 days of business focussed meetings with Global Suppliers from within the industry, MTB Workboats is not to be missed! We are excited to

announce Pacific Basin Shipping (UAE) have confirmed their first attendance at MTB with over 300 vessels! They will be joining us alongside an impressive list of Buyers including: Boskalis, Carmet Tugs, ER Offshore, Leask Marine, Miclyn Express Offshore, Shin Yang Shipping, Subsea 7, Vloot, Vroon and many more. Copland Events look forward to welcoming all of their delegates in Barcelona and would urge anyone who is interested in participating to contact them ASAP. (*Press Release Copland Events*)

RECENTLY DELIVERED TUG HAURAKI

The Damen ASD11 with yard number 512278 tug **Hauraki** (Imo 9681015) was recently delivered to her owner Ports of Auckland - New Zealand. She has a length o.a. of 23.98 mtrs a beam o.a. of 11.33 mtrs and a depth at sides of 4.60 mtrs. Her basic functions are towing, mooring and push pull operations. The two Caterpillar 3516C TA HD+/D develops a total output of 4,200 bkW (5,632 bhp). She achieved a bollard pull of 70.2



tons ahead and 67.8 tons astern. Her speed is 13.3 knots ahead and 13.0 knots astern The tug is

classed Lloyd's Register X 100 A1 Tug [X] LMC UMS IWS (*Source: Damen*)

RECENTLY DELIVERED TUG L.R.S. 1



The Damen StanTug1606 with yard number 503175 tug **L.R.S.1** was recently delivered to her owner Logistic Remo Services; Romania. She has a length o.a. of 16.76 mtrs a beam o.a. of 5.94 mtrs and a depth at sides of 2.54 mtrs. Her basic functions are towing, mooring, pushing and survey operation. The two Caterpillar C18 TA/B develops a total output of 894 bkW (1,216 bhp). She achieved 16.4 ton bollard pull. Her speed is 11.3

knots The tug is classed Bureau Veritas I X Hull • MACH TUG Coastal Area incl. tonnage certificate]] (*Source: Damen*)

WINDY CONDITIONS BLAMED FOR GROUNDING OF BARGE AT EVANSVILLE'S DRESS PLAZA

The "**Martha Denton**" ran aground on the Ohio River at Evansville, Indiana, on July 31, 2014. The tug was attempting to make the turn in the river when windy conditions cause the towboat and its barges to run onto the riverbank near the Dress Placa. The pilot had made the decision to go into the bank instead of going into a nearby casino boat. An hour later, the "**Martha Denton**" and barges were refloated. No reports of injuries, damage or pollution. The "**Martha**



Denton" continued its voyage downbound on the Ohio with its 15 barges. (*Source: Vesseltracker; PhotoLarry Johnson*)

GOUWESTROOM WITH TOW TO LOWESTOFT

Van Wijngaarden Marine Services received, via Landfall MC, from Royal van der Wees Watertransporten a contract for a towing transport to Lowestoft. On the last day of July the 1998 built Dutch registered with call sign PDGR tug **Gouwestroom** (Imo 8943569) departed from



Hardinxveld-Giessendam in transit to the premises of van de Wees – Dordrecht. The other day after completion the tow the **Gouwestroom** departed with the ponton “*Lastdrager 28*” via the Old Maas and New Waterway to open sea with the assistance of the tug **Broedertrouw 4** as steering tug till Hook of Holland. The transport arrived on the 2nd August in Lowestoft where she assist during the Roll-On/Roll-Off operations of the ponton. After this 4 days job the **Gouwestroom** returned to Dordrecht;

Netherlands. (Source: VWMS; Photo: Michel Kodde)

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STRIKE LOOMING OVER PORT HEDLAND

Port Hedland, the largest port in Australia, could face serious delays after tug boat engineers laid down strike notices on Teekay Shipping on Wednesday, jeopardizing AUD 100 million (USD 93m) iron ore export operations, according to the Australian Financial Review. The notice means the 52 members of the Australian Institute of Marine and Power Engineers (AIMPE) will walk off the job for four hours on Saturday morning, four hours on Monday and Wednesday morning, August 10 and 12 respectively. The move to strike comes after negotiations with Teekay



failed to meet workers' requests for maintaining shifts to 12 hours. Namely, as the workload at the port increases, workers have been faced with ever more longer shifts, reaching up to 18hrs. In order to keep the shifts at 12 hrs, Teekay would have to employ at least six more crews. If the industrial action materialises, it will mark the first time AIMPE members have left their posts at the Port. The AIMPE stated that the four-hour actions are timed to fall on low tides, in order not to disrupt the Port's operation to a significant extent. Ships being loaded with the iron ore will have the option of leaving the Port on the high tide, but the strike will significantly delay schedules of vessels waiting offshore. *(Source: World Maritime News)*

DNV GL PRAISES 'BEST IN CLASS' TUGS



DNVGL has congratulated ALP Maritime Services on the development of its next-generation “**ALP Future Class**” ocean going tugs. The vessels, developed by Ulstein Design & Solutions in close cooperation with ALP Maritime Services (ALP), are **SX157 design** with a 300-ton bollard pull, capable of operating at full loads for 45 days without refuelling. ALP, which was recently acquired by Teekay Offshore, has contracted Niigata Shipbuilding & Repair yard to build four vessels. The first vessel is scheduled for delivery in the first quarter of 2016. According to Bas Veerman, DNV GL Customer Service Manager (BeNeLux), the “**ALP Future Class**” vessels have a number of specialised notations. “It was clear from the beginning of the project that ALP was committed to developing a very unique, high-spec design,” he says. “In terms of operational performance and flexibility, these vessels are ‘best in class’ but also include features to reduce emissions, enhance safety and robustness, and ensure crew comfort over long distances.” Leo Leusink, Chief Operation Officer for ALP, says that the 4,250 dwt ocean going tugs have been designed to manage a growing number of ultra-large floating production units now on order. “The growing size of these new offshore floating production units has created a demand for increasingly large and powerful vessels to perform mooring leg survey, maintenance, repositioning, refurbishment and/or decommissioning services in increasingly remote locations,” he says. “Our goal is to provide the market with highly reliable, flexible and safe vessels that will minimise risk to crew and avoid damage to offshore installations.” Leusink says that unlike many existing ocean-going tugs, “**ALP Future Class**” vessels are equipped with redundant systems to avoid the risk of engine failure or blackouts – a genuine risk when towing large units in rough seas. “We started from a scratch to develop a design that would meet –

and exceed – the expectations of energy majors,” he says. “By working with technical experts like DNV GL, we are confident that these vessels will represent a genuine competitive advantage over traditional older tugs.” For Veerman, the project is a good example of how an owner, designer and different suppliers can work together to create safer, green and smarter tonnage. “We are excited to be a part of this project and congratulate both ALP Maritime Services and Ulstein Design & Solutions on the development of these remarkable vessels,” he says. The vessels will be classed by DNV GL with the following notations: DNV 1A1,ICE-1B, Offshore Service Vessel+, Anchor Handling, Towing, Fire Fighter II, SF, COMF-V(3), E0 DYNPOS-AUTR, NAUT-OSV(A), CLEAN DESIGN, Recyclable, BWM-T, BIS, TMON. *(Press Release)*

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BATOIL EAGLE 1 ON HER DELIVERY VOYAGE



The 2014 built Nigeria flag utility vessel **Batoil Eagle 1** was seen entering Grand Harbour, Malta on her delivery voyage by **RedWise** on Monday 4th August, 2014. *(Photo: Capt. Lawrence Dalli - www.maltashipphotos.com)*

THE TUGBOAT “RB-407” HAS STARTED ITS SEA TRIALS

The tugboat “**RB-407**” (Building No 626, project 16609) has started its sea trials. In the current year the tugboat will be delivered to the Russian Navy and put into operation within Pacific Fleet Navy. The tugboat is intended for towing and berthing operations in harbor and coastal areas which comply with R2 navigation area (not more than 100 miles from place of shelter), performing of escort operations at the speed of 10 knots, refloating of ships and vessels,



firefighting operations at floating and shore objects, oil and petroleum content products, cargo transportation, ice breaking and rescue and special purpose operations as well. *Technical data of the project 16609* Length, max 28,5 m; Width, max 9,5 m; Draft 4,3 m; Speed ab. 12 knots; Bollard pull; 47 tones. Class notation KM Arc4 R2 ?ut1 FF3 WS Tug by Russian Maritime Register of shipping. Propulsion complex Z-drives US 205, Rolls-Royce, FPP into nozzle. Power 2x1500 kW at 1600 rpm, Cat 3512B. *Deck equipment:* 10 t bow anchor-towing-mooring winch, Fluidmeccanica, providing 1383 kN brakes keeping force; towing hook SWL 47 t with quick release devise. The tugboat is also equipped with crane-manipulator HM 6/3 S, Fluidmeccanica, with the capacity of 910 kg at the boom of 6 m. In order to fulfill fire-fighting operations the tugboat is equipped with external firefighting system made by FFS (capacity is 800 m³/h, 2 water monitors, water curtains system). (Source: Pella)

BELUKHA PASSED SUCCESSFULLY HER SEA TRAILS



The special purpose tugboat “**Belukha**” (Building No 629, project 16609) which is building for Main Administration of the deep ware investigations of the Ministry of Defense has successfully passed its sea trials. In the current year the tugboat will be delivered to the State Customer and put into

operation within Baltic Fleet Navy. *Assignment:* The tugboat is intended for towing and berthing operations in harbor and coastal areas which comply with R2 navigation area (not more than 100 miles from place of shelter), performing of escort operations at the speed of 10 knots, refloating of ships and vessels, firefighting operations at floating and shore objects, oil and petroleum content products, cargo transportation, ice breaking and rescue and special purpose operations as well. *Technical data of the project 16609* Length, max 28,5 m; Width, max 9,5 m; Draft 4,3 m; Speed ab. 12 knots; Bollard pull 47 tones. Class notation KM Arc4 R2 ?ut1 FF3 WS Tug by Russian Maritime Register of shipping. Propulsion complex Z-drives US 205, Rolls-Royce, FPP into nozzle. Power 2x1500 kW at 1600 rpm, Cat 3512B. *Deck equipment:* 10 t bow anchor-towing-mooring winch, Fluidmeccanica, providing 1383 kN brakes keeping force; towing hook SWL 47 t with quick release devise. The tugboat is also equipped with crane-manipulator HM 6/3 S, Fluidmeccanica, with the capacity of 910 kg at the boom of 6 m. In order to fulfill fire-fighting operations the tugboat is equipped with external firefighting system made by FFS (capacity is 800 m³/h, 2 water monitors, water curtains system). (Source: Pella)

DAMEN PRODUCT WEBSITE

Damen has developed recently a nice product web site for some 200 types of ships. Look at yourself and click for the pages on the link [here](#)



Two 6000HP ASD TUGBOATS DELIVERED

On the afternoon of 5th August 2014, two ASD tugboats named **Vasbha** and **Waruna** were successfully delivered to Sri Lanka from Zhenjiang Shipyard (Group) Co., Ltd, starting their sails smoothly. *(Source: Zhenjiang Shipyards)*



SAFETY PARAMOUNT IN TOWING OPERATIONS



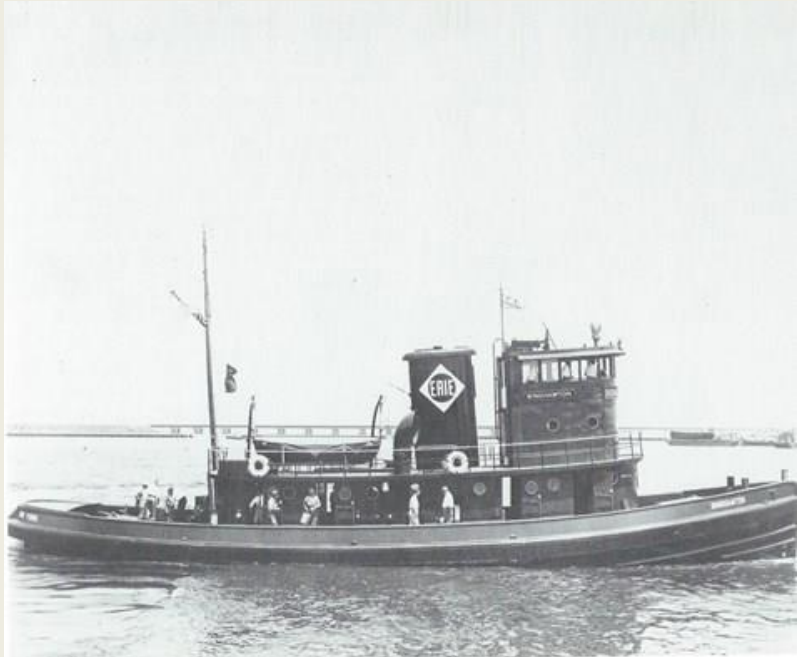
Recent accident investigation reports suggest that merchant seamen continue to be injured during mooring and towing operations. "A clear plan of operation and good communications between the tug and tow, prior to operations commencing, will reduce much of the risk. Ship managers need to ensure their crews are fully briefed to ensure the successful performance of the operation and that all safety issues have been highlighted," the UK-based Maritime Progress said in a release. Although all ships

are different to some degree, with varying equipment for mooring and towage, there are some basic principles which are common to all and which allow the towing or mooring operation to be done in a safe and efficient way. It is easy to become complacent, when the towing or mooring operation is a frequent event and, because, of this, there is a constant need to be reminded of safe practice. When towing and mooring operations are less frequent, crew have an equal need to be reminded about associated hazards and safe practice prior to the operation. In co-operation with Svitzer Towage Ltd, Maritime Progress Marine Technical Manager, Captain Andy Goldsmith and technical artist Captain Louis Roskell spent some time at Felixstowe witnessing harbour towage operations first hand from the tug perspective. Subsequently, Maritime Progress completed a review and upgrade to their ISM Code Safety Training Poster. The illustrated poster entitled "Towing – Recommended procedures for

safe towing operations”, utilises bullet points to sequentially move through the towing operation and lists the actions required both on board the tug and the ship. This provides an insight for crew into the operations onboard both the towing and towed vessel. The poster serves as a useful permanent reminder and reference document for discussion between crew members prior to towing operations taking place. (*Press Release*)

YESTERYEAR TUGBOAT BINGHAMTON

The railroad tug **Binghamton** as she came from her Staten Island, New York, builder’s yard in 1953. Her outfitting, including the addition of side and bow fenders, followed. Owned by the Erie Railroad, the **Binghamton** was designed to tow car floats across New York Harbor between New Jersey and New York. The **Binghamton** is 95 feet long and powered by a 1200 horsepower diesel-electric motor. The diesel operates a generator that provides power for the electric motor, which in turn powers the screw. The electric motor allows fast



reversal, a feature necessary for the congested conditions in New York Harbor. Other advantages of diesel electric power are bridge control, constant full load power, excellent torque performance, economical generation of power, decreased engine weight, power reverse, saving in service time, reduced operating costs and ability to locate the engine in the hull for optimum balance. Railroads preferred this system because of their experience with diesel-electric locomotives. The first diesel-electric tugboat was the **Penn Railroad No. 16**, which began operation in July 1924. She was 105 feet long and had a speed of 11 $\frac{3}{4}$ knots. By April 1930, nine tugs of this type were in use; by April 1936 there were 33. Diesel-electrics were popular until transmission gear design was improved and the variable pitch propeller was developed. (*Source: On the Hawser by Steven Lang & Peter H. Spectre*)

ACCIDENTS – SALVAGE NEWS

TAHOE QUEEN STRANDED, 300 PASSENGERS EVACUATED

The U.S. Coast Guard and numerous county and local response agencies assisted in removing close to 300 people aboard a passenger vessel that ran aground in the vicinity of Tahoe Keys, California, Monday, August 4. At approximately 3:37 p.m. local time, Coast Guard Sector San Francisco watchstanders received a notification from Coast Guard Station Lake Tahoe of a passenger vessel, **Tahoe Queen**, with approximately 296 passengers that ran aground. Rescue boat crews from Station Lake Tahoe, South Lake Tahoe, Douglas County, El Dorado County and Vessel Assist transferred all passengers and non-essential crew from Tahoe Queen to shore at Ski Run Marina in South Lake Tahoe. No injuries were reported. “Because we frequently work with the local agencies during training drills and search and rescue cases, we were able to effectively collaborate and resolve the



factors of the grounding. *(Press Release)*

situation,” said Petty Officer 1st Class Laura Bostwick, a boatswain’s mate at Station Lake Tahoe. “Once on scene, everyone worked seamlessly together to safely transfer the passengers ashore.” As informed by the US Coast Guard, Station Lake Tahoe rescue crews are still on scene monitoring the situation, and vessel inspectors and investigators are enroute to determine the integrity of the vessel, provide oversight of salvage efforts, and investigate to determine the causative

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TUG CAPSIZED OFF ESBJERG

On Aug 4, 2014, at 5.48 p.m. the "**Diver Master**" capsized off the port of Esbjerg near Fanö island while assisting the Russian sailing ship "**Kruzenshtern**" out of the commercial Harbor jointly with the "**Svitzer Helios**". The tall ship let go one of the hawsers, the second did not and got stuck. The tug was pulled down and towards the



"**Kruzenshtern**", before starting to take on water and finally foundering. A rubber dinghy of the police maritime unit MARSIKPOL with personnel from the Marine Guard and specially trained police officers stood nearby while monitoring the maritime safety. They immediately headed for the

sinking tug, so that two of its crew could jump directly aboard. The third fell into the water, but despite strong undercurrent they managed to secure him with a line so that he could be pulled up too. The " *Kruzenshtern*" later was allowed to proceed to Rostock. The police was investigating the criminal part of the case. The Maritime Accident Investigation Board also launched an investigation. The Port of Esbjerg will have to handle the salvage of the tug which will probably happen within a week's time. The environmental authority of the Esbjerg Municipality was keeping an eye on the possible spill of the approximately 3000 liters of fuel aboard the tug which was resting in a water depth of 10.3 meters with a clearance to the surface of six meters in the middle of the fairway, so that it was obstructing ship traffic to and from the port. (Source: *Vesseltracker*; Photo: *Christer Holte*)

ISU PUBLISHED ANNUAL REVIEW AND INDUSTRY STATISTICS FOR 2013



The International Salvage Union has published its Annual Review for 2013 which formally sets out the governance and work of the ISU which is the global trade association representing the interests of its members who are marine salvors. The ISU Annual Review, [click for the complete report here](#) includes a summary of the annual statistics collected from its members to provide an overview of the state of the salvage industry. The 2013

figures show a substantial industry with total revenues, not profit, of more than US\$700 million, up from just over US\$ 600 million in the previous year. The numbers are for salvage and wreck removal cases where revenue was received in 2013 which may be from contracts agreed in previous years. ISU members provided 196 salvage services in 2013 which was exactly the same as the previous year. There are fluctuations year on year but the general trend, in line with improvements in ship and operational safety, is a reduction in the number of services provided each year. In 2013, ISU members also carried out 48 wreck removal operations compared with a five year average of 33 such operations each year. In 2013 revenue from Lloyd's Open Form (LOF) cases and associated SCOPIC income combined with income from other salvage activity has risen slightly to US\$264 million from the previous year's US\$237 million. Lloyd's Open Form continues to be an important contract for salvors with 48 LOF services performed, up from 37 previously. LOF revenues were US\$202 million in 2013 up from US\$186 million in 2012. In 2013, LOF revenue represented 76.6% of total salvage revenues, slightly down on the previous year's 78.2% but slightly up on the five year average of 75.5%. However the total salvaged value in LOF cases is down from US\$1.65 billion to US\$1.23 billion with an average salvaged fund of US\$17.44 million. LOF revenues expressed as a percentage of the salvaged value are 16.3% in 2013 up from 11.23% previously. The five year average is 12.22%. These numbers are drawn from both settled cases and arbitrators' awards. The reason for the increase in LOF revenue as a percentage of the salvaged value in 2013 is that there has been a small increase in LOF cases and a very marked decrease in total salvaged funds. It indicates an increase in smaller value cases where it has been appropriate to reach a higher settlement or make a higher

award to give the contractor a meaningful reward for their work. Wreck removal income has increased significantly from some US\$300 million in 2012 to some US\$450 million in 2013. That is probably due to the impact of a small number of substantial, well-known cases. Wreck removal revenues have increased generally in the past decade and now account for a substantial portion of the industry's annual income. Commenting on the statistics, ISU President, Leendert Muller said: "We think that publication of this Annual Review demonstrates the ISU's commitment to transparency and it will give our members and others in the shipping industry a sense of the work of the ISU over the past year. The ISU statistics show a vibrant industry providing valuable services to ship owners, property owners and their insurers. Total revenue from all sources has grown significantly in the past decade but there are still fluctuations in both the totals and within the sources of revenue each year. These are gross figures and, like most sectors of the shipping industry, our members' costs have risen substantially." The statistics are returned anonymously by ISU members to an independent consultant for aggregation and analysis. The statistics for 2013 can be viewed by clicking [here](#) (Source: ISU)

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BONES FOUND ON CONCORDIA POSSIBLY FINAL VICTIM'S

Divers have found human remains in the wreck of the **Costa Concordia** and will check whether they belong to the one person still unaccounted for 2 1/2 years after the luxury liner sank, Italian authorities said on Wednesday. Russel Rebello, an Indian who worked as a waiter on the ship when it hit rocks and sank off the Tuscan coast in January 2012, killing 32 people, is the only victim of the disaster whose body has not yet been found. Rebello's relatives have been informed of the findings on the third deck of the ship, which is due to be broken up for scrap after being towed



from Tuscany to the northern port of Genoa in July. It is also possible that the remains belong to Maria Grazia Treçarichi, whose body was eventually found in the wreck in October last year and whose family has also been told about the new findings, the civil protection authority said. The sinking of the Concordia, a floating hotel as long as three football pitches laid end-to-end, prompted a chaotic night-time evacuation and one of the largest maritime salvage operations in history.

(Reporting by Isla Binnie; Editing by Mark Heinrich – Maritime Global News)

OFFSHORE NEWS

DOF EXTENSION OFF BRAZIL



Norwegian vessel owner DOF's subsidiary Norskan Offshore has secured a charter extension from Brazil's state-owned Petrobras. The platform supply vessel **Skandi Yare** is being taken for a further four years under the extended deal that will kick in immediately on expiry of the current contract later this year.

(Source: Upstream)

BIBBY MAKES INROADS IN SINGAPORE

Bibby Ship Management Singapore has been appointed as the technical and crewing managers for the OSX 2, an FPSO vessel, working in conjunction with overall project managers Tecnomar & Associates. The office has also secured a contract with Global Samson to take over the management of two platform supply vessels, the **Ocean Turquoise 1** and another vessel which is currently being finalised. *(Source: Seaship News)*



MERMAID MARINE TAKES DELIVERY OF AHTS FROM JAYA YARD

Western Australia, headquartered Mermaid Marine Australia (MMA) has taken delivery of the new state-of-the-art anchor handling tug supply (AHTS) **Jaya Majestic**. Built at Jaya's Tuas, Singapore, shipyard, it is the first vessel to be delivered following the acquisition of 100% of Jaya Holdings' subsidiaries by MMA earlier this year. The deal saw MMA take over Jaya's fleet of 27 offshore service vessels and its two shipyards (one in Singapore and one in Batam, Indonesia) which had six high spec vessels in the pipeline. "**Jaya Majestic** is one of our most sophisticated vessels and delivers on MMA's strategy to increase exposure to high specification vessel classes," said Mr. Jeffrey Weber, Managing Director of MMA. "The delivery of **Jaya Majestic** is testament to the company's technical competence in shipbuilding, which allows us to optimize our fleet to meet our clients' current and emerging marine requirements." The Singapore flagged **Jaya Majestic** is a sophisticated AHTS ideally suited to supporting jack-up and semi-submersible rigs, Floating Production Storage Offloading facilities (FPSOs) and offshore construction spreads. The 12,070 BHP vessel is equipped with a Rolls-Royce



Marine deck package, including a 300 tonne line pull winch, and achieved 160 tons continuous bollard pull at sea trials. The vessel is fitted out with modern accommodations for 46 passengers and crew in single or double cabins. **Jaya Majestic** has a high cargo deadweight of over 3,000 tons for supply operations. The vessel's clear deck area of over 600 square meters is about 20% larger than equivalent vessels in the region, providing customers with extra capacity for rig support. **Jaya Majestic**

features firefighting equipment to FiFi 1 standard and oil dispersant equipment, making it suitable for emergency response. The 78 m vessel has an 18.5 m beam, wider than most comparable ships in the region, giving it enhanced stability. Two bow thrusters and two stern thrusters give excellent station keeping in rough weather or heavy currents, and the vessel is classed to DP2 certification by the American Bureau of Shipping. *(Source: MarineLog)*

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

EASTERN SHIPBUILDING GROUP, INC. DELIVERS THE HOS BLACK FOOT TO HORNBECK OFFSHORE SERVICES, LLC.

Eastern Shipbuilding Group, Inc. is pleased to announce the delivery of the M/V **HOS Black Foot** (Hull 206) to Hornbeck Offshore Services, LLC, ahead of schedule and on budget. The **HOS Black Foot** is Eastern's sixth of ten offshore support vessels under contract and the second vessel designated as the HOSMAX 310 series by Hornbeck Offshore. Each vessel is Diesel-Electric powered, twin Z-drive propelled OSV's. These high-tech vessels feature four Caterpillar 3516C 16-cylinder turbo-charged Tier III diesel generator engines each rated at 1,825 kW at 1,800 rpm. Main propulsion power is provided by two GE Energy furnished Hyundai 2,500 kW 690VAC electric motors driving two Schottel SRP 2020 FP Z-Drives with nozzles rated at 2,500 kW at 1,025 rpm each for a total of 6,704 Hp. Schottel also provides two STT 4 fixed pitch tunnel thrusters rated at 1,180 kW at 1,170 rpm, each with direct coupled Hyundai 690VAC electric motors. GE Energy Power Conversions provides the complete system integrated diesel electric package, including the

propulsion and thruster drives, motors, control systems, DP system, switchboards, motor control centers, automation and navigation/communication electronics. The fully integrated bridge is arranged for increased visibility and features the latest technology in navigation, communication equipment. The HOSMAX 310 Offshore Support Vessels feature the following characteristics: Dimensions: 302'x 64'x 26'; Deadweight Tonnage: 6,144 LT Total Fuel Oil



Capacity: 285,649 USG; Fuel Oil Day-tanks 23,752 USG; Drill Water/Ballast Capacity: 609,227 USG; Potable Water Capacity: 62,538 USG; Liquid Mud Capacity: 21,509 bbl. (10) Tanks; Dry-bulk Mud: 14,347 Cu. ft. (7) Tanks; Methanol Capacity 2,212 bbl. (2) Tanks; Clear Deck Area: 11,137 Sq. ft. The remaining four (4) Offshore Supply Vessels under contract are also designated HOSMAX 310 Offshore Support Vessels. The third of which, the **HOS Black Rock** (Hull 207) launched on Friday, March 28, 2014 and the fourth, the **HOS Black Watch** (Hull 208) launched Friday, June 6, 2014. Both are scheduled for delivery in 2014. All ten of the HOSMAX Offshore Supply Vessels under contract are USCG, ABS Classed A1, Offshore Support Vessel and Ocean Service, Loadline, AAMS, ACCU, Circle E, DPDS-2 with additional ABS Class notations UWILD, ENVIRO, FFV-1 and certified under SOLAS/IMO. Additionally, HOS has contracted with Eastern for two (2) HOSMAX 310ES Multi-Purpose Supply Vessels (MPSV's) with accommodations for 73 persons, a 250MT subsea crane, moon pool, helideck and two (2) ROV/LARS units. The two HOSMAX 310ES Multi-Purpose Platform Supply Vessels are to be ABS Classed Hull and Machinery, Oceans Service and reviewed for the United States Coast Guard under the Alternate Compliance Program (ACP 2-95) with the following Class Notations, A1, AAMS, ACCU, DPDS-2, UWILD, FFV-1, Circle E, Offshore Support Vessel (HNLS, HDC, HLC), GP, RRDA, HELIDK, ENVIRO, CRC, SPS (Special Purpose Ship), and certified under SOLAS/IMO. Eastern Shipbuilding is very pleased to be a part of the Hornbeck Offshore mission to be the Company of Choice for its customers, employees and investors as the vessels that we construct for them are launched and subsequently delivered into service. Hornbeck Offshore Services, Inc. is a leading provider of technologically advanced, new generation offshore service vessels primarily in the U.S. Gulf of Mexico and Latin America. Hornbeck Offshore currently owns a fleet of 60 vessels primarily serving the energy industry. (*Press Release Eastern Shipbuilding*)

EZRA SUBSEA DIVISION BOOKS CONTRACTS WORTH \$110 MILLION

Singapore headquartered Ezra Holdings Limited reports that its Subsea Services division, EMAS AMC, has been awarded several projects around the world worth close to US\$110 million, including options. The scope of work includes the transportation and installation of subsea structures in Africa, inspection, maintenance and repair work in the Gulf of Mexico, as well as support services for a deepwater project with an oil major in the Asia Pacific. "I am very pleased and encouraged that EMAS AMC has continued its winning momentum globally," said Mr Lionel Lee, Ezra's Group CEO and Managing Director. "This comes on the back of successive operationally profitable quarters and



as our extensive global client base is steadily endorsing our subsea capabilities, I am confident that EMAS AMC's business will continue to grow in terms of contract value and project complexity in the coming years." The Group recently announced that its 9MFY14 revenue had crossed the US\$1 billion mark due to EMAS AMC's strong operational performance, which in turn had boosted its contribution to overall revenue with an

additional US\$200.6 million compared with the same period last year. *(Source: MarineLog)*

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FUGRO ENCHARGED WITH MH370 SEABED SCANNING

Australia has awarded a contract to Fugro Survey Pty Ltd (Fugro) to conduct a search of the southern Indian Ocean sea floor for missing Malaysia Airlines flight MH370, as announced jointly today by Australia, Malaysia and China.



Fugro will use two vessels, equipped with towed deep water vehicles and carrying expert personnel, to undertake the search operations. The vessels will search the sea floor using side scan sonar, multi-beam echo sounders and video cameras to locate and identify the aircraft debris. Assets are already mobilising with **Fugro Discovery** en route to Perth from the United Kingdom. **Fugro Equator**, currently acquiring bathymetry data in the search area, will be the second search vessel and will be mobilised when the bathymetry work is complete in mid-September. According to Australian Joint

Agency Coordination Centre (JACC), the Malaysian Government has committed to support the joint search effort with four vessels. The *KD Mutiara*, a naval survey ship will be arriving in late August to join the bathymetric survey work. Two vessels equipped with side scan sonar and remotely operated vehicles will be integrated into the overall capability for the underwater search being led by the Australian Transport Safety Bureau. Malaysian naval vessel, *Bunga Mas*, will continue to support the search, as it has since April. The Chinese vessel, the *Zhu Kezhen*, continues to work in the southern Indian Ocean, surveying the sea floor. China has committed to the *Zhu Kezhen* remaining in the search area until mid-September, JACC said. *(Press Release)*

IDUN VIKING OPERATES IN SNS POOL



For a period of several weeks Southern North Sea (SNS) Pool Manager Peterson Den Helder has taken out a temporary charter contract for the platform supply vessel *Idun Viking*. The PSV, owned by Viking Supply Ships, is a VS470 MKII type vessel, built in 2003 as *SBS Stratus* for SBS Marine from Aberdeen. In 2006 SBS Marine became a subsidiary of Viking Supply Ships. *(Source & Photo Paul Schaap)*

DOLPHIN BAGS PACIFIC 3D SEISMIC CONTRACT

Dolphin continues to build back-log in the Pacific region with a recent 3D seismic contract award of approximately 90 days. The contract will start at the end of fourth quarter 2014 for a non-disclosed large independent oil company. Dolphin will utilise one of our modern high-capacity vessels, capable of towing more than 12 seismic cables and with an exceptional transit speed of 17-18 knots, which is a competitive advantage for deep water frontier exploration. *(Press Release)*



VOS DONATION TO GREAT YARMOUTH SEAFARERS

Last week, Evert Maandag, Managing Director Vroon Offshore Services Aberdeen, paid a visit to

Great Yarmouth, where the company operates a small branch office, coordinating local support and recruitment activities. Evert met up with port chaplain, Peter Paine, to reinforce VOS support for a planned refurbishment of the former stevedore centre. The centre, which has been redundant for more than 20 years, is to be converted and updated to provide a social hub and advice centre for the estimated 15,000 seafarers who pass through the port on an annual basis. On



behalf of VOS, Evert presented Rev Paine with a cheque for GBP 2,500 to support the work. In addition, he pledged the company's continuing support and hailed the importance of this service in Great Yarmouth, a busy port on the brink of a windfarm boom. He said, "We believe a port chaplain is an important person and the seafarers' centre is like a safe haven for people of all nationalities and religions to meet, have a coffee, surf the internet and get in touch with their family. That is why we want to support this plan and we are committed to the region and this project." (Source: Vroon)

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CALECORE, N-SEA TEAM UP IN BARENTS SEA SURVEY



Calecore's Offshore Geophysical division has seen a steady increase in demand over the past two years for ROV Survey Services. In June WROV operations were undertaken onboard the **Kommandor Calum** for a project West of Shetland whilst the **Kommandor Stuart** has been undertaking multiple integrated 2DHR, ROV and seabed testing and sampling campaigns offshore Northern Norway. The **Siem Stork** has now replaced the **Kommandor Stuart**. The vessel is

equipped with a new SMD Quasar Work Class ROV and Calegeo supplied Seabed Geotechnical tools. The **Kommandor Stuart** will be heading North with Calecore's geophysical vessel **Kommandor Calum** and Geotechnical Borehole Vessel **Highland Spirit** to begin a multi-year contract in the Russian Arctic. Sarah Cashmore, General Manager of Calesurvey, said: "We are pleased to have our first opportunity to work with sister company N-Sea. and we have complete confidence that all operations will be carried out to our own high standards. We believe this will be the first of many projects, allowing us both to offer additional vessel solutions to our clients." Calecore and N-Sea are backed by a VEP, a Dutch based Private Equity Fund. Calecore is forecasting a strong requirement for integrated Geophysical, ROV, Environment and Geotechnical Offshore Site Investigation Solutions for the next three years delivered from offices and bases in UK, Norway, Singapore and Moscow. *(Press Release)*

WINDFARM NEWS

FUGRO TO UNDERTAKE SURVEYS AT DUDGEON WIND FARM

Fugro EMU Ltd is to undertake a benthic ecology survey at the Dudgeon wind farm location. The company will utilize the survey vessel MV **Ocean Dawn** for the job. The vessel will deploy a benthic grab sampler and drop down video directly to the seabed from the stern of the vessel. In addition, a 2m beam trawl will be deployed at selected locations and will be towed for a distance of approximately 500m on the



seabed at up to ten locations. A five-day survey is scheduled to take place in the period between 11th August and 11th September. Following a successful partnership developing the Sheringham Shoal Offshore Wind Farm off the coast of North Norfolk, Statoil and Statkraft are now working together to develop the Dudgeon Offshore Wind Farm, of which Statoil will be the Operator for both the construction and operational phases. Located 32 km off the coast of North Norfolk, the 402MW wind farm will produce enough electricity for 410,000 homes. The wind farm will feature 67 of Siemens 6MW wind turbines placed on monopiles fixed to the seabed. Earlier last month, the two companies announced the decision to start the construction of the Dudgeon wind farm project while the offshore construction is planned for 2016. *(Source: Offshore WIND)*

FOREWIND HIRES DP GALYNA

Walk-to-Work Offshore Support Accommodation vessel **DP Galyna** was contracted by Forewind for operation and maintenance work to its two meteorological masts on North Sea's Dogger Bank, located approximately 150 km off the east coast of Yorkshire. **DP Galyna** sailed to Great Yarmouth to take on board the technicians of SeaRoc Group for scheduled operation and maintenance of the masts and its instrumentation and proceeded to the offshore location. The vessel's fixed Ampelmann



walk-to-work access system allowed the technicians to board the platforms of both masts in a safe and time efficient way, perform their tasks and enjoy the comfort of **DP Galyna**'s high standard accommodation and catering facilities. Favorable sea and weather conditions contributed to a smooth operation and the required work was accomplished early without any incident or loss of time and within budget. Forewind's two meteorological masts – Dogger

Bank Met Mast East and West – provide essential wind, wave and other weather information, as well as marine traffic data for the Dogger Bank offshore wind energy development. *(Press Release)*

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SECOND DAMEN TWIN AXE FCS 2008 LAUNCHED

At Damen Shipyards Den Helder, the Netherlands, the **Offshore Waddenzee** has been launched. The aluminium catamaran is a Damen Twin Axe Fast Crew Supplier 2008 type vessel, built for Offshore Wind Services, a subsidiary of Workships Contractors from Rotterdam. The 20-metre long catamaran is going to work for offshore contractor Van Oord at the Luchterduinen Offshore



Wind Farm offshore Noordwijk, the Netherlands. *(Source & Photo Paul Schaap)*

YARD NEWS

ANOTHER SUCCESS: SINOPACIFIC'S IN-HOUSE DESIGN SPP17A SECURES COMPANY'S FIRST ORDER FROM MEXICO



Sinopacific Shipbuilding Group (SINOPACIFIC), has recently signed a contract with a Mexican shipping company, Naviera Petrolera Integral S.A. de C.V. for the construction of **3 (three) SPP17A vessels**. All vessels will be built in SINOPACIFIC's Zhejiang Shipyard and are expected to be delivered before the end of 2015. Following that, the new vessels will be used by PEMEX, Mexico's largest governmental owned oil company, in their oil and gas development

projects in the Gulf of Mexico. This is the first time that SINOPACIFIC's own "SP" brand Offshore Support Vessel (OSV-Offshore Support Vessel, including PSV-Platform Support Vessel) has entered the Mexican market; another new success for "SP" brand OSV shortly after its first new-building deal from the Singaporean market. Mexico has been called as "the country floating in a sea of oil". Entering a major market for oil and gas production is of strategic significance for SINOPACIFIC. Founded in 1997, Naviera Petrolera Integral is a dynamic Mexican shipping company. Its Group company, whose history can be dated back to 1987, is also engaged in the shipping business. Since 1998 a new round of fleet renovation has been initiated in Naviera Petrolera Integral, S.A. de C.V. Now it has 33 (thirty three) new vessels, of which 19 (nineteen) are Fast supply vessels (FSVs), occupying a leading share in the global shipping market segment. Busy charter business requires ship-owners to be rigid about the delivery of new-buildings. Sophisticated ship design and experienced manufacturers are necessary to support this strategy. Since its foundation, SINOPACIFIC has attached great attention to its OSV design team, as OSV projects are specially equipped with high-standard hardware and advanced processes. In that regard, Zhejiang Shipyard under SINOPACIFIC, boasts over 20,000 m² indoor slipway that allows smooth shipbuilding process through all the year. SINOPACIFIC, headquartered in Shanghai, has office in Norway as well and is a company with a sophisticated resource management capability for OSV projects. Naviera Petrolera Integral is also satisfied with the design of **SPP17A**. It is a small PSV developed in-house developed by SINOPACIFIC, with an overall length of 61.8m, moulded breadth of 14.0m, moulded depth of 5.8m, deadweight of 1,700mt, design draft of 4.3m, and accommodation for 24 persons. SPP17A employs a very efficient and fuel low consumption electric propulsion system DP2 and due to in-depth optimization of its dimensions, equipment arrangement, cabin layout, and structural design, it achieves excellent performance in terms of design parameters, stowage, ease of operation, comfort, and deadweight. This design has previously received many orders from European ship-owners. "SP" brand is designed by Shanghai Design Associates (SDA), a branch of SINOPACIFIC specializing in Offshore Supply Vessels design. SPA80, the earliest product, was China's first self-designed advanced AHTS. Its comprehensive technical indicators were of world-class level. In terms of PSV ship design, SDA has successfully designed small, medium, and large ships, of which SPP35 has been named as one of the best medium-sized multifunctional PSV in the world. Its performance in safety,

operational efficiency, and environmental protection has achieved world leading standards. (*Source: Sinopacific*)

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SAPURA ÔNIX' LAUNCHED AT ROYAL IHC SHIPYARD

The **Sapura Ônix** was launched at the Royal IHC shipyard in Krimpen aan den IJssel, near Rotterdam on Friday 1st August. She is the third of five identical sister vessels in the order placed with Royal IHC in 2013 by Sapura Navegação Marítima, a joint venture between SapuraKencana and Seadrill. All of the five vessels are being built at their yard in Krimpen aan den IJssel and the order is due to be completed in 2016. The vessels are fully integrated 550t



pipelayers which are completely designed, engineered and built by Royal IHC. They will work in Brazilian waters to develop deep-sea oilfields on behalf of Petrobras. The first vessel, Sapura Diamante, recently started working for Petrobras, three months ahead of schedule. *Additional information:* Length overall 145.9m; Breadth moulded 29.9m; Depth main deck 13m; Draught (operational) 7.2m; Draught (max) 8.3m; Deadweight (operational) 7,025t; Deadweight (max) 10,070t; Accommodation 120 people

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Last week there have been new updates posted:

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.](#)

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

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