



TUGS & TOWING NEWS

THREE ON TRANSPORT ON THE HAPPY BUCCANEER



On the 25th August the *Happy Buccaneer* finally departed from Rotterdam with three (not two as earlier published and seen) Kotugs Rotortug design tugs **RT Champion**, **RT Leader** and the **RT Tasman** on her deck. It is reported that the three tug been contracted for work in the Far East. The company of the tug will published a press release at the end of September regarding the contract. As in the Tug Towing & Offshore Newsletter issue 54 reported tugboats mentioned details of the **RT**

Champion and **RT Leader** we now have the details of the **RT Tasman** (Imo 9556909) built in 2011 by ASL Shipyard Pte. Ltd. – Singapore under number 892. She is a RT80-32 design tug with a length of 29.00 mtrs and a beam of 12.00 mtrs. The three Niiagata 6L28 HX engines develops a bollard pull og 80 tons. *(Photo: Frits Janse)*

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HISTORIAN SEEKS TO BRING HOME PARTS FROM WWII-ERA DELAND TUGBOAT

The U.S. Navy has rejected a request for help in bringing some 20 tons of World War II-era military

history back to its birthplace, but Dan Friend, leader of the DeLand Army Tugboat Preservation Group, isn't giving up. Friend, a historian and former DeLand High School history teacher, contacted the Navy through U.S. Sen. Bill Nelson's office earlier this year to request help in bringing home the guts of a U.S. Army tugboat built on the shores of Lake Beresford. However, he recently received a copy of a letter from Vice Admiral W. H. Hilarides denying the group's



request because it's a private organization. "This letter indicated appreciation for what we are trying to do but denied our request based on the fact that the U.S. Navy has 'no statutory authority to transport private property for private entities,' " Friend said. He is considering asking the city of DeLand, which is a public entity, to make a request on the group's behalf. The parts would come from **ST-479**, or "**Tiger**," (*red: sold in 1948 as Mico, Tiger 1988*) an 86-foot-long workhorse that likely saw action during the invasion of Normandy, according to Friend's research. It was one of more than 30 boats produced at the Beresford Boatworks during the war, out of some 700 in total built around the country. More than 300 people worked at the Boatworks between 1943 and 1945. The factory was operated by the American Machinery Corp., one of a handful of companies that built tugboats for the U.S. Army during the war. The boats were widely assumed to have been used only in internal U.S. waters, but over the past couple of years, Friend has uncovered evidence that many saw action in Europe during the war. The tugs met varied fates after the war. "Tiger" eventually ended up in Sweden under private ownership. The boat's current owners intend to convert its hull into a houseboat, but have offered to give the boat's innards — including the original Clark diesel engine — for free to Friend, though not including the cost of shipping. If all else fails, Friend said he's been getting some quotes on what it would take for the group to have the boat parts shipped from Sweden to the United States. While he initially thought the move would cost more than \$10,000, after doing more research, he now estimates the parts could be moved for \$4,000 or less. "We'd have other costs — getting the bits to the container, careful packing, and shipment from the Florida coast to DeLand," he said, adding that, if needed, \$4,000 is not an insurmountable amount for the group to raise itself. (*Source: Daytona Beach News Journal; Photo: John Higgins*) *A DeLand-built tugboat, ST-479, likely saw action during the D-Day invasion in World War II and is shown recently docked in Stockholm, Sweden.*

MCALLISTER - A TOUCH OF MAGIC (FINAL PART)

When Marine Log made its way over to McAllister's headquarters in Battery Park—a mere five-minute walk from our own offices—we were surprised to learn that magician Harry Houdini had enlisted the help of McAllister back in 1914. As the story goes, Houdini was forbidden to perform his Underwater Box Escape act off of the piers, so he used a McAllister tug, invited the press on board and performed the act on July 15, 1914 off of Battery Park. The act involved his hands being cuffed and his legs shackled. Once Houdini was in, the box was closed and nailed shut, rope was tied around it and it was weighed down before being lowered into the river. According to a 1914 New York Times article, Houdini was thrown into the water from the tug **J.A. McAllister**. The Times



reports that 15,000 came to watch Houdini perform the stunt off of Battery Park, where he reappeared on the surface of the water in a minute. *Resiliency in the Face of Adversity*: McAllister's legacy will be in the next generation—not only of McAllisters but of future mariners as well. The company is involved in both the PVA (Passenger Vessel Association) and AWO (American Waterways Operators). It is also a co-sponsor, along with Morty Bouchard, for the Cafeteria at SUNY Maritime, Fort Schuyler, Bronx, NY. As the McAllisters put it, they want to invest in the industry's future labor force. "We want to be here for the long haul." Captain Brian is SUNY Maritime alumni. As Buckley told our Marine Log audience, "resilience is the ability to both endure adversity and recover from a disabling event." For McAllister Transportation and Towing, its trajectory hasn't been easy. Throughout its 150-year history, it has faced

trying times, but its real character shows in how the company manages to remain afloat in spite of what storm comes its way. (Source: *MarineLog*)

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UP TO 30 TUGBOATS EXPECTED IN MIDLAND FOR TUGFEST

Official says annual event similar to antique, classic boat show. About 20 years ago, Paul Gaynor was your typical man's man looking for a hobby. It was a beat-up old tugboat that caught his eye. "It was just big and dirty. It was a manly man's boat," he said of the big, blue tug he has been restoring ever since. "I like working with my hands. It was a pile of junk when I bought it." Over the years, his 32-metre, steel boat has turned from a hobby into part of an annual celebration of all things tug. Tugfest floats into town this Friday and Saturday. Gaynor, a committee member for the annual festival, compares it to an antique classic boat show. Organizers expect 27 to 30 boats at the Midland town dock this year. About 25 of those are "metal or wood ... or reconstructed," Gaynor said. "It's a bit of history. They're all really old; they all had a work life." Along with these, a variety of hobby tugs will be at the festival. These are Nordic or Ranger tugboats made of fibreglass that people can order out of catalogues. Some of the boats are designed with a period in mind. Gaynor's own tug has a 1930s flare inside, he said. Others look like they came straight from work, whether they are retired or not, and

are covered with fire axes, hoses and radar equipment. The **Cove Isle** is one of those – a 20-metre coastguard boat that maintains the buoy system in Georgian Bay. Organizers are hoping it will stop by the festivities. It is these boats that will race each other during the festival, as well as parade through Midland Bay while covered in lights during a sunset ceremony. In a separate event, homemade tugboats will race past the main dock – if they can avoid sinking. Some tugs will



also compete to see which can push the most weight. “It’s like the strongman hammer at the circus,” Gaynor explained. And in between public tours of the boats, there will be children’s activities on the dock, including an appearance by Bobby the Boat. Tugfest – along with ArtWalk, which happens the same weekend – regularly draws 5,000 to 7,000 people. Gaynor said organizers also want to do more to draw in boat captains to keep them interested in participating each year. The “strongman” event was partly created for that purpose. Organizers will also take captains on day trips to tour the SS Keewatin in Port McNicoll. Tugboater and committee member Bob Corrigan started the event by paying for everything out of his own pocket, noted Gaynor. It did not take long for the Town of Midland to get involved, though. Tugfest organizers are grateful to the town for encouraging the event. “Midland jumped all over it,” Gaynor said. “Midland is the ideal bay to do it on. It’s got the best dock and spectator viewing area.” Although Tugfest originally started in Parry Sound, Gaynor said the space it used was “too confined.” Other locales, such as Owen Sound, are “too narrow,” so the events would take place too far out on the water for spectators to see very well. “Midland has been fabulous in terms of supporting us. It makes us want to come back,” he said. *(Source: Midland Mirror; Story by Jenni Dunning)*

MAIDEN TOWAGE EDDY TUG 30-65



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TUG designs are made to live up to all these requirements, without compromise. She is seen on the youtube movie for her first maiden towage job on the 22nd August 2014. [click here](#)

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MARO & ROMA DEPARTED



Last week the two sisters departed from Rotterdam; Netherlands. **Maro** and **Roma** finally departed for West Africa on the 21st August morning from the Caland jetty to the North Sea. The two are bound for Port Point Noire the Republic of Congo. *(Photo: Jan Oosterboer)*

CUSTOMS SEIZES HARBOR STAR TUGBOAT

The Bureau of Customs (BoC) has ordered the seizure of an imported tugboat owned by Harbor Star Shipping Services Inc for alleged misdeclaration. In a disclosure to the Philippine Stock Exchange, Harbor Star Shipping Services Inc said it received the seizure notice for MT **Propus** from the BoC on Wednesday. "It is the position of Harbor Star that the seizure order is null and void since it paid the proper duties and taxes on said importation as evidenced by the Certificate of Conversion dated 28 May 2014 authorizing the clearance of said tugboat," Harbor Star said. "Furthermore, there is no pending assessment for additional taxes that should merit the issuance of said seizure order," it added. The seizure of MT **Propus** – a 1982 built tugboat with a gross registered tonnage of 157.89 – will not have a material impact on Harbor Star's operations, the listed company said. Harbor Star, which raised P341.41 million from an initial public offering last year, services 12 base ports in the Philippines, including the Manila International Container Terminal, as well as the ports of Bataan,

Batangas, Cagayan de Oro, and Davao. Harbor Star's net income rose 76 percent to P90.83 million in the first half from P51.51 million a year ago due to higher service income and lower interest expense. *(Source: Interaksyon)*



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CROWLEY TUG PARTICIPATES IN BLACKOUT TEST WITH ULTRA-DEEPWATER, SEMISUBMERSIBLE NOBLE JIM DAY RIG IN U.S. GULF OF MEXICO



Once again displaying their diversity for use in the domestic petroleum industry, one of Crowley's four ocean class tugs, **Ocean Sky**, recently provided back-up station-keeping and holdback services during a routine blackout test of ultra-deepwater, semisubmersible oil rig **Noble Jim Day**. This Shell-leased, Noble-owned rig is currently operating in about 9,600 feet of water in the 508 section of Walker Ridge as part of the Stones Prospect. As part of routine blackout testing, Crowley was contracted to have the **Ocean Sky** connect its tow line to the rig, which itself has DP3 technology. The tug's connection was to serve as a contingency in the event the rig required additional assistance, which it did not during the 12-hour drill. "These tugs have performed above and beyond each time they've been contracted," said

Tommy Crosby, manager, sales and marketing, for Crowley’s solutions group. “During this drill, we were able to demonstrate yet another feature of these ocean class tugs – tug holding position during stand by operations. These four tugs have repeatedly performed to the expectations of their build including salvage, heavy-lift barge towing, ocean towing and positioning of offshore structures, and standby and response in the Gulf of Mexico during Loop Current features and hurricane contingency planning.” Crowley’s ocean class tugs are modern ocean towing twin-screw vessels with controllable pitch propellers (CPP) in nozzles, high-lift rudders and more than 147 MT bollard pull. The first two ocean class vessels, the Ocean Wave and Ocean Wind, are classed as Dynamic Positioning 1 (DP1) tugboats and are twin-screw tugs with an overall length of 146 ft., beam of 46 ft., hull depth of 25 ft. and design draft of 21 ft. The second two tugs of the class, Ocean Sky and Ocean Sun, are classed as DP2 and are 10 feet longer. All four vessels are capable of rig moves, platform and Floating Production, Storage and Offloading (FPSO) unit tows, emergency response, salvage support and firefighting. Crowley’s solutions group encompasses ocean towing along with several of the company’s other essential business functions – project management for the energy and resource extraction industries; marine salvage, wreck removal and emergency response; heavy lift barge transportation; commercial ship management; marine engineering, naval architecture and construction management; remote fuel management; project concept study development and government services. With main offices, equipment depots and vessel homeports in Jacksonville, Fla.; Houston, Texas; Seattle, Wash.; and New Orleans and Lake Charles, La.; supplemented by those the company has internationally, Crowley is positioned to respond to variety of maritime projects around the globe quickly, efficiently and most importantly – safely. To learn more about Crowley’s solutions group, please visit: www.crowley.com/solutions. *(Press Release)*

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SVITZER MALTBY



Another Svitzer tug was spotted during last week. Up on the Clyde from Liverpool to provide drydock cover for a few weeks is the **Svitzer Milford**'s sister tug the **Svitzer Maltby**. (Imo 9324784). She is built in 2005 by Baltija Shipbuilding Yard JSC - Klaipeda under yard number 712 a subsidiary of Odense Steel Shipyard Group and delivered A/S Em.Z. Svitzer – Copenhagen; Denmark and managed by Svitzer Marine Ltd – Middlesbrough. UK with call sign MKTS3. *(Source: Tommy Bryceland, Scotland)*

SVITZER ESTON PICTURED

Tommy Bryceland's superintendent Lawrie White was out at the Damen yard in Vietnam last week checking over a couple of tugs doing trials before coming to Svitzer UK. The attached pic is the **Svitzer Eston** and was taken on his phone I think. Her sister the **Svitzer Bargate** was also nearby. Im trying to get a pic of her and better pics of both. *(Source: Tommy Bryceland, Scotland)*



AYTON CROSS RETURNS FROM DRY DOCKING



Being in drydock means I am on the "other" side of the dock that does not have public access. I got our **Ayton Cross** (Imo 9206956) as she returned to base last week from the "other" side. The Ayton Cross was built in 2000 by Astilleros Zamacona SA – Bilbao; Spain under yard number 488. She was ordered by Cory Towage and delivered to Wijsmuller Marine Ltd – Middlesbrough. In 2004 she was transferred to Roda Bolaget A/B – Gothenburg and managed by Svitzer Marine Ltd – Middlesbrough, UK. In 2005 transferred to Svitzer Marine

Ltd. – Middlesbrough. *(Source: Tommy Bryceland, Scotland)*

YESTERYEAR TUG CROW

The huge flag and gleaming upperworks of the **Crow** are indications of the pride of her owner and crew. So, too, are the painstakingly painted imitation woodgrain of the steel house and the neatness of the bow fender. The **Crow** was undoubtedly new when this photograph was taken, but judging from the pride exuded by the fellow peering from the after porthole, it will be many years, if ever, before she will be neglected. The **Crow's** long profile is typical of the design used on the New York State Barge Canal. She was built in 1938 before the advent of the hydraulic wheelhouse, so her pilot would have some difficulty seeing over a high tow. She is 70 feet between perpendiculars and has a modest 450 horsepower engine. Of the two stacks, only one is used for exhaust; the other serves as an air intake. The two towing lights on the **Crow's** mast indicate she is used almost exclusively to push or side tow; tugs that tow astern carry three lights. The numbers on the sidelight board are the

Crow's New York State Barge Canal registry numbers. One wonders about the lifeboat carried on the boat deck. The reduced clearances along the canal required folding lifeboat davits, and given the short distances to shore. It seems that many designers dispensed with davits altogether. There aren't any davits to lower her away. *(Source: On the Hawser by Steven Lang & Peter H. Spectre)*



ACCIDENTS – SALVAGE NEWS

GIGLIO COUNCIL WANTS PLATFORM AS ARTIFICIAL REEF



The municipal council of Giglio voted to leave the huge underwater platforms which were used for the parbuckling project behind and thus create an artificial reef. This vote goes against the decision of the Italian Ministry of Environment, which announced plans to destroy the six platforms that have ensured the stability of the ship. The people on the island hope to see a rapid colonization of this structure with shellfish and fish. They regard it as a means to revive the main activity on

the island and attract divers. An expert in marine biology, Giandomenico Ardizzone said that the structures will soon be covered with algae and fish. A spokesman for the Ministry of Environment says the government has not changed its position. *(Source: Vesseltracker)*

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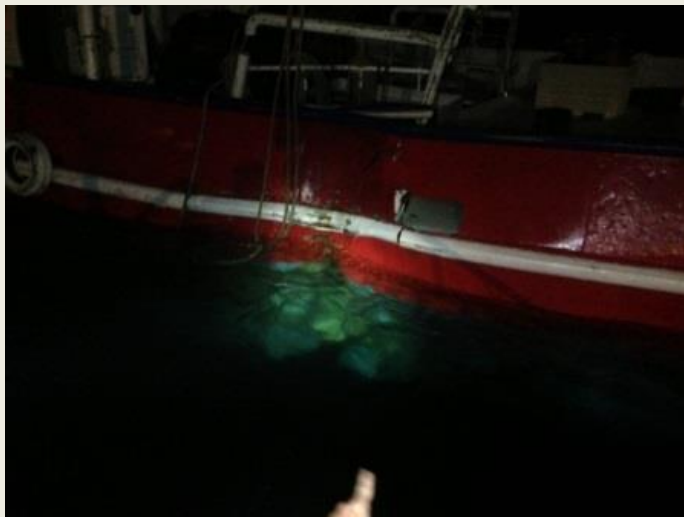
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COAST GUARD RESCUES 3 SOUTH OF PASCAGOULA AFTER SHRIMP BOAT, SUPPLY SHIP COLLIDE

The Coast Guard rescued 3 people Sunday night after a shrimping boat and a supply vessel collided about 8 miles south of Pascagoula. Watchstanders at Coast Guard Sector Mobile received a hailing mayday at 10:40 p.m. from a 74-foot shrimping vessel and the vessel reported colliding with a 130-foot offshore supply vessel, the **Gloria May**. All three crew on board the shrimper successfully entered into their life raft and were subsequently picked up by the **Gloria May**. Boatcrews from



Marine Traffic & USCG)

Coast Guard Station Pascagoula responded in a 45-foot Response Boat-Medium to provide assistance. The shrimping vessel has sustained significant damage and has approximately 10,000 gallons of diesel and 200 gallons of oil on board. The Gloria May reported minimal damage and no injuries have been reported from either vessel. "The cause of the collision has yet to be determined, however, the Coast Guard will begin an immediate investigation," said Lt. j.g. Bradley Parker. The Coast Guard is investigating the cause of the incident. *(Source: Gulf Live; Photo:*

OFFSHORE NEWS

NUMBER OF PX121 PSV DESIGNS SOLD REACHES 30

Ulstein Group has reported that due to company's latest ship design contract for Wuchang Shipbuilding and Otto Offshore, the total number of **PX121 PSV** designs have reached 30. The first vessels of this design started operations in 2012. The vessels are medium-sized platform supply vessels (PSVs), and have received excellent feedback due to a favourable combination of fuel-efficiency and load capacity. Feedback from one of the ship owners states that, "The **PX121** vessel is part of the new generation of PSVs and offers, especially in harsher environments, a unique combination of world class client service delivery, high efficiency and impressive crew comfort." The first **PX121** designed vessels were constructed at Ulstein Verft. "Ulstein Group has close to 100 years of shipbuilding experience. Also, Ulstein Group has ownership interests in, and shipping expertise from, vessels delivered by our yard, Ulstein Verft," comments Tore Ulstein, deputy CEO

and Head of Markets and Innovations in Ulstein Group, continuing: “Our design success can in some ways be explained by having our own yard, at which the prototypes, such as the **PX121s**, are constructed. We can bring customers in, demonstrating the complete innovation cycle on-site, from concept drawings till state-of-the-art offshore vessels. Our professional team work continuously in developing our designs and solutions for the future, in close dialogue and cooperation with ship owners, suppliers, classification societies and state authorities.” *(Press Release)*



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SIEM OFFSHORE SELLS TWO OSCVs



Norway's Siem Offshore has entered into an agreement with Daya Materials Bhd. for the sale of the two 2013-built Offshore Subsea Construction Vessels (“OSCVs”) “**Siem Daya 1**” and “**Siem Daya 2**” at a total price of USD 282 million. Daya, based in Malaysia, has been given 150 days to arrange for financing of the two vessels and delivery of the vessels is scheduled to take place latest by mid-April 2015. Both vessels are on long-term charters to Daya and

the charter agreements will continue until deliveries are concluded. The sale of the two vessels will represent a gain of approximately USD 64 million, which will be recorded at the delivery of the vessels. Siem has said that the sales proceeds will be used to repay mortgage debt, currently at USD 151 million, and for working capital. *(Press Release)*

LAUNCHING OF THE THIRD WORLD'S MOST ADVANCED ALL-ELECTRIC OCEAN SUPPLY VESSEL

On the afternoon of August 20th 2014, the third all-electric ocean oil platform supply vessel, **Monty Orp Tide**, of the six similar vessels, built for Tidewater Co., Ltd. USA, was successfully launched in the builder's place, Zhenjiang Shipyard. Boasting 83.8 meters in length, 18 meters in breadth (MLD), 8.4 meters in depth (MLD), 4100t in dead weight and 870m² of its deck area, the vessel not only applies the world-class streamline and clean design of its same kind, but also meets ABS class notations of A1 OFFSHORE SUPPORT VESSEL, AMS, ACCU, DPS-2, ENVIRO, UWILD, HAB, FIRE FIGHTING VESSEL CLASS 1, etc for ocean engineering vessels. *(Source: Zhenjiang Shipyard)*



GEO PACIFIC' TO SHOOT SEISMIC IN GULF OF GUINEA



SeaBird Exploration Plc has announced that it has been awarded a contract for a 3D seismic survey in Gulf of Guinea, West Africa for the vessel **Geo Pacific**. The survey will cover a minimum of 1,450 sqkm and will have an estimated value of approximately USD 11 million. The project is expected to start during mid Q3 2014 and will have an estimated duration of 78 days. M/V **Geo Pacific** is a 3D

multi-streamer seismic survey vessel. She is designed for worldwide operation and is capable to tow 6 x 8000m solid sentinel streamers. SeaBird is a global provider of marine acquisition for 2D/3D and 4D seismic data, and associated products and services to the oil and gas industry. SeaBird specializes in high quality operations within the high end of the source vessel and 2D market, as well as in the shallow/deep water 2D/3D and 4D market. *(Press Release)*

NEW WEBSITE SEA CONTRACTORS

As of 21st August 2014 our new website is live! The new website is designed with the company's

strategic vision for growth and expansion over the next decade and beyond. It offers a clean, modern design, easy to navigate functionality and a content rich site experience. It also provides social media integration and direct links to Facebook and LinkedIn, where updates will appear on a regular basis. Any feedback on our new website is very welcome, please feel free to contact us! We hope you enjoy browsing our new website and we look forward to bringing you the latest Seacontractors news, please click on below link to visit our new website! (*Press Release*)



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HALLIN MARINE REPLACES MOORING LINES ON COOEC'S FPSO



Hallin Marine, a Superior Energy Services company, has announced the highly successful outcome of a unique project for COOEC Subsea Technology, a wholly-own subsidiary of COOEC (China Offshore Oil Engineering Company). This assignment involved the replacement of nine mooring lines beneath the floating production storage and offloading (FPSO) vessel *HYSY111*, while maintaining live operations. The oil and gas

industry has previously witnessed the replacement of a single damaged mooring line replacement under such conditions; however, this is the first time all FPSO mooring lines have been replaced as one continuous activity. The entire task was completed ahead of schedule without shutting down production on the facility, and with zero lost-time injury. “The *HYSY111* FPSO mooring replacement project consisted of several phases of work beginning with piles installation then laying and pre-tensioning new lower chain segments by COOEC,” comments Phil Chamberlain, Hallin’s Director – Service Delivery. “Hallin then provided subsea services to cut and remove the old mooring lines, followed by laying and hooking up new upper mooring wires.” For the final phase, COOEC completed the engineering analysis and developed the main project procedures, providing

specialised subsea tools for the subsea mooring line connection, while Hallin provided the [DSV Windermere](#) and dive team as well as subsea operational solutions for the mooring line hook-up to successfully execute the project. “Hallin’s involvement commenced at an early phase with an operational and engineering presence on the ground in Shenzhen, China. COOEC and Hallin teams worked together in developing the optimal technical solution while ensuring the critical safety elements of undertaking this work on a live platform were addressed. The project has provided an excellent opportunity to showcase Hallin’s capabilities as an integrated subsea service provider.” COOEC reported that it is very pleased with the outcome of the work and the support provided by Hallin. *(Press Release)*

TGS HIRES ‘POLARCUS ALIMA’ FOR SIERRA LEONE SURVEY

TGS announces acquisition of a 3D multi-client survey offshore Sierra Leone. The survey, Sierra Leone Block 4A Extension, will add 1,000 km² of new 3D data to the existing 6,268 km² of 3D data library in Sierra Leone. “This survey extends our current data coverage in an important and prospective area. TGS has been active in acquiring data over the West Africa Transform Margin for the past decade and we are pleased



with the level of customer support to continue our investment in this region,” commented Stein Ove Isaksen, Senior VP Eastern Hemisphere for TGS. TGS is chartering the 12 streamer [Polarcus Alima](#) for this survey. Data processing will be performed by TGS and will be available to clients in Q1 2015. The survey is supported by industry funding. *(Source: Offshore Energy Today)*

STRATEGIC MARINE REVEALS GEN 3 CREW BOAT DESIGN



The [Strategic Marine Gen 3](#) 40-metre boat is the latest model produced from a long background of designing and refining personnel transfer vessels currently servicing clients all over the world. Succeeding the popular Generation 2, the new design has been in development since 2013. In assessing areas to upgrade the model, Strategic Marine focused on a more efficient hull, increased passenger, fuel and water capacities, higher payload and increased comfort. “The [Gen 3](#)

design surpassed our expectations,” said Reece Newbold, Head of Group Business Development. “Our team has developed a vessel we are confident will eclipse the competition.” The results of extensive

tank and theoretical testing at the Australian Maritime College (AMC) in Tasmania exceeded the Group's original suppositions about design optimisation. AMC concluded the hull was the most efficient they had ever tested in the size range and within the operating speed profile. "The key benefit we can pass on is the major saving in fuel achievable at speeds from 20 – 30+ knots," Newbold explained. "An actual saving in horsepower of 10% at all speeds below 25 knots and even greater reduction in horsepower over 25 knots have been realised. What this means in real terms is a reduction in horsepower and fuel consumption to achieve the 25 knots currently specified by a large number of charterers." The hull has been designed with adaptability in mind and the propulsion packages can vary in accordance with a client's engine preference and charterer's requirements. The seating cabin has been increased in size and, depending on final layout, will cater for 100 passengers, all with expanded seat pitch. Improvements to the cargo deck area have also been made, featuring a clear deck area of 120 square metres. The **Gen 3** can also be utilised for security/patrolboat duties, emergency response, oilspill recovery, firefighting, general workboat duties, or as a shadow vessel. "Strategic Marine is delighted to bring this new model to the market," added Newbold. "Customers always ask their providers to keep up with technology and maximise what can be achieved – we listen and constantly strive to deliver. With the **Gen 3**, we can offer more savings in fuel consumption as well as all round increased capabilities and comfort." The Strategic Marine Gen 3 series is now under construction and orders are being settled. *(Press Release)*

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CECON TAKES DELIVERY OF 'CECON PRIDE'

Cecon has taken delivery of their first vessel **Cecon Pride** from Davie Yards today, and the vessel is to depart for the Mediterranean at first high tide. Cecon ASA, through its subsidiary Rever Offshore AS ("Rever") and their ship owning company Cecon Shipping 2 AS ("CS 2"), has today taken delivery of their first vessel Cecon Pride from Davie shipyard in Quebec Canada. The 130 meter long and 28 meter wide multipurpose offshore construction vessel is the first vessel delivered from



Davie yards since 1997, and the most sophisticated vessel delivered from a North American shipyard ever. The delivery is a major milestone, both in the development of Cecon and in the re-building of the Davie ship yard in Quebec. **Cecon Pride**, already renamed **Micoperi Pride**, is to depart at first high tide for the Mediterranean and her first contract for Italian contractor Micoperi, where she will do construction work for ENI. *(Press Release)*

OCEAN ART – PAINTING IN PROGRESS!



As reported in an earlier Tugs Towing & Offshore Newsletter that the **Ocean Art** will be decorated before the naming ceremony, on the 28th August. The streetart by M-City is well in progress and becomes more complete for every hour! The final decoration will be finished within **Ocean Art's** naming ceremony this Thursday. Read more about the project in **Sysla (Norwegian)**. Throughout the day new details have constantly evolved! M-city and NUART

FESTIVAL keep painting, with the help from Ocean Art's crew! *(Source: Atlantic Offshore)*

CAPE TOWN NEWS

Pictures by Aad Noorland

HELLSEA TAKES DELIVERY OF NEWBUILD PSV

The newbuild PSV **Gayatri Devi** has been delivered by Guangxin Shipbuilding & Heavy Industry in China made a bunker call in Cape Town last week. The Focal 522 design vessel is owned by Gayatri Offshore Limited but will be operating under the commercial management of Chellsea. **Gayatri Devi** has an overall length of 78.0m, breadth of 18.6m, and a deck area of 800m². The vessel has a deadweight of 4,002 tonnes, a



deck cargo capacity of 1,600 tonnes and total propulsion of 5,920bhp. The vessel comes with an accommodation capacity for 59 persons, DP 2 stationkeeping and FiFi 1 notation. *(Photo: Aad Noorland)*

UOS EXPLORER



Another visitor last week was the 2010 built Antigua and Barbuda registered with call sign V2ET8 Offshore Tug Supply Vessel **UOS Explorer** (Imo 9439917) towing the submersible rig **Ensco 5001** into port. The UOS Explorer is owned by Isle of Wangerooge – Leer; Germany and managed by Hartmann Offshore GmbH & Co. KG. – Leer; Germany. She has a gross tonnage of 2,922 tons a dwt of 3,005 tons and is classed American Bureau of Shipping. The rig is towed to Cape Town for repairs. On the picture is seen that she is safely alongside

the repair quay. The rig which is owned by Ensco Plc and is operating under the entity of Pride Foramer SA, is under contract to PetroSA's drilling operations offshore of Mossel Bay on the South African southern coast. *(Photo: Aad Noorland)*

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PACIFIC ASKARI IN CAPE TOWN

Also last week was seen the 2006 built Singaporean registered with call sign 9VGE7 Offshore Supply Vessel **Pacific Askari** (Imo 9358137) berthed at East berth in Cape Town. She is owned and managed by Swire Pacific Offshore OPS – Singapore. She has a grt 2,218 tons and a dwt of



3,250 tons and is classed Det Norske Veritas. *(Photo: Aad Noorland)*

WINDFARM NEWS

SEACAT SERVICES TAKES ON AMBITIOUS APPRENTICES



Offshore energy support vessel operator whittles down 200-plus applicant pool and initiates 52-week apprenticeship programme. Class leading offshore wind crew transfer vessel operator Seacat Services has concluded the first of many apprentice recruitment drives with the award of a dozen opportunities to the next generation of offshore renewable energy seafarers. The firm is now set to deliver maritime training for 12 Apprentice Deckhands from the local area as it seeks to expand its

crew for a seven-strong fleet of 21-26m offshore wind energy support vessels. Over 200 applications for the apprenticeship scheme were received and the successful candidates were chosen following an intensive competitive selection process. As the importance of sourcing local content continues to grow for developers and operators working in the offshore wind sector, these new appointments illustrate a commitment to simultaneously fulfill increasingly stringent requirements, whilst having a positive impact on the local community and giving the next generation of seafarers a taste of working in the emerging marine energy industry. Furthermore, the apprenticeship drive seeks to address a skills shortage in UK offshore renewables and buck a trend that has seen overseas developers and contractors dominate in many key areas of the domestic industry. In cooperation with Cowes-based maritime training provider Red Ensign and apprenticeship specialist HTP Training of Newport, Isle of Wight, Seacat Services will deliver a tailored apprenticeship programme for the 12 successful candidates that will see them work towards a Level 2 Diploma in Maritime Studies, with the aim of achieving a Certificate of Competence after further training and sea time has been served. From September 15th onwards, shore-based training for the apprentice deckhands will take place at Red Ensign's dedicated maritime training centre, in conjunction with work-based training onboard the Seacat vessels under the mentorship of the Master and Mate for rotations of 2 to 3 weeks at sea. The 12 successful apprentices, aged 18 to 23, were selected from an initial shortlist of the 24 most ambitious candidates in the extensive applicant pool. This shortlist was halved based on an extensive evaluation of each candidate's performance in a range of problem solving, discussion and team-based activities. "The significant number of applications we received for the apprenticeship scheme illustrates a clear demand from young people in the local community for high-quality maritime training opportunities," said Ian Baylis, Managing Director, Seacat Services. "It's really a no-brainer to start making use of this vast pool of homegrown talent as the UK's offshore wind industry expands. The support vessel sector has been something of a leader in this regard; with the majority of crew transfer vessels servicing the European industry either built in or operated from the United Kingdom." "We're hoping that this scheme is the first of many for Seacat Services, and this kind of opportunity is something we'd like to see more of across the UK as the

industry continues to focus on cultivating local content,” he added. Andrew Dale, Managing Director of Red Ensign Ltd, added, “Offshore wind is a hugely exciting industry and the enthusiasm we’ve seen from young people locally is testament to this.” “Our task is to maintain this enthusiasm by continuing to offer high-quality bespoke merchant navy training opportunities with leading firms like Seacat Services. We’ve always firmly believed that apprenticeships are the best way to introduce and nurture the next generation of UK seafarers – and by doing so guarantee the ongoing success of maritime industries in the UK.” Iain Mackinnon, Secretary of the Maritime Skills Alliance, which developed the apprenticeship in partnership with a number of sector employers, said, “Employers like Seacat Services now have a range of maritime apprenticeships they can choose from to suit their own needs, and it’s terrific to see them getting such a good response from local young people.” (*Press Release*)

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WINDEA TWO HEADS TO BALTIC 2 AFTER CHRISTENING

On 19 August 2014 a new catamaran was christened at Knock Jetty in Emden. The ship’s godmother, Insa Stoidis-Connemann from Leer, gave the name “**Windea Two**” to the “Twin Axe Bow” type catamaran from Damen Shipyards and she wished: “Safe voyages for the crew and always a handbreadth of water under the keel for the ship.” In the future this manoeuvrable Crew Transfer and Service Vessel, CTSV for short, will be transporting both personnel and materials to the offshore wind farms.



Three operating partners have equal shares in the company Schiffahrtsgesellschaft Windea CTV Two GmbH & Co. KG. Besides Emden-based Ems Maritime Offshore GmbH (EMO), these are SSC Wind EMEA GmbH from Wildeshausen and Van Laar Beheer BV from the Dutch town of IJmuiden. Thanks to their joint commitment, this long-standing close collaboration has now been extended even further. For these three companies, the investment in the catamaran “**Windea Two**” represents a consistent continuation of their involvement in the offshore market segment and is a result of the highly positive developments in recent years. “**WINDEA Two**” is in fact the second newly constructed vessel in the space of a year, because its sister ship “**Windea One**” has already acquired very positive experience. Since coming into service in September of last year, the CTSV has not been inactive for a single day – a fact that encouraged the

partners to continue with this ship concept. The new vessel has a larger foredeck that is some 90 square metres in size and, depending on passengers and the amount of fuel in its tank, it can accommodate between 10 and 15 tonnes of cargo. Normally, however, it is used to ferry personnel and is licensed for up to 12 passengers. In this role the ship moves its bow up to the wind turbine and lets technicians reach the service platform by means of a ladder. Immediately after its christening the CTSV “**Windea Two**” will commence service in the “*Baltic 2*” project in the Baltic Sea, stationed in Dragor, Denmark as base port. The task of operating “Windea Two” will be handled by EMO, with its major experience of such work. With this investment in the new offshore catamaran, the company is further consolidating its position in the offshore market and will continue to play a major role in supplying offshore wind farms with personnel and materials. *(Press Release)*

CWIND BAGS THREE-YEAR CONTRACT FOR WEST OF DUDDON SANDS



CWind, a leading provider of services to the offshore wind industry, have signed a three year contract to provide crew and equipment transfer for DONG Energy and Scottish Power at the West of Duddon Sands offshore wind farm. The contract, which includes an optional extension for a further 2 year period, is valued to CWind at £5.5mn. The **Lieutenant P**, the first of four CWind vessels to serve at West of Duddon Sands offshore wind farm this year, is

already working on site. She is one of three CWind 20T MPCs scheduled to work on site, which later this year, will be joined by the newest addition to the CWind fleet, the CWhisper 20m SWATH. Steve Clarke, West of Duddon Sands Head of Operations for DONG Energy, explained their procurement choice: “Combining excellent vessel capabilities and cost-effectiveness with a very good health and safety track record, in a competitive tender process, CWind was able to demonstrate that they were the right partner for this project.” “I am delighted that both DONG Energy and Scottish Power have selected CWind as one of their O&M partners at West of Duddon Sands and we look forward to working together over the coming years to deliver a great service,” said Peter Jorgensen, Managing Director of CWind. “This contract award again illustrates that CWind is a trusted partner for the major developers and with our track record of now having worked on 22 offshore windfarms we believe we are well positioned to support our customers O&M needs for the future.” *(Press Release)*

YARD NEWS

BRISTOL HARBOR GROUP, INC. AND CONRAD SHIPYARD, L.L.C. RECEIVE ABS APPROVAL IN PRINCIPLE FOR LNG TRANSPORT BARGE

Conrad Shipyard, L.L.C. engaged Bristol Harbor Group, Inc. (BHGI) to develop a 3,000 cubic meter

Liquefied Natural Gas (LNG) transport barge utilizing a Bristol Harbor Group proven hull design built by Conrad. Bristol Harbor Group has been awarded an “Approval in Principle” (AIP) by the American Bureau of Shipping (ABS) for the design of the 3,000 cubic meter Liquefied Natural Gas (LNG) Transport Barge design on behalf of Conrad Shipyard, L.L.C. of Morgan



City, Louisiana. BHGI has a decade long relationship with Conrad Shipyard, L.L.C. that has traditionally focused on coastal liquid cargo barges from 26,000 BBL to 80,000 BBL. It is the 300' version of these successful double hull oil barges that serves as the basis for this LNG Transport Barge. This new design will serve the purpose of primarily transporting LNG in blue water along the United States coastline. Storage containment consists of four Type C pressure tanks, all equally sized at 750 cubic meters. The tank design offers suitable hold times for cargo transport without the need for reliquefaction. The design is focused on constructability and ensuring cargo safety. Quote: “Bristol Harbor Group, Inc. is honored to have Conrad Shipyard, L.L.C.’s trust regarding this exciting project. We are on the cutting edge of the marine industry’s adoption of LNG, and it is a pleasure to work with a client who shares our drive and commitment to this emerging market.” - Greg Beers, P.E. President/Principal Naval Architect. BHGI has been actively involved in a number of marine related natural gas projects for a variety of clients. Recently, BHGI has been awarded a contract to perform design conversion work for the United States Army Corps of Engineers on one of their vessels from diesel to dual fuel.

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WUCHANG CHOOSES ULSTEIN PSV DESIGN

Ulstein Design & Solutions has entered into an extensive contract with Wuchang Shipbuilding Industry Co., Ltd, China, on the delivery of ship design & equipment to four **PX121 type** platform supply vessels. Ship owner is the Singapore based Otto Offshore Ltd., who will receive all vessels in 2016. The contract also includes an option for four vessels. These **PX121** vessels are capable of

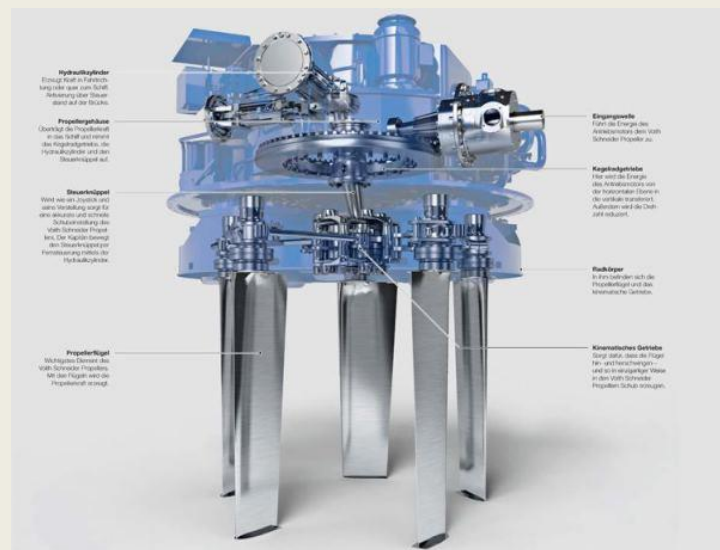


supporting offshore activities which are being carried out further from shore and in deeper waters. The vessels can carry flexible loads. In addition to tanks for various contents such as oil, water, and drilling fluids, they have four stainless steel tanks for flammable liquids or corrosive chemicals (LFL tanks). The vessels are certified by DNV and carry the ‘Clean Design’ notation. Measuring 83.4

metres in length and a beam of 18 metres, they have a cargo deck of 840 square metres and a load capacity of 4,000 tonnes (dwt). Each ship has a maximum speed of approximately 14.5 knots and accommodates 30 people. They carry the X-BOW hull line design, which is efficient on all draughts, a factor critical for PSVs, as they frequently operate with varying draughts. Each ship will be equipped with dynamic positioning system Class II and meets the requirements of Comfort Class. “The **PX121** vessels boast a performance you would normally expect from a larger PSV. Being able to do this at a medium-sized PSV cost, with reduced emissions and fuel consumption, the ship owner gets a favourable combination of two market areas,” said Sigurd Viseth, managing director in Ulstein Design & Solutions. The contract with Ulstein includes the deliveries of design, engineering and main equipment. An extensive delivery from Ulstein Power & Control includes integrated control systems, bridge (radio, navigation), switchboard, diesel electric propulsion and frequency converters, and communication systems. The vessels will be prepared for offshore crane and mezzanine deck for ROV. With this latest ship design contract for Wuchang Shipbuilding and Otto Offshore, the total number of **PX121 PSV** designs have reached 30. *(Press Release)*

VOITH WINS RECORD CONTRACT FOR VOITH SCHNEIDER PROPELLERS

In South Africa’s largest local shipbuilding contract Transnet National Ports Authority has ordered nine new Voith Water Tractors (VWT) for use in several ports across the country. This is also the largest order in the history of Voith marine technology. The VWT will be built by South African Shipyards in Durban over the next 42 months. Eight of the tugs will be identical in construction with a length of 31 meters and a beam of 12.5 meters. Propelled by two Voith Schneider Propellers VSP 32R5/265-2 with a power of 2 x



2,650kW they will have a bollard pull of 70 tons. The VWT will be utilized for harbor towage in the ports of Saldanha Bay, Port Elizabeth, Durban and Richard's Bay. Another VWT will achieve a bollard pull of more than 100 tons and therefore is one of the strongest ever equipped. Propelled by two VSP 36R6EC/285-2 it offers Transnet a wider escort envelope to protect the ecologically sensitive coastal areas of the West coast. Powered by 2 x 3,900kW it is 37.1 meters long and has a beam of 13.5 meters. In addition to the VSP, the Voith scope of supply for each Water Tractor comprises two turbo couplings and two Renk couplings. The eight identical Voith Water Tractors will get a mechanical control system, the 100 tons bollard pull VWT will be equipped with a Voith electronic steering system. These components are to be delivered between 2015 and 2017. Furthermore Voith will provide local training, skills development and capacity building to Transnet employees. This ensures to further optimize the safe and efficient utilization of the VWT fleet. Transnet manages all eight commercial seaports in South Africa and provides port infrastructure and marine services for the handling of the international freight traffic. To date, the company already operates 23 vessels with Voith Schneider Propellers. The first vessel has proven its reliability since entering service in 1972. (*Press Release*)

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1. Several updates on the News page posted last week:
 - [Eastern wins two contracts](#)
 - [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](#)

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