Tugs Towing & Offshore Newsletter

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

TUGS & TOWING NEWS

OIL PAINTING ON COTTON

Here is seen the latest oil painting from painter Ron Beekhuijsen. The painting 30 x 40 cm on cotton shows the 1941 launched by L. Smit & Zoon – Kinderdijk; Netherlands under yard number 904 for L. Smit & Co's Internationale Sleepdienst Maatschappij tug **Tyne** (Imo 5371648). In the same World War II year 1941 she was seized by the German Kriegsmarine being still under construction and deported unfinished. On the 7th July 1944 to the Marinearsenal Gotenhafen; Germany weaponed with two 12.7 mm guns and renamed **Marienburg**. Om the 20th May 1945 taken as was prise by the allied forces; Great Britain and renamed **Extirper**. On the 13th August taken over by the UK Ministry of Shipping – London. On the 29th September repatriated to the original owners L .Smit & Co – Rotterdam and named **Tyne** again. In December 1968 sold to Luzon Stevedoring Corp. – Manilla; Philippines and renamed **Stanford**. On the 5th January 1975 she run aground on the Tubbataha Riffs and CTL scrapped on site. She had a length of 43.15 mtrs a beam of 8.23 mtrs and a depth of 4.19 mtrs. The tug had a 2 stroke 7 cylinder Burmeister & Wain type 735VF62 diesel engine of 1,350 ihp. *(Painting Ron Beekhuijsen)*

AHT BEVER NEWS

After 1 year of working in the Irish Sea assisting the jack up rig *Sea Jack* on the Gwynt Y Mor project, AHT **Bever** returns on the end of May back to the North Sea. She carried out a few rig moves, towed the loaded coaster *Vanguard* from Saint Nazaire to Avonmouth and assist *Sea Jack* again in the Irish Sea for a short period on a RWE project. On the way back, she picked up the barge *AMT Discoverer* in Eemshaven to Europoort. On the 10th of July she left the port of IJmuiden free running to Aalborg in Denmark contracted by Scaldis. The barge *Dina Launcher* loaded with a topside was towed from Aalborg Øst Havn to location Nord See Ost in the German Bight where heavy lift vessel *Rambiz* discharge the topside. **Bever** delivered *Dina Launcher* back in Aalborg and steamed free running to Holland, took bunkers in IJmuiden and sailed after a few hours again to Mostyn UK chartered by A2Sea to hook up *Sea Jack* for the towage Mostyn – IJmuiden. During perfect weather conditions the jack up rig was delivered in IJmuiden after 5 days. After a few days of mobilisation, a service project has started in the Princess Amalia wind park 15 mile NW of IJmuiden. The AHT **Bever** and tugboat **Neptun 10** carrying out anchor handling and towing duties to shift *Sea Jack* to various locations in the field. Contract manager for AHT **Bever** is Dutch Marine Contractors based on the Silodam in Amsterdam. *(Source & Photo: Master Thijs Viegers)*

BHAGWAN MARINE TAKES DELIVERY OF DAMEN ASD 2310

Australia's Bhagwan Marine recently took delivery of a new Damen ASD 2310 just two months after contract signing. The tug, named **Bhagwan Pride**, will kick off her duties by performing operations at an LNG development off the coast of Western Australia. The Damen ASD 2310 is a mainstay of coastal and harbour towing and push-pull operations. The **Bhagwan Pride** has an ahead bollard pull of 48.7 ton and 46.5 ton astern – the total output of 3,000bkW provided by two Caterpillar 3512C TA engines. She will be mobilised for towing barges loaded with

equipment for a coastal LNG development that is situated near the Barrow Island Marine Park. Due to the LNG development's close proximity to Barrow Island, Damen was also involved in compliance with strict environmental regulations. This environmentally vulnerable area is home to a diverse range of marine flora and fauna unique to Australian waters. "Before we delivered the tug, we had to get the hull checked to ensure we weren't inadvertently importing in any alien species to this delicate marine environment," explains Damen Area Director Asia-Pacific Roland Briene. The Bhagwan Pride was constructed in China at Damen Shipyards Changde with only minor modifications. "To set the vessel up for Australian waters we had to make a few changes," says Mr Briene. "These involved local standards of safety and electrical systems." The delivery of the **Bhagwan Pride** follows the **Bhagwan Power**, a Damen ASD 2810 delivered last year from Damen Song Cam Shipyard in Vietnam. "These two Damen tugs will now be working side by side on the same project," continues Mr Briene. Based in Western Australia, Bhagwan Marine provides services to the oil & gas and renewables industries with a fleet of more than 100 vessels. "Damen has a good relationship with Bhagwan Marine. With the **Bhagwan Pride**, their fleet now has almost ten Damen vessels. It is the ongoing trust between us that has lead to this current delivery." Damen's Australian Service Hub has been up and running for almost a year now: "These on-the-ground operations really help the continuing support and service we offer our customers after delivery," concludes Mr Briene. *(Press Release Damen)*

WANTED: A GOOD HOME FOR OLD TUG MOUNT MCKAY

Duluth man looks to sell restored 1908 tugboat with Thunder Bay connections. Don Bergholm came by the old tugboat honestly. The Duluth man owns a pier in Superior, Wisconsin where people park boats. Several years ago, someone showed up with two tugboats, leaving the **Mount McKay** sinking in the harbour. Bergholm said he had to save the boat but couldn't find the owner, so he acquired the tug through a sheriff's sale, adding "there I am with an old tug and a lot of work ahead of me." The restoration took over three years to complete, with about eight volunteers working all the time on it.

"The tug was totally scrapped, wire-brushed and painted, the engine was totally gone, it had been re-wired, the galley had been totally re-done so it's been extensive updating on the tug and it's a pretty beautiful boat right now." 'So there the tug is, all done, and we don't have anyone that can use it'- Don Bergholm". The tugboat was built in 1908, and has had a storied history, including a chapter in Thunder Bay. Bergholm said the tug has gone through about five different names in its lifetime, but the latest is the **Mount McKay**. He said the boat was named after the mountain near Thunder Bay. Bergholm said Thunder Bay is the last place the boat operated, pulling logs between the city and a location in Michigan. *The decision to sell the **Mount McKay*** His friend, who was an engineer, died in 2013, and a few months later Bergholm had a heart attack. "I ended up at the hospital, dead on arrival, so it's been a real tough time for me because I lost my engineer and I can't be around anything that has electrical seals in it like generators and stuff so I can't operate the tug either." Bergholm said he spent over $90,000 to restore the tug but he knows he won't recoup all of those costs. Still, he has one condition for the sale. Bergholm will sell it but only if the buyer will take care of the tug. "That really is the first key card. If they're just going to take it and do something with it that's going to ruin it, no, I wouldn't sell it." Bergholm added that the boat is special to him because of the way it looks, saying it's got a perfect tugboat profile and it's set up so it's just like a floating home. *(Source: CBC)*

NYK'S ECO TUGBOAT RECEIVES 2013 MARINE ENGINEERING OF THE YEAR AWARD

Tsubasa, an environment-friendly tugboat owned by Wing Maritime Service Corporation (head office: Yokohama; president: Toshinori Yamashita), an NYK Group company, has been bestowed the 2013 Marine Engineering of the Year award by the Japan Institute of Marine Engineering. On July 30, 2014, a joint awards ceremony was held by three maritime institutes — the Japan Institute of Marine Engineering, the Japan Society of Naval Architects and Ocean Engineering, and the Japan Institute of Navigation. Representatives from the five other companies1 involved in the collaborative development of the tug joined Wing Maritime Service president Toshinori Yamashita to receive the award. From NYK Line, Junichi Iwano, general manager of the company's Technical Group, attended the ceremony. **Tsubasa** is the first tug in Japan to be equipped with a hybrid propulsion system. The vessel's batteries can be charged via electric power from land, thus resulting in a substantial reduction in CO2 emissions. In fact, **Tsubasa** emitted 20 percent less CO2 in port during fiscal 2013. This tug's energy conservation and the resulting reduction in environmental load were highly evaluated by the Japan Institute of Marine Engineering, which is celebrating its 10th anniversary in 2014. The Marine Engineering of the Year designation is a special award that recognizes superior results in technological development in the field of marine engineering and equipment. This is the third award of this kind for the NYK Group, following the 2005 recognition of the car carrier *Lyra Leader* and the 2011 recognition for the innovative air-lubrication systems on the module carriers *Yamato* and *Yamatai*, which are

operated by NYK Bulk & Projects Carrier. The NYK Group is also currently involved in the construction of an LNG-fueled tugboat, as the company continues to make use of the creative solutions emphasized in the company's new medium-term management plan to use energy more efficiently and reduce emissions. *(Source: NYK Line)*

CROWLEY TUGBOAT CREW EXTINGUISHES ALASKA SHORE FIRE

Mariners aboard Sesok take action after a pile of building materials begins to burn. Residents of Pilot Point, Alaska, are thanking the mariners aboard Crowley Maritime Corp.'s tugboat **Sesok** after its crewmembers recently extinguished a dangerous blaze on the shores of the Yukon River fishing village. The **Sesok** crew was conducting a routine petroleum transfer from a fuel barge to onshore storage tanks when a pile of building materials — trusses, foam insulation boards and plywood — caught on fire about 75 feet from the shoreside connection hose, releasing toxic fumes and a thick plume of dark smoke into the air. That's when the tug captain, Crowley's Matt McLain, quickly ordered his crew to suspend operations, muster on deck and follow the company's fire emergency action plan. "Thankfully, we have fire drills aboard the vessel each week," said McLain. "Even though our training is centered around vessel fires, we were able to adapt accordingly and assist the villagers." Some crewmembers used the tug's fire extinguishers to fight the flames, while others led onlookers away from the toxic fumes. The crew also utilized the **Sesok**'s portable water pump to combat the blaze with fresh river water. It took the crew about two hours to fully extinguish the fire. They then safely completed the fuel transfer and sailed to their next destination, as scheduled. "Our job doesn't stop at the boat and barge," said Crowley port Capt. Patrick Burns. "We have a responsibility to keep our communities safe, too. And that's exactly what the crew aboard the **Sesok** did in Pilot Point." The **Sesok** is not the first Crowley tug to assist in a firefight. In 2006, crewmembers aboard the tug **Guard** helped firefighters extinguish a house fire on Washington's Vashon Island. In that incident, because of the rural makeup of the island, the fire department was unable to position its engines as close as they would have liked and

relied heavily on Crowley's assistance from the water. *(Source: Professional Mariner)*

HISTORICAL TUGS IN DEN HELDER

Steamtug **Y 8122** and motortug **Y 8017 Dombo** in Willemsoord Museum Dock in Den Helder, the Netherlands, while participating in the Willemsoord Werfgoed event. Both tugs were built on this former naval yard in 1935/1936 and 1955/1956, respectively. The **Y 8122** has a power output of 115 hp and the **Y 8017** of 200 hp. The 2 cilinder Compound engine of the **Y 8122** dates of 1909. *(Source and photo Paul Schaap)*

PELLA SHIPYARDS'S FUTURE NAVY TUGBOAT PASSED SEA TRIALS

The sea part of the official state acceptance trials of the special purpose tugboat «**Belukha**» of project 16609 (building No 629) that is building under the order Main Administration of the deep water investigations of the Ministry of Defense has successful. During this year the tugboat will be delivered to the State Customer and put into operation within the 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 3,4 m; Speed ab. 12 knots; Bollard pull 49 tones. Class notation KM Arc4 R2 Aut1 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, Fluidmecanica, providing 1383 kN brakes keeping force; towing hook SWL 49 t with quick release devise. The tugboat is also equipped with crane-manipulator HM 6/3 S, Fluidmecanica, with the capacity of up to 7 000 kg (3 000 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)*

RAJANG MAJU'S HANDY SIZE TUG

The Sibu, Sarawak based Rajan Maju Marine Industry yard continues to offer their successful handy size tug available on prompt delivery. The 23.5 by 7.315-meter tug has a single chine 3.048-meter-deep hull. The keel is fabricated from 12 milometer steel plate while the bottom, sides and deck are all nine mm. Propulsion power is provided by a pair of Cummins KTA19-M3 Tier II diesels each producing 447 kW (600 HP) at 1800 RPM. The engines turn 1680 mm four-blade propellers on 6-inch stainless steel shafts through Reintjes WAF364 marine gears with 6.048:1 ratios. A pair of 28 kW generator sets provide electrical power. Accommodations include two single berth cabins for the captain and chief engineer as well as a four-berth crew space. All accommodation areas, including the galley and wheel house, are air conditioned. Thermal insulation is installed on the wheel house ceiling. Fire proof board is used in the wheelhouse, mess room and crew cabin. Deck machinery includes a hydraulic anchor windlass

fitted out with wire and chain and two 360 kg anchors. A 20-ton towing hook is fitted aft of the main cabin. Communication equipment includes an ICOM VHF radio and a Furuno FS-1503 single side band radio as well as three intercom sets, electrical horn, two way walkie talkie and a set of international code flags. Furuno navigation aides include GPS navigator (GP32), 24-mile radar (model 1715), echo sounder (Model FCV-627) and a Daiko N-150 table compass. For a complete list of fire-fighting, emergency and other fittings and equipment please see the attached. *(Source: Alan Haig-Brown)*

ROSMORPORT'S AZOV BASIN BRANCH PERFORMS TOWING OF NEW VESSELS

The Azov Basin Branch tow-tugs **Fanagoriya** and **Dobrynya** are taking part in the towing of the new sea tugs **Alem** and **Jahan**, which were constructed in Turkey, from Azov Seaport to Astrakhan Seaport. According to Rosmorport, the new vessels will be towed along more than 1000 kilometres for almost a week. On their way they will pass the lower part of the Don, Tsimlyanskoye Reservoir and the cascade of hydroelectric complexes of the Volga-Don Seaway Canal. The towing convoy is expected to arrive at Astrakhan Seaport on 14 August. Its destination point is Turkmenbashi Seaport in Turkmenistan. It is for the first time that Azov Basin Branch is performing such a towing operation along the inner waterways of the Russian Federation. Usually the branch performs towing operations at sea. In 2013 the branch conducted 31 sea towing operations. (Source: PortNews)

CHAPLAIN IN RIGHT PLACE TO BLESS NEW CROWLEY TUG

Father Sinclair Oubre is 'vacationing' on **Ocean Sky** when the unexpected call comes. The following is a news release from Doreen Badeaux, president of the Port Arthur International Seafarers' Center: Many of you asked about Father Sinclair (Oubre)'s whereabouts this summer. As most of you know, he saves up his vacation time and goes back to sea as an able-bodied seafarer with the Seafarers' International Union. This year, he was able to sail with Crowley out of Lake Charles on board the **Ocean Sky**. Though that doesn't sound like much of a vacation to most of us, he finds it a great way to get away and get his feet rooted back on the ground. While he was on board, the Crowley office in Houston called. They said they were looking for Father Sinclair because they wanted him to bless a tug of theirs, and they said, "He has even sailed with us at times." I called them back and let them know that not only had he sailed with them before, but that he was currently on board the Crowley **Ocean Sky**. The VP called back laughing and said, "Well how about that? That's the tug we want him to bless!" I told him they would certainly get full service out of Father Sinclair. He had steered the vessel, cleaned toilets like everyone else, painted it, cooked for the guys on board it, and now he would bless it. Just letting you know our local port chaplain is hard at work even in his vacation time, and representing our area very well! *(Source: Professional Mariner)*

NDSQ DELIVERS TWO STAN TUG 1606

Port of Ras Laffan-Qatar Today marked the delivery of 2 x Stan Tug 1606 mooring boats from the NDSQ yard in Ras Laffan to the Port towage operator Nakilat Svitzer Wijsmuller. The vessels will work on a long term charter to Qatar Petroleum and will be part of the ever expanding fleet of NSW vessels in the Port. Still under construction and due for delivery next year are 2 x ASD 2810 tugs and 1 x ASD 3111 tug, the 4th vessel will be an LNG powered and expected delivery 2016 and it will also operate under the NSW flag in the Port of Ras Laffan. The vessels delivered today are of a very high standard showing the quality of what is being produced by NDSQ in Qatar, the vessels were built under the supervision of the NSW Fleet Manager –Ron Mason and his Port Engineering team who support the fleet 24/7 in the port. *(Press Release NDSQ)*

NEW TUG BEING PREPARED FOR WORKING LIFE AT FOWEY

The newest addition to Fowey Harbour is currently undergoing a facelift ahead of its official welcome to the port. The new tug **Svitzer Constance**, pictured, which arrived in the port just over a week ago, is being revamped in the livery of the harbour ahead of an official naming ceremony next month. It will be renamed **Cannis**, after the large rock to be found a mile south of the harbour, and replaces the **Cormilan**, which was seriously damaged in April when it hit rocks while leaving the harbour.

Since then Fowey Harbour Commission had been restricted to using only its remaining tug, Morgawr, limiting the size of vessel the harbour could accommodate. It meant that when American cruise ship Prinsendam arrived in June, a Falmouth tug had to be called on to help. The new £500,000 tug is similar to the **Morgawr**, but slightly bigger. It was built in 1982 and has been in service in Sunderland. The naming ceremony will be on September 19 at 1pm on Albert Quay. *(Source: Cornish Guardian Photo: Shipspotting)*

YESTERYEAR TUGBOAT NANCY MORAN

An oceangoing salvage and rescue tug built at the beginning of Wold War II. This is the **Nancy Moran** – 100 feet long, 1000 horsepower – photographed soon after she was launched, before being outfitted with fenders. She has that clean, gleaming look of a new ship. She had diesel electric power and carried a 13 man crew. The awning rigged over the after deck was used during hot weather. She had high masts to carry the antenna for her radiotelephone. The **Nancy Moran** was sunk shortly after she was built in a collision with the submarine chaser *USS PC-451* off Port Everglades, Florida, December 1941. Amidships at the waterline in this photo of the **Nancy Moran** are her Plimsoll marks, which indicate safe loading limits depending on the time of the year the waters the vessel sail in. When the vessel is at rest, one can tell at a glance whether she is floating on the right mark. The circle with the line bisecting it is the American Bureau of Shipping load line. The topmast line jutting out to the left is the tropical freshwater line; the one below it is the freshwater line. The lines jutting out to the right are, from top to bottom: the tropical, summer and winter saltwater load lines. *(Source: On the Hawser by Steven Lang & Peter H. Spectre)*

ACCIDENTS – SALVAGE NEWS

TUG CAPSIZED OFF ESBJERG – HOW IT HAPPENED

As the great Russian sailing ship *Kruzenshtern* left the Port after taking part in The Tall Ships Races at the weekend, a tugboat sank as a hawser got stuck. Now

the police and the Maritime Accident Investigation Board are investigating what happened. Two tugs towed *Kruzenshtern* out from the dock. At some point one of the tug boats released the hawser which was attached to the ship while the other seemingly did not. This led to the tug being pulled down and toward the sailing ship. As the tug boat took in water, it capsized. Police maritime unit Marsikpol consisting of personnel from the Marine Guard and specially trained police officers stood nearby with a dinghy, as they were responsible for the control of maritime safety during the arrangement. As it was about to go wrong, they sailed the dinghy up against the sinking tug boat, so two of the three crew members on board could jump straight into the dinghy. The third fell into the water, but despite strong undercurrent they managed to get him secured with a line, before he was pulled down. Now South Jutland Police criminal examines part of the case, while the Maritime Accident Investigation Board examines the process in order to find out how to avoid similar situations. The salvage of the tug boat is up the Port. The boat is below 10.3 meters of water with a clearance to the surface of six meters. *(Source: South Jutland Police / Maritime Denmark) (See TT&O issue 50 also)*

LILLY JOHANNE CAPSIZES IN TURKEY

Lilly Johanne, a live fish carrier, capsized in Celiktrans shipyard in Tuzla, Turkey, on August 7, iLaks reports. At the time of the accident, the 50-meter brand-new vessel was undergoing completion works, and was scheduled for delivery next week. The sources close to the matter confirm that the vessel capsized at berth. Aqua Star has reported that the situation is now under control, and that no injuries were reported. Lilly Johanne, a 1,400 dwt live fish carrier launched in January this year, was ordered by Aqua Star, a Norway-based company, for the purpose of farming live fish. Full details of the accident remain to be disclosed, and the yard is investigating into what led to this accident. *(Source: World Maritime News; Photo: Netahaber.com)*

OFFSHORE NEWS

SALE OF "NEW BUILDING 34M MPP SUPPLY UTILITY VESSEL"

Arena Offshore Ltd.-Istanbul is pleased to announce the constuction & delivery of their New building 34m MPP Supply Utility Vessel to the Undisclosed W.African Buyers. Second sister is also under construction. She has a length of 34 mtrs and a beam of 9.40 mtrs. The two Caterpillar engine develops a total output of 2,600 bhp which give her a speed of 13.5 knots. She is classed by Bureau Veritas Hull & Machinery ,UNRESTICTED Navigation A1 Supply Vessel. Further the vessel is built with: · Designed for total 20 man in cabins; · Telescobic Hydraulic Offshore Crane; · Winch 20 tons pull (each drum 500 mt / 30 mm steel wire); · 100 KW Bowthruster; · Stern Roller; · M/E and Bowtruster Aft Control Table in the bridge; · ½ FiFi; · Free Deck Space 125 m2. *(Source: Arena Offshore Ltd.)*

'SEA SURFER' PSV DELIVERED

'**Sea Surfer**', the 10th of twelve platform supply vessels designed by Ulstein for Seatankers/Deep Sea Supply, was delivered from Zhejiang, China, on 18 July 2014. All twelve vessels carry the PX105 design. The vessels are 88.9 metres long and 19 metres in the beam and equipped with a diesel-electric propulsion system. The cargo deck area is approximately 1,000 m2 and the vessels each have a dead weight of 4,500 tonnes. The deliveries from Ulstein also include an extensive equipment package, all power distribution and electric propulsion systems, bridge and communication systems. *(Press Release)*

SUBSEA 7 EXTENDS 'NORMAND SUBSEA' CHARTER

Subsea 7 has declared its option to extend the charter for the construction vessel "**Normand Subsea**",

owned by Norway's Solstad Offshore. The extension is for one year, starting March 2015. This is the second of a total of four yearly options. **Normand Subsea** is an offshore vessel built to perform Inspection, Maintenance and Repair (IMR) works. The 113 m long vessel has a deck area of 700 square meters. It is able to accommodate a crew of 90. The vessel has been on contract with Subsea 7, one of the world's leading contractors in engineering, construction and subsea services to the offshore industry, since its inception, in 2009. *(Source: Offshore Energy Today)*

ESVAGT CLAUDINE CALLED CAPE TOWN

The new built Standby Safety Vessel **Esvagt Claudine** (Imo 9678422) called at Cape Town last week for the first time, where she took bunkers and supplies. The Danish vessel flies the Danish flag with call sign OWXY2. She is owned and managed by Esvagt A/S – Esbjerg; Denmark. She has a grt of 963 tons and a dwt of 647 ton and is classed Bureau Veritas. *(Photo: Aad Noorland)*

'SEA SUPRA' BEGINS WORK IN MEDITERRANEAN SEA

Deep Sea Supply has been awarded a contract for its '**Sea Supra**' platform supply vessel. The company did not reveal the name of the client but said the contract was signed with an international oil company for operation in the Mediterranean Sea. Deep Sea Supply also said that the agreed contract period was for 140 days plus 1 month option. The vessel began the operations Tuesday, August 12. The vessel is 88.9 metres long and 19 metres in the beam and equipped with a diesel-electric propulsion system. The cargo deck area is approximately 1,000 m2 and the vessel has a deadweight of 4,500 tons. It was built in the Zhejiang shipyard in China. *(Source: Offshore Energy Today)*

FARSTAD'S NEW PSV DELIVERED IN VIETNAM

Norway's Farstad has today taken delivery of its latest Platform Supply Vessel. The PSV named **Far Sygna** been delivered from Vard Vung Tau in Vietnam to Farstad Supply AS, a wholly owned subsidiary of Farstad Shipping ASA. Upon arrival in Norway at the end of September, the vessel will start its long-term commitment to Statoil for a firm period of 6 years and 3 x 1 year options. The **Far Sygna**, ordered by Farstad in June 2012, has a total length of 94.5 meters, breadth of 21.0 meters and maximum deadweight is 5,600 tons. *(Source: Farstad)*

PACIFIC FINDER FOR BUNKERS IN CAPE TOWN

The 2011 built Swire Pacific-managed seismic research vessel, **Pacific Finder** (Imo 9548495) (3434-

gt, built 2011) was in Cape Town last week to load bunkers. The ship was designed with 2D and 3D seismic projects using streamer configurations of up to four streamers (four wide tow points) and allowing a variety of acquisition geometries. **Pacific Finder** flies the flag of Indonesia with call sign POFK but is owned and managed out of Singapore. *(Photo: Aad Noorland)*

MAERSK ORDERS FOUR VESSELS FROM COSCO

China's COSCO (Dalian) Shipyard Co., Ltd has secured contracts valued over USD470 million from Maersk Supply Service AS to construct four subsea support vessels. Maersk Supply Service, a Denmark-based provider of marine services to the global oil and gas industry, has also secured options for two additional subsea support vessels. The new vessels are expected to be delivered in 4Q2016 and 1H2017 respectively.

WINDFARM NEWS

BOSKALIS JOINT VENTURE VSMC AWARDED CABLE-LAYING CONTRACT FOR SANDBANK OFFSHORE WIND FARM

Royal Boskalis Westminster N.V. (Boskalis) announces that VSMC, its strategic cable-laying joint venture with VolkerWessels, has been awarded a contract by Sandbank Offshore Windfarm GmbH (a joint venture of energy companies Vattenfall and Stadtwerke München). The scope of work for VSMC includes cable supply, CPS, installation, post lay burial and termination and testing of 76 infield cables. The total contract value to VSMC is EUR 90 million. The project execution is scheduled to start in August 2015 and will be completed by mid 2016. Boskalis' strategy is aimed at benefitting from key macro-economic factors which drive worldwide demand in our markets: expansion of the global economy, increase in energy consumption, global population growth and the challenges that go hand in hand with climate change. This project is closely related to the development of generating renewable energy due to climate change and increasing energy consumption. *(Press Release Boskalis)*

TRAWLERCAT MARINE DEVELOPING TWO IMPROVED W2W VESSEL MODELS

Trawlercat Marine Designs (TMD), a specialised power catamaran design company, officially entered the 2010 UK Carbon Trust OWA competition with a very innovative 20m "North Sea-Cat" vessel design. However, the company has revised its 2010 competition entry design with two new models. The Offshore Wind Accelerator (OWA) competition was initiated by the UK Carbon Trust to encourage and discover innovative new ideas to accelerate the development of the offshore wind industry. As offshore wind farms move further offshore and in order to compensate for the number of non-productive bad weather days, TMD is re-engineering the 20m North Sea-Cat to provide two more production models. The first is a 35m x 12m North Sea

Carbon-Cat (NSC-C) capable of speeds of 40+ knots for up to 30 technicians and equipment. Its foil assisted comfortable high speed will allow it to reach its destination in half the time it would take a similar size aluminium cat. The 35m will be equipped with the latest stabilised "walk to work" (W2W) transfer system. This will allow technicians and their equipment to safely transfer to the wind turbine tower platform in seas with significant wave heights up to 2.5m. It will have a large aft deck for spare parts, major equipment and diving facilities if required. The 35m NSC-C can also transfer work crews to an offshore accommodation vessel and stay on site for weeks at a time working in this mode. This represents a more productive approach especially during the 25 year O&M period and it should help to reduce or maintain the cost of electricity. The second high speed carbon fibre foil assisted model is a 50m x 14m NSC-C. This model comes with all the features of the 35m plus its own accommodation and recreational facilities for up to 30 technicians and a vessel crew of 12. It will have the ability to safely transfer work crews directly to a turbine tower platform using the same W2W transfer system as the 35m and to stay on site for 3 to 4 weeks at a time. The NSC-C's will be manufactured in production moulds using carbon fibre composites. Carbon fibre is ten times stronger than aluminium and less than half its weight. The lighter weight of TMD's Carbon-Cat workboats allows using smaller engines that weigh less and burn 50% less fuel than similar size aluminium cats and still outperform them. Carbon fibre does not rust, corrode or crack and will have low maintenance costs and a longer life cycle. President and CEO of Trawlercat Marine Designs, Captain Graham Pfister said: "The catamaran concept has proven itself to be the most stable workboat for the offshore wind industry but we have included fast acting ballast tanks for increased stability in very rough conditions and for overnight anchoring at sea." He said that his company is close to commercialising the 35m and 50m carbon fibre designs, adding that an input from potential partners is welcome as TMD moves forward to building a 35m prototype. *(Press Release)*

SIEMENS' FIRST SERVICE OPERATION VESSEL SAILING TO NORWAY

The hull of one of Siemens' new service operation vessels (SOVs), which will be used in the O&M phase of the Sandbank offshore wind project, is on its way towards Norwegian Havyard shipyard, where it is supposed to arrive any day now. On July 19, 2014, the hull was launched at the Cemre shipyard in Turkey, reported Ingo Bischof, Siemens' Project Manager for Offshore Service Germany in charge of the implementation of the SOV-based services, who will also be an Operation Manager for one of the wind farms that will be serviced by the new SOVs. In Norway, the engine, hydraulics, electronics, and the entire interior will be fitted into the vessel. After that, the SOV will undergo a number of sea trials before it is officially launched. Testing phase at sea is scheduled to begin in January 2015. "There have been no such vessels for servicing offshore wind power plants so far, only

much smaller ones, so we're really breaking new ground with everything we do," Bischof said. The company will use one of its new SOVs in servicing the Sandbank offshore wind farm, after Vattenfall yesterday ordered 72 of Siemens' 4 MW turbines and contracted it to perform maintenance services on the Sandbank installations for an initial period of five years. DanTysk wind farm, already in an advanced stage of construction, lies only 20 kilometers away from the Sandbank offshore wind farm. Therefore, the SOV will take up position between the Sandbank and DanTysk offshore wind farms, utilizing joint operations to drive down the maintenance costs of both projects. Bischof said: "Even though our SOVs are Comfort Class 2 vessels equipped with an anti-rolling concept to keep the crews from getting seasick and from being assailed by loud engine noise, wellbeing in the often harsh and somewhat unfriendly maritime environment requires much more. "You have to keep in mind that the service teams on the SOVs will remain out at sea for several weeks. So you have to provide an adequate infrastructure on the vessels, from washing machines and a gym to an onboard IT infrastructure that enables the crew to stay in touch with their loved ones on the mainland and to watch the football matches of their favorite teams live." *(Source: Offshore WIND)*

MPI VESSEL TO WORK ON NEW VATTENFALL PROJECT

MPI is pleased to announce that its services in general and its vessel **MPI Adventure** in specific will be employed on the Sandbank Offshore Wind Farm project. The company will perform the offshore transport and installation of all 72 Siemens 4-MW wind turbines, together with a wide range of related services. Vattenfall and Stadtwerke München (Munich City Utilities, SWM) have this week confirmed their commitment to this project, being their second joint offshore wind farm off the German North Sea coast. Sandbank is expected to annually generate 1.4 TWh of renewable electricity, equivalent to the consumption of about 400,000 households. The new wind farm will be built 110 km off the German coast. MPI's involvement in respect of the wind-turbine installation on the Sandbank project is scheduled to commence at the end of the summer of 2016. "The Sandbank project is further testament to Vattenfall's strategy of consistently focusing our growth efforts on the expansion of renewable energy," says Gunnar Groebler, Head of the Renewables Business Unit for Vattenfall's

Continental/UK region. "We know how to work offshore and we see it as a significant building block in the success of the energy transition (Energiewende) in Germany." MPI is therefore pleased to be part of this latest accomplishment by Vattenfall in the form of the Sandbank project. Also for MPI, this opportunity is a significant milestone, as it is the first contract that shows MPI is able to successfully offer a wide range of services (vessel, project management, engineering, etc...) under one generic contract. MPI would like to thank the Sandbank OWF project team for their open and constructive attitude in working towards this positive outcome. MPI is now looking forward to starting the preliminary work on the project and is convinced these preparations will result in a smooth and fruitful execution of the effective offshore turbine installation works in 2016. This will benefit all parties involved as well as the German offshore wind industry in general. *(Press Release MPI)*

LATEST CTRUK NEWS

CTruk's third 20m SWATH (small waterplane area twin hull) is nearing completion and the company is currently organising demos of this innovative advanced FRP composite vessel before she leaves for an imminent contract with leading offshore solutions provider CWind. As you may be aware CTruk's second SWATH, CWind Endurance, has been working since delivery as a crew transfer vessel supporting cable pull in work on Westermost Rough offshore wind farm (as part of CWind'a charter fleet). An image of her on site is attached. Part-owner and skipper Stuart Richardson has received very positive feedback on her crew transfer capability: "We have been operating the SWATH on this 24-hour contract since June [2014] and are seriously impressed. Even in rough seas Endurance gives a smooth ride and is not moving on the turbine ladder. Passengers are commenting that they've not seen anything like it before. When pushing-on to the turbine this boat has the capabilities of a larger vessel but the manoeuvrability of a smaller one with the Rolls-Royce waterjets." Superior comfort & push-on ability with the third

SWATH. With this latest SWATH CTruk has introduced mixed-flow stainless-steel Rolls-Royce waterjets for a targeted 25% increased bollard pull. Coupled with the RR jets' efficiencies it is envisaged that the optimised hull form will also give a boost of around 10% to the already notable fuel efficiency of these composite craft as well as increased speed. *(Press Release CTruk)*

UMOE MANDAL'S VESSEL TO OPERATE ON BORKUM RIFFGRUND

Umoe Wind AS, which owns the first Wave Craft vessel currently under construction at Umoe Mandal AS, has entered into an 8-month contract with DONG Energy on July 17, which would begin in March 2015. The charter includes a possible extension of up to 12 months. The vessel will be operating on the Borkum Riffgrund 1 Offshore Wind Farm in the North Sea, 54 kilometres from DONG Energy's O&M base in Norddeich. Borkum Riffgrund is a major focus area for offshore wind power. Valling Ship Management in Denmark will operate the vessel with Danish crew. The development of the Wave Craft vessel was supported both financially and technically as part of the Carbon Trust's Offshore Wind Accelerator (OWA) Access Competition. Jan Matthiesen, Director Innovation at the Carbon Trust, said: "We are convinced that new innovative solutions, like Wave Craft will provide significant cost savings to the offshore wind industry and we are delighted to see another of the Offshore Wind Accelerator supported concepts reach the market." Umoe Wind AS has decided to procure a second Wave Craft vessel from Umoe Mandal AS. The second vessel will commence construction later this year and will be delivered to Umoe Wind in 2015. *(Press release)*

YARD NEWS

SOVCOMFLOT ORDERS ICEBREAKER TRIO

Arctech Helsinki Shipyard signed a contract for building three icebreaking stand-by vessels for Russia´s largest shipping company Sovcomflot. Vessels will be built for the North East Sakhalin Offshore region oil and gas field where they will serve the operator of Sakhalin-2, Sakhalin Energy Investment Company Ltd. (SEIC). Designing of the icebreaking stand-by vessels will start immediately and the vessels will be delivered between September 2016 and March 2017. The series of the state-of-the-art icebreaking vessels for Sovcomflot includes also one bigger platform supply vessel, which was contracted between Arctech and Sovcomflot in April 2014. The icebreaking stand-by vessels are designed for stand-by and rescue duties and for oil spill recovery. They can also be used as supply vessels for cargo transfer e.g. for low flashpoint fuels. The vessels measure 95 m in length and 22 m in breadth and are based on Aker Arctic concept Aker ARC 121. The four diesel generator engines have the total power of about 20 000 kW and the propulsion power of the vessel is 13 000 kW. The design fulfils demanding requirements set forth by SEIC with a total capacity of 98 persons onboard. "This remarkable order of one + three vessels brings a lot of work to our shipyard

and to the whole maritime cluster. We will also strengthen our organization considerably", says Esko Mustamäki, Managing Director of Arctech Helsinki Shipyard. The vessels will be operating in thick drifting ice for ice management and icebreaking in temperatures as cold as minus 35 C°. The icebreaking capability of the stand-by vessels is extremely high; the vessels are able to proceed independently in 1.5 meter thick ice. The vessels will be outfitted for emergency evacuation, firefighting operations and helicopter operations. The vessels can also act as diving support vessel as they are outfitted with a moon pool. *(Press Release)*

NEVSKY SHIPYARD LAUNCHES MULTIPURPOSE SALVAGE VESSEL SPASATEL DEMIDOV

On August 12, 2014, the launching ceremony of the fourth multipurpose salvage vessel "**Spasatel Demidov**", yard number 704, capacity 4 MW, project MPSV07 took place at Nevsky Shipyard's slipway, IAA PortNews journalist reports. The construction of the vessel is carried out in

accordance with State Contract for the Federal Marine and River Transport Agency and for the Direction of State Contractor of Marine Transport Development Program. The project is developed by Marine Engineering Bureau-Design-SPb, JSC. *General data:* Length overall, about, 73,0 m; Breadth on DWL, 15,5m; Draft, max.,5,1 m; Deadweight at maximum draft, about 1171 t; Maximum capacity (not less) 2x2000 kW; Maximum speed, 15knots. Class of Russian Maritime Register of Shipping: KM Arc 5 1 AUT1-ICS OMBO FF3WS DYNPOS-2 EPP Salvage ship. The vessel is intended for rescue and salvage operations, providing technical support and assistance to vessels in distress, and towing ships and offshore structures in ice and in open water. The technical capabilities allow to re-float vessels that have run aground or are reef damaged, pump water from flooded compartments, tow emergency vessels to a place of refuge, search, rescue, evacuate and accommodate of people, as well as support underwater diving works to depth up to 300 m, and survey the sea bottom and damaged objects at depths up to 1,000 m. The vessel has the capacity to extinguish burning fuel on water, extinguish fires on floating and coastal objects, and clear up oil spills and oil products, including those with flashpoint below 60 °C. The representatives of the Customer, Russian Maritime Register of Shipping, contracting and design organizations, equipment and materials suppliers, the mass media participated in the ceremony. Nevsky Shipyard, LLC is located 40 km away from Saint-Petersburg in the town of Schliesselburg on the left bank of the river Neva. The Shipyard is one of the oldest enterprises of water transport in the northwest of Russia which started its shipbuilding activity since 1952. Nowadays the Shipyard builds sea and river vessels of various types and purposes and carries out all kinds of ship repair works. The slipway for vessels rising allows to launch and lift for repairs the vessels up to 140 meters long and dock weight up to 3000 tons. *(Source: Port News)*

DAMEN SEA AXE SUPPORT VESSEL ARRIVES AT OCEANIA MARINE SHIPYARDS FOR MAJOR UPGRADE

EVO partners, Diverse Projects (as owners representatives) and Oceania Marine Shipyards have been selected by vessel owners for this major project. The 51.30m **Umbra** is the second Sea Axe vessel built by the Dutch Damen Shipyards Group and has been slipped at Oceania Marine's North Shipyard in Port Whangarei, New Zealand for major upgrades. The aptly named vessel was launched in 2010 and is in the Pacific for support vessel services. The project is scheduled to be completed within the next three months and includes, a two metre addition to the stern, fitting of helicopter deck and all equipment and infrastructure supporting helicopter operations. At the same time a full exterior repaint in owners colours and vessel survey requirements will be done. Oceania Marine's Brent Charlesworth is Project Manager and explains: "We are working to a very tight schedule and have a lot to do within the timeframe. As a consequence we have put together a work team involving our best workers, sub-contractors and suppliers available from within Port Whangarei." The vessel has been transferred from the hardstand into Refit/Paint Shed C where she will stay for the duration of the project. Crew and owners representatives have made themselves comfortable in the newly upgraded crew amenity and work areas with direct access at deck level. *(Source: EVO)*

MARIN TEKNIKK TO DELIVER DESIGN FOR 4 NEW MT6027 VESSELS FOR MAERSK SUPPLY SERVICE A/S

For more than 10 months ago Marin Teknikk entered an agreement with Maersk Supply Service A/S (MSS) in Copenhagen about designing and development of a Subsea Support project, following MSS plans for renewal of their fleet for Oil and Gas industry, including the renewable energy offshore sector. Marin Teknikk has now entered an agreement with the Chinese company Cosco (Dalian) Shipyards Co. Ltd. (CS) about delivery of Design and Engineering for four large Multi-functional Subsea Support vessels plus options for an additional pair of vessels. The vessels are of the **MT6027** design and will be arranged for cable laying and umbilical's, as well as cranes for subsea projects. The **MT6027-design** vessels will have a length of 138 metres, a beam of 27 metres and have a deadweight of 8,000t. Features of the DP3-rated vessels include 1,925 sq. metres of free deck space, accommodation for 120 people (all in one-man cabins) and a 400t AHC crane, rated for operations in water depths of up to 3,000 metres. The vessels will also have the option to install an under deck carousel for 3,000t of product plus be configured for a 275t vertical lay tower over the deck of the moon pool. Delivery of the first of the Marin Teknikk-designed vessels is expected to take place in the fourth quarter of 2016, and the last one in third quarter 2017. Cosco (Dalian) Shipyard has earlier delivered merchant vessels and vessels for the Oil and Gas Industry in USA and Europe. Marin Teknikk is very pleased to sign this contract. This is a project we have been working with for a long time and clearly confirm our position as one of the leading designers of advanced Subsea Support vessels. We have lately designed several vessels in this category, the latest ones to Olympic Shipping and Rem Offshore. Included in the agreement is a large scope of deliveries from European and Norwegian sub-suppliers. This contract will be a solid contribution to secure work into 2016. Marin Teknikk's head office is situated in Herøy Municipal in Sunnmøre, Norway, and has approx. 60 employees. In addition we have offices in Szczecin and Gdansk in Poland with approx. 40 engineers. *(Source; Marin Teknikk)*

WEBSITE NEWS

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

   - Boskalis posts record profit in first half year
   - 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”.

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