Tugs Towing & Offshore Newsletter

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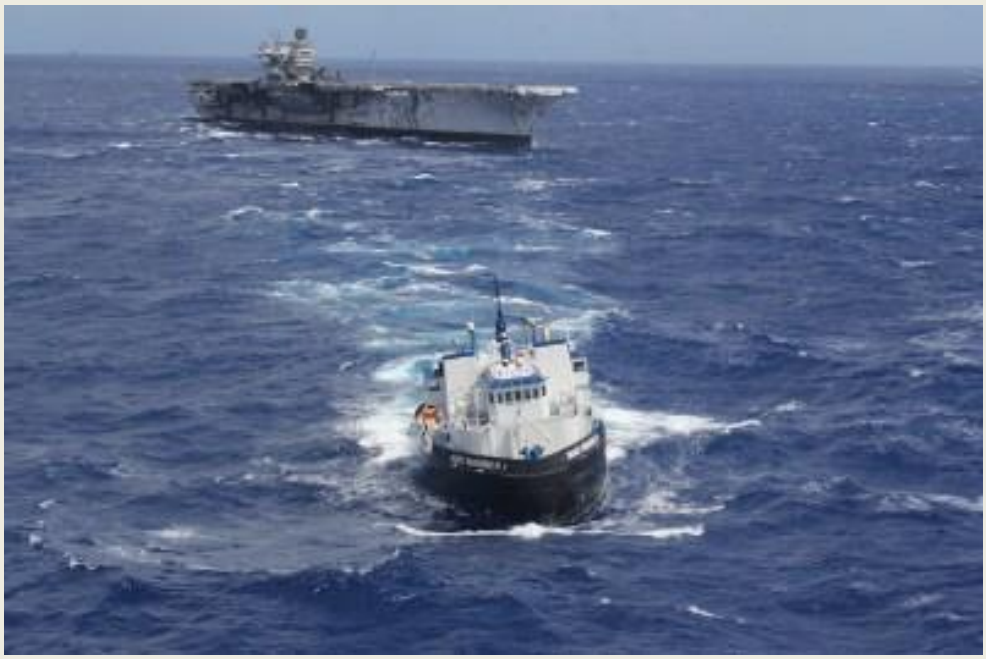
BUYING, SALES, NEW BUILDING, RENAMING AND OTHER TUGS TOWING & OFFSHORE INDUSTRY NEWS

TUGS & TOWING NEWS

EX-USS SARATOGA UNDER TOW

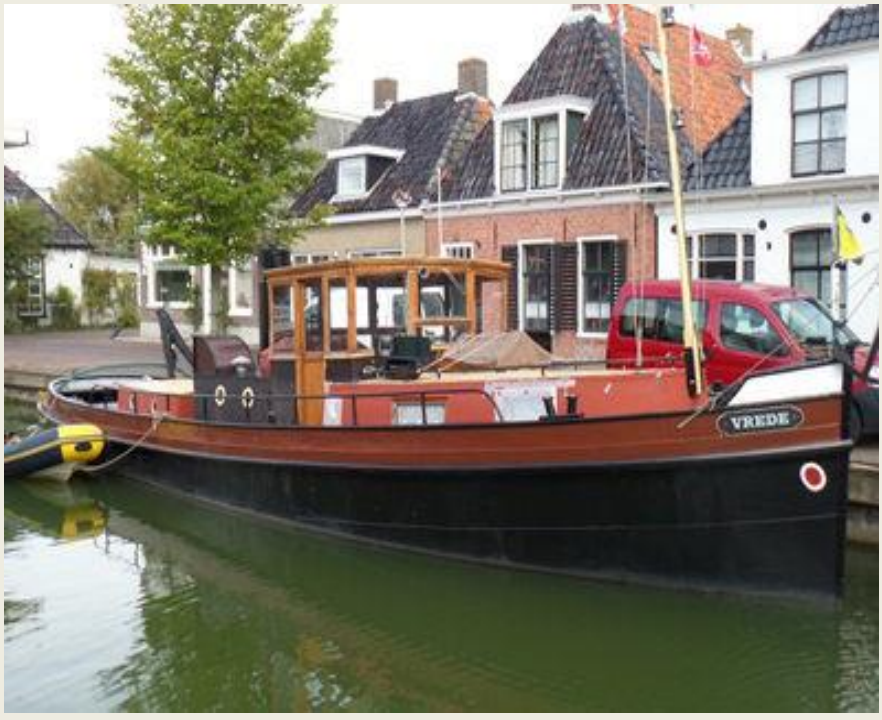


The photo shows the Atlantic Ocean where the aircraft carrier ex-USS *Saratoga* (CV-60) is under tow off the coast of North Carolina. The decommissioned *Saratoga* departed Newport, Rhode Island last week bound for Brownsville, Texas where the ship will be dismantled. The *Saratoga* is being towed by the **Signet Warhorse III**, a beast of a tug with 135.44 metric tonnes bollard pull. Signet purchased the **Signet Warhorse III** from Harvey Gulf International Marine in May 2014 as part of Signet's acquisition of Harvey Gulf's offshore towing vessel fleet, which included eight tugs ranging in size from 75 to 153 metric ton bollard pull. Interesting footnote, this photo was taken by Lt. Cmdr Scott Moak, aka "Smoke", who is one of the last active duty *Saratoga* sailors still serving. The choppy seas in the photo are being produced by Hurricane Cristobal, which on Wednesday the National Hurricane Center listed as a Category 1 with maximum sustained winds of 65 knots. In the latest update, the NHC was tracking Cristobal as it passed between Bermuda and Cape Hatteras, moving north-northeast at 13 knots. *(Source: gCaptain)*

ALMA-S

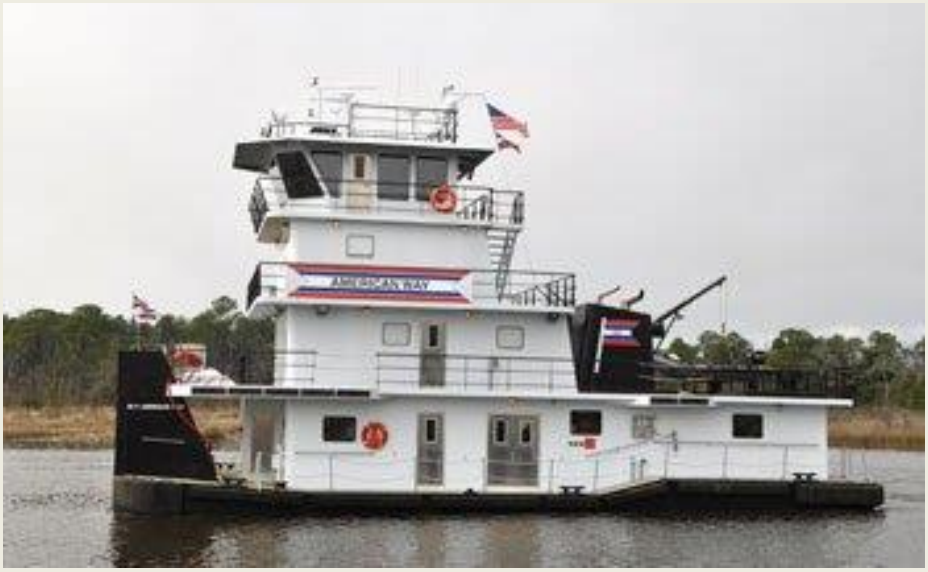
On a recent trip, of Ian Edwards, to Central America the attached was noted in Santo Tomas De Castilla, Guatemala. The tug is the **Alma-S**. Built 1946 at Parker Bros. & Co. Shipyard ,Houston, Texas. Built as '**Dixie**" for C.J. Dick Towing, sold 1953 to Sabine Towing & Transport renamed "**Thor**". She then was sold to Bisso Towboat Co. Inc. New Orleans and renamed "**Alma-S**. " She is still in good shape with some additions like fire-Fighting nozzles and still functioning as a shiphadling tug. Not sure if she still has the original 2400 hp National Supply Co diesel engines. Hope it is of interest as veteran tugs still working are a rarity these days. *(Photo: Ian Edwards)*

VREDE IN MAKKUM

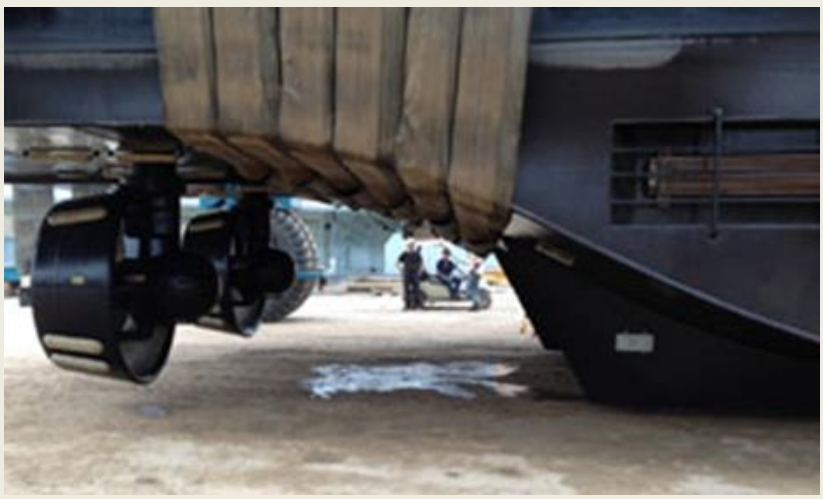


Another spotter who send me a picture is Maarten Versluijs. He made a picture in Makkum; Netherlands of the tug **Vrede**. The **Vrede** is owned by Louis van 't Wout an chief engineer from Smit International. The tug was built in 1929 by L. Lemaire & Zn – Hoboken; Belgium and delivered to E. de Laet – Antwerpen as **Ernest**. In 1939 Ludovicus De Meyer – Antwerpen; Belgium and renamed **Vrede**. In 19xx to C. De Meyer – Antwerpen. In 1991 to Freddy De Meyer – Antwerpen. In 1992 sold to Louis van 't Wout – Makkum; Netherlands. In 2003 re-engined by a 4stroke 8 cyl. Kromhout type 8-GSV of 59 kW (80 bhp). She has a length of 15,20 mtrs a beam of 3,68 mtrs depth 1,40 mtrs. *(Photo: Maarten Versluijs)*

MORE TOWING OPERATORS ARE CHOOSING Z-DRIVES FOR INLAND RIVER WORK (PART 1)

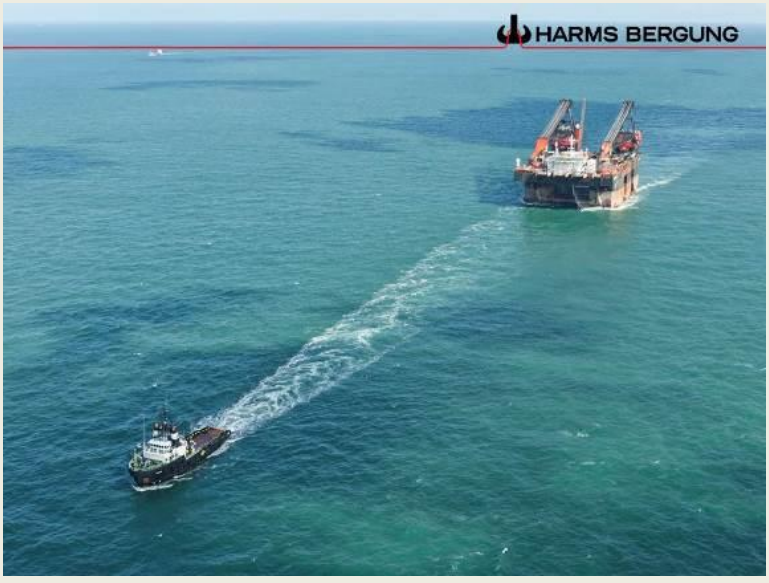


Although it's one of the nation's largest inland operators, American Commercial Lines (ACL) hadn't ordered any new vessels since 1982. When the Jeffersonville, Ind.-based company finally acquired two new pushboats this year, those vessels were equipped with z-drive propulsion systems. The azimuthing-stern-drive design debuted on the inland rivers only about six years ago. Suppliers said the recent deliveries to ACL, Southern Towing and a few other operators in 2014 are an indication that the towing industry is finally embracing the new technology. The birthplace of many of these new towboats is the Bayou La Batre, Ala., area, where three shipbuilding businesses are producing the high concentration of z-drive inland vessels. In the spring of 2014, Steiner Construction Inc. delivered a pair of 2,000-hp boats to ACL, which plans to exercise options for more. The 70-foot **American Way** went to work for ACL in the Baton Rouge, La., barge fleet, while the 75-foot **American Spirit** is headed for the Gulf Intracoastal Waterway between New Orleans and Houston. Z-drives, which provide a 360° directional option, are more efficient than a traditional rudder configuration because they focus all of the engine's force toward pushing the boat in the direction the



pilot wants. With a traditional rudder, much of the thrust gets deflected — and wasted — as the water is directed away at an angle to create resistance and drag. Compared to the rest of the ACL fleet, the two new boats operate more efficiently, respond to commands quickly and are easier to navigate, said David Abney, marine superintendent for ACL's southern division. "It's everything we expected and more," Abney said. "You can get the work done faster and safer at the same time, because of the maneuverability. It's a lot easier to handle the barges too. You're not losing any thrust. You always get what we call 'clean water.'" The designer of the two new ACL vessels was Gulf Breeze, Fla.-based Sterling Marine LLC. As part of the project, Steiner Construction acquired the rights to and modified an original z-drive design from Rodriguez Shipbuilding Inc. in Coden, Ala. ZF Marine supplied the z-drives. In addition to the greater maneuverability and the safety benefits, the z-drives improve fuel efficiency by allowing the operator to keep the boat moving in exactly the intended direction. "That's where the value of the z-drives will really show up, we believe," said Bill Foster, ACL's vice president of boat maintenance. "We looked at the whole life-cycle cost and see potential value — a half-million dollars a year over a conventional boat. Sixty to 70 percent of that is fuel, and the rest of it is maintenance that I'm comparing with our 30- to 40-year-old tugboat fleet." The pioneer of using z-drives for inland river work was Southern Towing Co. In 2008-09, the Memphis, Tenn.-based operator debuted the 3,800-hp Frank T. Stegbauer, David Stegbauer and Scott Stegbauer. Convinced that the z-drive configuration was the way to go, Southern has added more of the vessels over the years. Its three newest z-drives are the 2,300-hp Paula Fortier, Theresa Echols and, most recently in 2014, Capt. Tommy Parrish. Another large operator, Marquette Transportation, said it will take delivery of three z-drive towing vessels for its Gulf-Inland division this year. The builder is Bayou La Batre-based Master Marine. *(Source: Professional Mariner by Dom Yanchunas; Photo's Steiner Construction)*

HARMS BERGUNG'S AHT TAURUS 1 YEAR CHARTERED TO DUTCH CONSTRUCTION COMPANY HEEREMA MARINE CONTRACTORS



The German offshore company Harms Bergung, Transport & Heavylift GmbH & Co. KG is proud to announce that on the 21st of August 2014, the 207tpb Anchor Handling Tug **Taurus** was chartered for one year to the Dutch construction company Heerema Marine Contractors, (HMC). One year ago the HFO Burner, which was built in 2007 at the Mützelfeldtwerft Cuxhaven, was chartered by HMC to support their project in the Mexican Gulf. The project started in the North Sea, where AHT **Taurus** picked up the semi-submersible crane vessel *Hermod* to tow the SSVC to Rotterdam and afterwards to Mexico. With an average speed of 6.0 knots AHT **Taurus** towed the 154 meter long and 86 meter wide *Hermod* from Rotterdam to the Azores for a quick bunker stop and proceeded to the Gulf of Campeche, where the convoy arrived at the end of October. During the following months the **Taurus** was kept busy with anchor handling, buoys inspection runs, barge handling and passenger transfers. In April 2014 the *Hermod* was replaced by her sister vessel

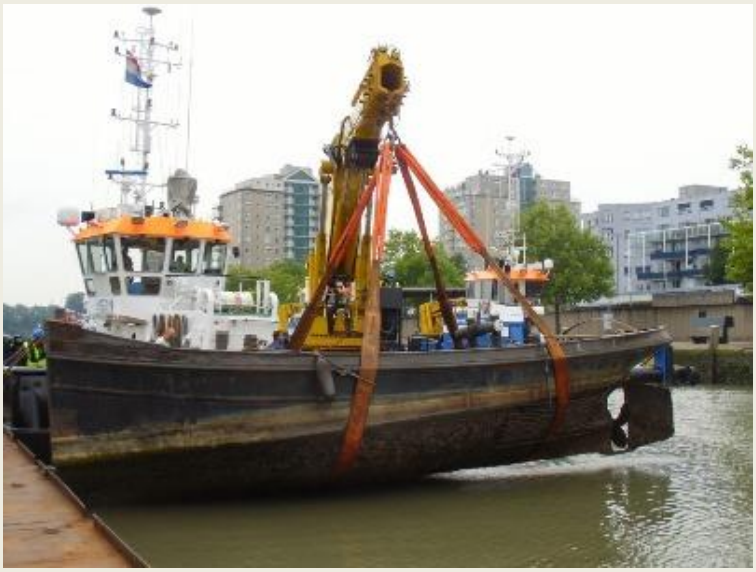
Balder. After completion of the project AHT **Taurus** will proceed into direction Rotterdam due to redelivery purposes. The job was succesfully fixed by Offshore Shipbrokers, one of the leading brokerage houses worldwide within the offshore oil and energy industry. Next to the current project in Mexico, in which Harms has again succesfully proven their capabilities and high expertise in long distance towages as well as offshore support, HMC and Harms have succesfully cooperated in numerous offshore projects in the past.The company Harms Bergung is based in Hamburg, Germany and is operating a fleet of eight Anchor Handling Tugs worldwide. The fleet of Anchor Handling Tugs ranging from 100-tbp to 300-tbp with DP2 and with the capability to burn HFO and MGO, are purposely built for Long Distance Towage, Subsea Installation, Anchor Handling, Pipelay Barge Support, Salvage Operations and Accommodation Vessel. *(Press Release Harms)*

BAYDELTA USES SBA 504 FINANCING IN TRACTOR TUG ACQUISITION

San Francisco-based Capital Access Group, which specializes in U.S. Small Business Administration 504 financing, reports that Baydelta Maritime secured $10.4 million in total project financing to acquire the latest addition to its fleet, the **Delta Audrey**, a 100 foot, 85-ton (6,800 horsepower) tractor tug recently delivered by Nichols Brothers, Freeland, WA. Baydelta Maritime provides tugboat escort and assist services for petroleum tankers and cargo vessels entering and departing the San Francisco Bay and its tributaries. "Our customers, the shipowners, continually demand more powerful tugs that can stop or redirect a tanker in a shorter distance, so we've been revamping our fleet since 2007 to build this class of tug—the most powerful on the West Coast for the work we're doing," said Shawn Bennett, General Manager, Baydelta Maritime. "The whole purpose is to increase safety by improving our ability to maneuver in case of an emergency, which is exactly what this tug is designed to do." "The SBA 504 loan program is a great fit for Baydelta Maritime," said Jacklyn Jordan, President and CEO of Capital Access Group. "The 504 program provides access to low down payment, fixed-rate, long-term financing, which freed up capital for Baydelta to use for other

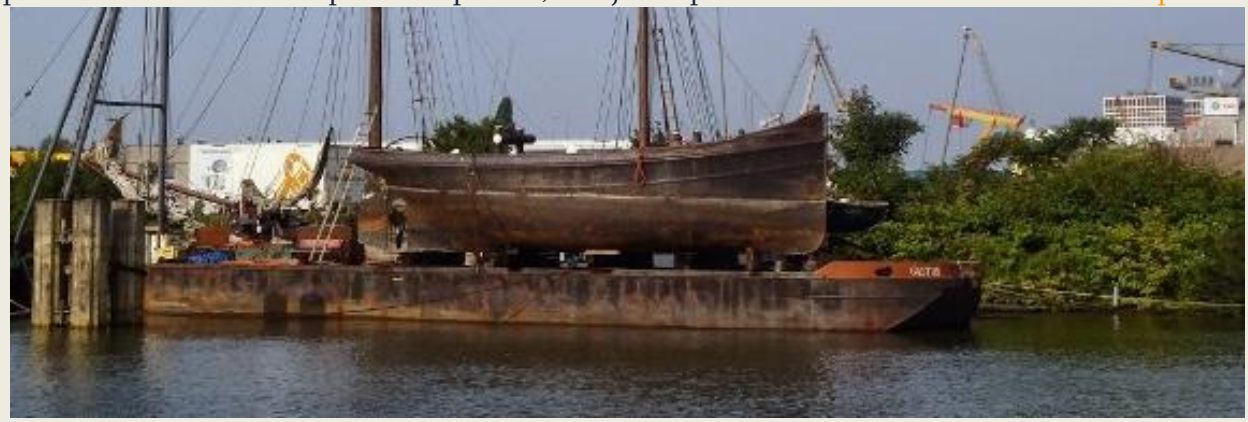
purposes. In addition to creating new jobs, the Delta Audrey will increase shipping safety and efficiency in the San Francisco Bay." Currently, says Capital Access, the SBA 504 interest rate is 4.95%, fully amortized and fixed for 20 years. Capital Access Group financed $4.7 million and First Bank provided $5.7 million in financing for the **Delta Audrey**. First Bank also provided construction financing in the amount of $10.3 million. "The longevity of the 504 loan is what helps us in terms of being able to free capital for other purposes including hiring the crew to man the tug," said Mr. Bennett. "The SBA 504 loan enabled us to do it." "Our experience with Capital Access Group has been exceptional," said Mr. Bennett. "Alan Jung (SVP & Chief Credit Officer) and Tom Parini (Loan Officer) were outstanding in terms of guidance and looking at all the data we kept throwing their way and helping us put it all together. It's really been a great experience for us." This vessel is the sixth tractor tug of its series Nichols has built for Baydelta Maritime. Nichols begun their relationship with Baydelta in 2006 after building the first Tractor Tug the M/V **Valor**. The complete propulsion system consists of two 3,400 HP Caterpillar 3516C diesel engines coupled to a Rolls Royce Z-Drive system. The propulsion package will produced 90+ tons of bollard pull which will give the tug exceptional maneuverability. Accommodations aboard the tug are: Captain's stateroom, Engineer's stateroom, three crew staterooms, a mess room and a galley. The deck is equipped with a Hawser DEPC-52 winch and a TSW JonRie A525 winch. Particulars: Length: 100 ft; Beam: 40 ft; Draft: 17 ft; Fuel Capacity: 70,840 Gallons; Fresh Water Capacity: 8,000 Gallons; Sewage: 1,400 Gallons; Bollard Pull: 90+ Tons; Speed: 14 Knots; Main Engines: Two Caterpillar 3516C @ 3356 HP each; Auxiliary Engines: Two Caterpillar @ 215 KW; Propulsion Units: Z-Drives. *(Source: MarineLog)*

HULP VOOR ONS ERFGOED



De aankomende stoomsleepboot **Goudvisch** heeft hulp gekregen uit onverwachte hoek. Het slepertje lag al vanaf november 2013 te wachten om op de ponton *Gaston* geplaatst te worden, stroppen en stophout lagen al die tijd al klaar. Verschillende bedrijven al eens gepolst, sommige waren welwillend, maar, geen tijd, druk, komt niet uit, misschien dan en dan. De stichting stoomsleepboot *Goudvisch* heeft een moeilijke start, geen geld, geen bankrekening, maar wel enthousiaste vrijwilligers. Zo had de voorzitter van de stichting het er maar eens opgewaagd om een buitenlandse firma met een kantoor in Maassluis op maandag te bellen en het hele verhaal op te biechten, je weet maar nooit. Kreeg als antwoord van *Gareloch Support Services*, er ligt nu een Multicat zeeklaar te maken, schikt het morgenmiddag? Slik, ja, natuurlijk. En zo is het ook gebeurd, het mag duidelijk zijn dat we de directeur *Jan Peute* en de Maassluizenaren *Frans* en *Marnix* en kapitein en bemanning van de **Sandy M**. heel erg dankbaar zijn voor deze hijsactie, thank you very much. Buiten deze geweldige hijsactie zijn er meer die bedankt moeten worden: T. v/d Reijen voor het leveren van stophout, D v. Son voor het gebruik van de hijsbanden, en stichting Calorische Werktuigen voor het een en ander regelen. De stoomsleepboot **Goudvisch** werd gebouwd op de Groningse werf van Botje, Ensing en Co. onder bouwnummer 140. Er werden

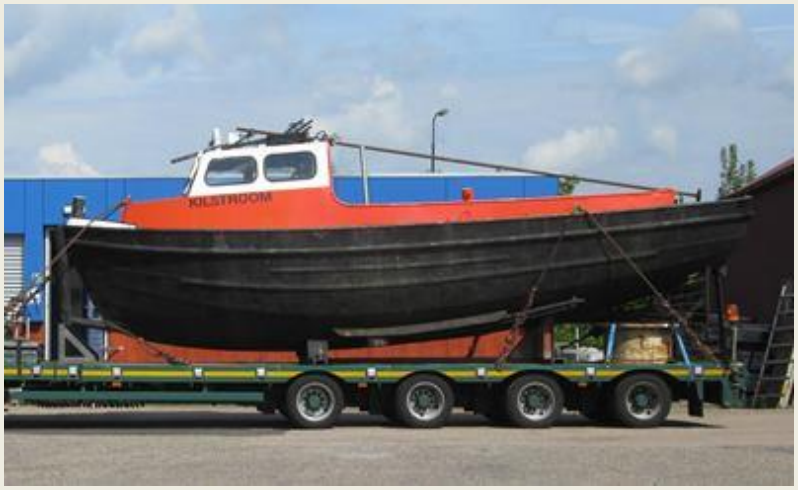
nog 3 zusterschepen gebouwd, **Ordonnans, Wolga** en **Johan**. In de vetkuil een 2 cilinder compound diagonaal stoommachine met Hollandsche schuifbus met 8 nominale paarden krachten. Ze werd geleverd aan J.L. Meerman te Rotterdam die een participant was in de sleepdienst Volharding. In de Eerste Wereldoorlog werd het bootje verhuurd aan het ministerie van Oorlog te Hellevoetsluis ter inspectie van het zeegat aldaar. Na deze periode weer terug in de sleepdienst te Rotterdam. Met het reorganiseren van de sleepdienst Volharding en het teruglopen van het kleine sleepwerk en door de opkomst van de dieselmotor en de opduwer is de **Goudvisch** verkocht naar houthandel Varsseveld te Leerdam. Na een aantal jaren weer verkocht aan meneer de Weerdt te Dordrecht, na weer een aantal jaren verkocht aan meneer Popijus ook te Dordrecht met de mooie naam **Adriana Elisabeth**, met deze naam in 1931 verkocht naar België. Maar daar pas in 1938 ingeschreven. In het jaar 1953 verkocht en van naam verandert in **Remi**, waarna in de jaren 70 een prachtige GM in de machinekamer kwam. Nadat het bootje een aantal jaren stilgelegen had, samen met ponton *Gaston* verkocht naar Schiedam. Op 2-10-2013 is de stichting stoomsleepboot **Goudvisch** opgericht met medewerking van Dhr. H. Verel, en notaris Dhr. J. Krabbendam van Van der Valk Notarissen. Begonnen is ook met uitbreken van de betimmering in het vooronder en afslijpen van de gelaste opbouw en stuurhut, waarna de machinekamer aan de beurt was en dan nu het hijsen op de ponton. Geïnteresseerd in het verhaal van de overtocht met de voormalige sleepboot "**Remi**" van Grembergen naar Schiedam en het starten van de GM voor de eerste keer na aanschaf, kijk en klik hier. Foto's van plaatsen **Goudvisch** op de ponton, kijk op www.sshercules.nl of https://nl-



nl.facebook.com/s.s.goudvisch waarbij nog anderen foto's te zien zijn. *(Source: Clipping News)*

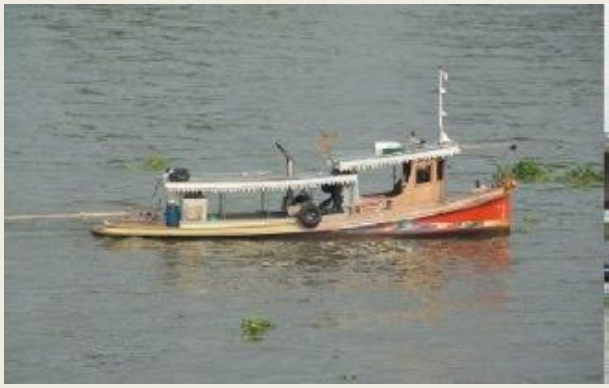
KILSTROOM ON HER WAY TO GENUA

On Wednesday 20th August Van Wijngaarden Marine Services prepared their work/survey boat **Kilstroom** for transport to Genua. The **Kilstroom** is contracted by Boskalis Italia Unipersonale S.rl. for survey operation for the benefit of the TSHD Waterway. On Thursday 21st August the **Kilstroom**



was loaded on a truck for transport by van de Vlist Transport Group. On day later on the 22nd August the boat arrived in Genua and was unloaded and direct operational. The 1968 built workboat has a length of 9.08 mtrs and a beam of 2.73 mtrs and a depth of 1.50 mtrs. The DAF type DF615A diesel engine has an output of 100 hp. Her monpool is 403 x 342 mm. *(Source & Photo: VWMS)*

THAILAND TUGS



The amazing little wooden tugs on Thailand's Chao Phrya River are gradually being replaced by more modern, and more powerful, steel tugs. *(Source: Alan Haig-Brown)*

YESTERYEAR TUGBOAT MOBIL-8

The **Mobil-8**, used primarily to push oil barges, typifies modern tugs that operate on the New York State Barge Canal, the successor to the Erie Canal. Het unique feature is a hydraulic operated wheelhouse: when it is lowered, she can go under low bridges; when it is raised, the skipper can see over the tow. In the photograph, the house is up; when it is down, the ledge below the pilothouse is flush with the top of the boat deck. Other features of the **Mobil-8** that mark her as a canal tug are the low stack and the hinged radar antenna and mast. The tug was built in 1960 at Pascagoula, Mississippi, is 80 feet long,

and has an engine rate at 1600 horsepower. Canal tugs almost always push their tows, so the **Mobil-8** lacks a towing winch. She does have a bitt on the after deck for occasional pulling assignments. For towing at night along the Barge Canal, barges are equipped with movable searchlights for illuminating the banks. Lights are controlled by lines led aft to the wheelhouse of the tug. *(Source: On the Hawser by Steven Lang & Peter H. Spectre)*

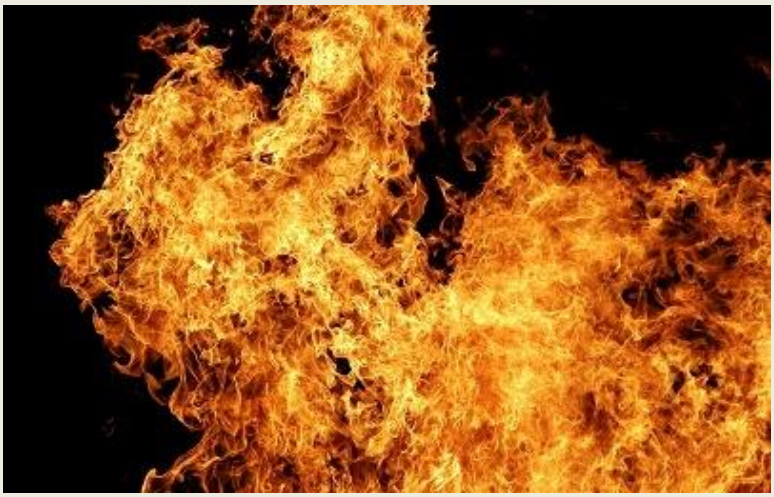
ACCIDENTS – SALVAGE NEWS

OFFSHORE WEATHER SLOWS PROGRESS OF DISABLED TANKER

The disabled mixed-products tanker **Pine Galaxy** is expected to arrive in San Francisco later this week. The ship, which is being towed by a commercial tug, reportedly encountered heavy weather that slowed its progress. The Coast Guard will escort the ship and establish a safety zone around the vessel. The 485-foot Bahamian registered **Pine Galaxy** experienced an engine room fire on Aug. 13 that resulted in the death of one crewman and left the ship without power or propulsion. The Coast Guard has formed a joint agency team with the ship's owners to ensure the vessel safely transits through San Francisco Bay to repair facilities in San Francisco. Its cargoes include neutral oil, tetramer, propylene tetramer and vegetable oil. There have been no reports of any cargo leaking from the ship and no reported damage to the vessel's cargo tanks, fuel tanks or hull. "Our top priority is ensuring a coordinated effort to get the ship safely into port where repairs can be made," said Capt. Greg Stump, commander, Coast Guard Sector San Francisco. *(Source: Marex)*

TWO DIE IN VIETNAM TANKER EXPLOSION

An oil tanker exploded while docked at the northern port of Lach Bang in Vietnam, subsequently killing two people and severely injuring four others, reported Vietnam's Thanh Nien News. The fire completely destroyed the tanker, which was carrying 5,000 liters of oil. Flames rapidly engulfed the whole ship. Rescue officials were able to put out the fire after an hour-long battle. Local police



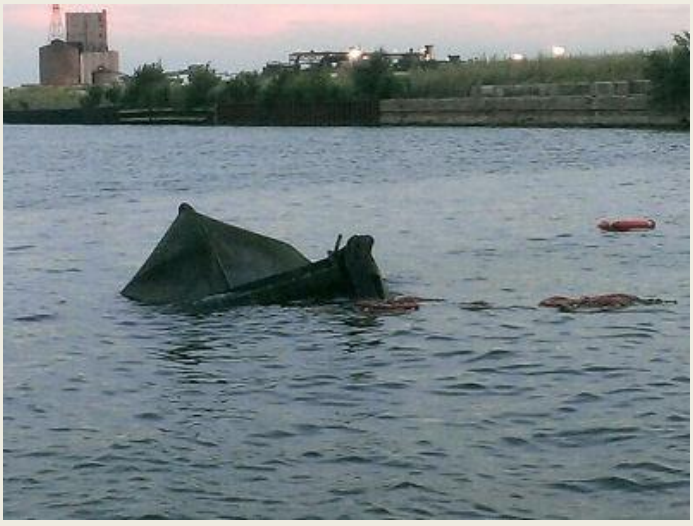
stated that the blast happened at 8:15 a.m. on Saturday when some crewmen were using a weld torch to repair the vessel. An investigation has been launched into whether the blaze was ignited in the oil compartments or from the cooking gas cylinder. Witnesses compared the sound of the explosion to a bomb being detonated and noted seeing things flying in all directions before falling into the water. Unfortunately, two workers died in the explosion. Four other were rescued; three having suffered severe burns, including the vessel's owner. Details about the ship remain unclear. *(Source: Marex)*

DRAMATIC SEA RESCUE OFF ST FRANCIS HARBOUR

At 07h41 yesterday morning, 27th August, NSRI St Francis Bay volunteer sea rescue duty crew were activated by Transnet National Ports Authority (TNPA) following reports of the chokka (squid) fishing boat **Sikelela** running aground onto wave-breaking dolosse blocks that form the western harbour wall of the harbour at St Francis. The NSRI St Francis Bay volunteer sea rescue duty crew launched their sea rescue craft *Spirit of St Francis II* while TNPA Port Control activated the private rubber duck from the Balobi Fishing Company, RICOCHET, which also acts as the harbour tender. It appears that the chokka (squid) boat **Sikelela**, skippered by Hutch McKenna, a retired NSRI coxswain, lost motor power as she was turning in towards the harbour entrance in 5 metre breaking swells and a 10 to 15 knot westerly wind. Unable to take corrective action the boat had been engulfed by waves and forced onto the rocks with some of the 13 crew still onboard. Before she actually grounded on the rocks and dolosse, eight of the crew were rescued by the Ricochet and taken to safety. After that rescuers were faced with large breaking swells and the casualty chokka boat already up against the dolosse and rocks and being battered by waves crashing over the top of the fishing vessel. One of the crew, the first mate, managed to jump off the boat onto the land side during a lull in the waves. In what has been described as a miraculous twist of fate the casualty chokka boat rolled in the swell and turned side-on to the dolosse, giving him the opportunity to leap onto the rocks where he was assisted by members of the public who had come to help. The port tender boat, with skipper Lafran Toskie and crewman Kevin Bremner, managed to time the incoming swell and get their boat against the side of the chokka boat, enabling one man to be rescued, leaving another two crewmen and the skipper still on board the stricken **Sikelela**. At that stage the sea rescue craft Spirit of St Francis II arrived on-scene to find two crewmen hanging onto the side of Sikelela and being battered by waves. The skipper meanwhile was standing on the top of the boat until a large wave crashed over the boat causing him to fall and lacerating his right arm. With no time to spare two NSRI rescue

swimmers, Tantum Dace and Stuart Obrey, were deployed into the surf while coxswain of the sea rescue craft, Neil Jones, handed over the helm to Station Commander Marc May, so that Jones could direct the two rescue swimmers. The rescue swimmers swam up to **Sikelela** and ordered the two casualty crewman to jump into the sea where they were dragged by the rescue swimmers through huge breaking swells. Skipper Marc May then timed the sets to bring the rescue craft into the danger zone and by facing towards the waves and punching through them, managed to rescue both casualty men onto the rescue craft. By this stage the harbour tender boat Ricochet had returned to the scene, still with skipper Lafran Troskie but now with crewman Craig 'Short' Humbee onboard, and they again managed, by timing the incoming sets, to bring their boat up against **Sikelela** in order to take off the chokka boat's skipper – made all the more difficult because he had become wrapped up in fishing lines, debris and flotsam. Finally, the NSRI rescue boat recovered the two NSRI swimmers in the water. All were taken into St Francis harbour and the injured handed over to waiting paramedics. An effort was later made to secure a tow-line on the chokka boat but this had to be abandoned because of the dangerous conditions. A statement issued by the NSRI gives credit to the incredible feat achieved by the small Baloyi Fishing Company harbour tender rubber duck, which rescued ten people off the stricken chokka boat and certainly averted a maritime disaster. This was done in conjunction with NSRI St Francis Bay rescuing the two crewmen from the water. The NSRI says that all are commended for their incredible achievement. Watch the movie click here *(Source: Ports & Ships)*

COAST GUARD RESPONDS TO CAPSIZED TUG



The Coast Guard yesterday, 27th August 2014, responded to the capsizing of a tug on the Calumet River near the 106th St. Bridge in Chicago in which two crew members were able to escape and swim to shore. The Coast Guard is not releasing the names of those involved. Shortly after 7 p.m yesterday., two crew members on board the 57-ft Calumet River Fleeting tug **Bonnie G. Selvick** attempted to turn the vessel around while transiting south on the Calumet River. During the process, the vessel rolled over, began taking on

water and sank within minutes. The two crew members escaped and swam to shore. One of the crew member contacted watchstanders at Coast Guard Sector Lake Michigan with a marine band radio on channel 16. Watchstanders directed the launch of a crew on board 25-foot response boat from Coast Guard Station Calumet Harbor. Once on scene, the Coast Guard crew confirmed that all crew members were accounted for and that there were no injuries. Personnel from Coast Guard Marine Safety Unit Chicago are determining if there is any pollution in the water from the vessel, and beginning an investigation into the cause of the incident. *(Source: MarineLog)*

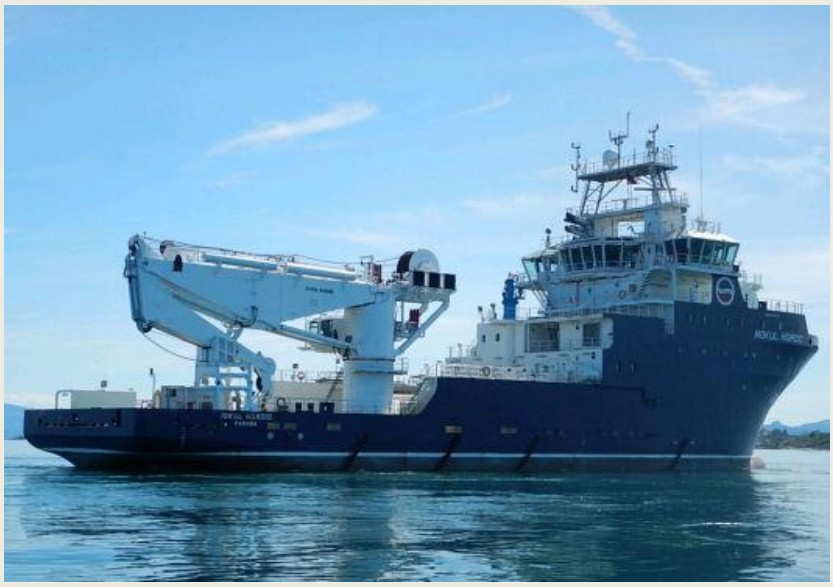
OFFSHORE NEWS

OTTO MARINE CLINCHES TWO CHARTER CONTRACTS IN AUSTRALIA

Otto Marine Limited, an offshore marine company which owns and operates a large fleet of offshore support vessels, has secured time charter contracts with two oil majors for its Deep Water Anchor Handlers, **GO Sirius** and **GO Spica**, worth AUD57 million. Employed in drilling and pre-lay support, the 16,300 BHP DP2 AHTS vessel **GO Spica** with the 210 tonnes Bollard Pull, will be mobilized to Australia for a long term charter off the North West coast of Australia in August 2014. This vessel will be operated by the Group's wholly-owned subsidiary, GO Marine Group. In addition to the **GO Spica**, another of the Group's 16,300 BHP Vessel, **GO Sirius**, has secured term work out of Darwin in support of another Oil major. The **GO Sirius** has been working in Australia for the past two years and has obtained a very good track record with multiple clients in achieving almost seamless back to back contracts in supporting drilling and construction projects. "The Group has a long and successful track record in working with the Oil majors. We are again honoured to have been selected and we look forward in maintaining our long standing relationships with this key client. It is with great pride that we see the **GO Spica** going to Australia to join the **GO Sirius** as part of our Deep Water support fleet. The Group's focus is to continue to divest from our smaller tonnage whilst focusing on a Deep Water Anchor Handlers, PSV's and IMR vessels around the world," said Garrick Stanley, Chief Executive Officer. *(Press Release)*

STATOIL HIRES 'MOKUL NORDIC' IRM

Nordic Maritime, an offshore service operator, today announced its newest DP2 vessel, **Mokul Nordic**, has been hired by Norway's oil company Statoil. The contract is for a 30 days firm charter in the North Sea. Statoil will have an option to extend for another 15 days. "At Nordic Maritime, we are delighted to have won our inaugural contract with Statoil in 2014, the year in which we celebrate our 15th anniversary," said Kjell Gauksheim, Nordic Maritime CEO. **Mokul Nordic** is a DP2 VS470 MKIII subsea service vessel capable of ROV / IMR operations. Having just completed her inaugural charter, with N-Sea Offshore, **Mokul Nordic** will remain in the North Sea and today



starts on a job with international energy provider, Statoil. "Mokul Nordic has IMR capacities which fit our client's requirement and is capable of a great deal also for North Sea operation" explained Gauksheim. "She is economical and that fact, coupled with her high capacity, is what our client saw in her". Mokul Nordic is specially customised and equipped to perform IMR/ROV work. The vessel has a 100-tonne active heave compensated offshore knuckle-boom crane and built-in swell compensation systems per 2,000m depth. Compliant with SPS 2008 Code & Clean and Comfort class notation, Mokul Nordic can accommodate 60 people, offers full cargo deck capacity, and logistical support to extend full usage flexibility. "Her sister vessel, Nordic Amprak, is currently under construction and will be delivered in the second quarter of 2015," Gauksheim added. Separately, Gauksheim also confirmed Nordic Maritime is in the final build stages of a new Research Catamaran which pioneers unique OBN (Ocean Bottom Node) technology, for use in seismic support and subsea mapping. The as-yet-unnamed catamaran will be available for chartering in South East Asia from January 2015. *(Source: Nordic Maritime)*

BUREAU VERITAS DEVELOPS RULES FOR DIVING SUPPORT UNITS

Leading international classification society Bureau Veritas has issued a new Rule Note covering the Classification of Diving Support Units. The Rule Note NR609 sets out requirements for vessels used for manned diving operations whether they are fitted with an air system for shallow diving or a complex saturation system for deep diving. Pierre de Livois, Senior Vice President, Marine & Offshore, Bureau Veritas, says, "The demand for diving support units is strong, with an estimated order book of more than twenty new build vessels. Currently for these vessels a special procedure is applied with ad-hoc survey schemes and technical requirements. Several operators of Offshore Support Vessels have asked BV to develop classification rules to cover the special needs of these units and particularly the diving support capabilities of multipurpose support vessels (MPSV) using portable diving systems. "The rule note addresses the requirements specific to units supporting professional diving including the installation of the diving plant on-board, the interface between the

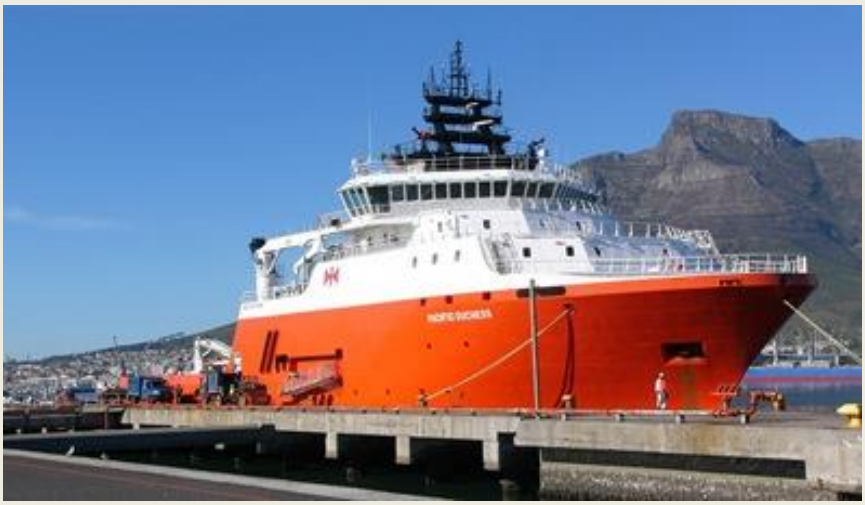
ship and the diving system and the description of the in-service surveys. Among the main issues dealt with are fire safety, electrical energy supply, emergency means of escape, communication means and storage of the oxygen used to enrich the breathing gas." The latest industry practices are adopted including IMCA recommendations regarding diving. *(Press Release)*

PETROBRAS EXTENDS BOS TOPAZIO CHARTER

Norwegian owner of offshore support vessels Farstad Shipping has secured a charter extension in Brazil. Brazil's state-run oil company Petrobras has awarded a $60.73 million charter contract for the Anchor Handling Tug Supply (AHTS) vessel **BOS Topàzio**. The **Bos Topàzio**, built in 2005 by the Itajai yard in Brazil, will stay with Petrobras for four years. Also, the Brazilian oil giant will have an option to extend the charter for up to four years. The contract begins this month. *(Source: Offshore Energy Today)*

BUNKER CALL FOR PACIFIC DUCHESS

Swire Pacific Offshore's recently built supply tug **Pacific Duchess** (21,143-gt, built 2014) seen at the bunker berth in Cape Town harbour, discharging slops and later loading bunkers. The 92m, 17,824 bhp tug boasts a bollard pull of up to 245 tonnes. She is owned by Swire Pacific Offshore of Singapore and is flagged in that country. *(Photo: Aad Noorland)*



HARKAND CEO PRAISES 'COST EFFECTIVE' HOS MYSTIQUE

Harkand has completed the transportation and installation of two large jumpers in the Gulf of Mexico utilising the HOS Mystique vessel. The global subsea inspection, repair, maintenance, and light construction company has provided what they describe as a "cost effective vessel for light subsea construction in 2000ft. (610m) water depth, approximately 160 miles southwest of New Orleans." The contract delivery was supported by Harkand's onshore team of project managers and engineering services based in the Houston office. Managing director for Harkand North America and Africa, AJ Jain, said: "This project showcases our capability to engineer cost effective solutions for our clients. The jumpers which were originally designed to be installed with a bigger vessel;

were installed using the HOS Mystique without any incident, on schedule and within budget." The Jones Act compliant 250 ft (76.2 m) offshore construction vessel has accommodations for 62 personnel, a 70 MT AHC crane with 2500m wire, a Triton XLS ROV and full survey spread.Harkand is now adding a second light work-class ROV to further enhance the HOS Mystique capabilities. HOS Mystique now has a successful track record of installing jumpers, flying leads, SCM pod change outs and general IRM scopes at a fraction of the cost of the larger vessels. (Press Release)

EOC TO TAKE OWNERSHIP OF TWO OSVS FROM KMPL

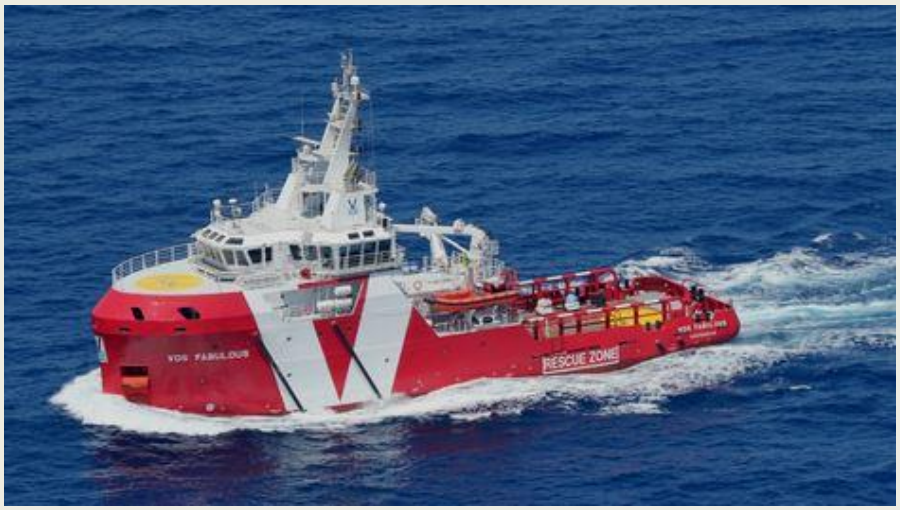
Singapore's EOC Limited has agreed to acquire 50% of the entire issued share capital of Lewek Antares Shipping Pte. Ltd., a company incorporated under the laws of Singapore, from Konquest Marine Pte Ltd. (KMPL). In its press release, EOC said that the completion of the acquisition is scheduled to take place on or around 28 August 2014. Prior to the acquisition, Lewek Antares Shipping Pte. Ltd was jointly owned by KMPL and Ezra Holdings Limited ("Ezra") , in a 50-50 proportion. Upon completion of the acquisition and post completion of the Proposed Business Combination , Lewek Antares Shipping will be 100%-owned by the enlarged EOC Group. The consideration for the 50% stake in Lewek Antares Shipping is approximately US$18.3 million, payable to KMPL upon completion. EOC said it would borrow the money for the transaction from

banks. Lewek Antares Shipping Pte. Ltd. owns 2 offshore support vessels, namely the **Lewek Atria**, a 3,266 dwt platform support vessel, and the **Lewek Antares**, a 2,900 dwt with 60-ton crane multi-purpose service vessel, which are chartered to customers. EOC also recently announced the acquisition of two newbuild accommodation vessels and an accommodation and support vessel. "These acquisitions are in line with EOC's growth strategy of focusing on the growing accommodation and offshore support services sectors," a statement by EOC reads. *(Source: Offshore Energy Today)*

QUEEN ALAERGE

Last week in the South African port of Cape Town was seen the new building Damen Fast Crew Supply Vessel FCS 5009 design **Queen Alaerge** being shifted by the utility tug "Kestrel" for a further fitting out. *(Photo: Aad Noorland)*

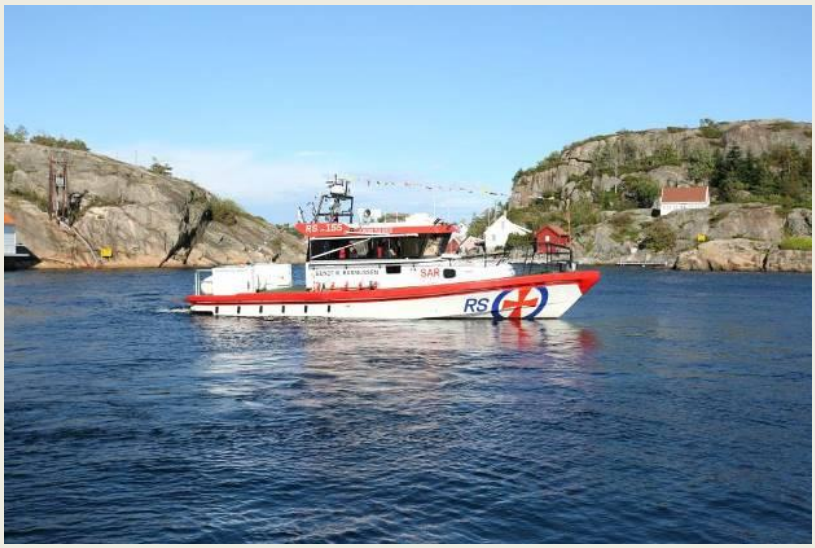
VROON OFFSHORE SERVICES PROMOTIONAL FILM



Vroon Offshore Services Aberdeen have released a new promotional film, which can be viewed on the Vroon Group YouTube page. The film shows VOS Pioneer and VOS Provider, emergency response and rescue/field-support vessels, on exercise in the North Sea. Also shown is VOS Fabulous, a newly delivered ERRV, now operating out of Aberdeen. VOS Fabulous is the first of a ten-vessel newbuilding programme, with six 50m ERRVs being built at Nanjing and four 60m FSV vessels under construction at Fujian Southeast Shipyard, also in China. All ships have a revolutionary, wave-piercing bow shape that has been specially designed for Vroon. Vroon Offshore Services Ltd. (VOSL) is located in Aberdeen, United Kingdom. The company operates a diverse fleet of approximately 50 emergency response and rescue vessels (ERRV) and is the market leader for ERRV services on the UK continental shelf and in the Irish Sea. A major part of the fleet has cargo-carrying capabilities, while some vessels have towage and tanker-assist features. The company also has its own rescue-craft maintenance workshop in Montrose, Scotland. Crewing support is provided by Deeside Crewing Services Ltd., also located in Aberdeen, United Kingdom. The company provides services to Deeside (Guernsey) Ltd. in support of crewing vessels for Vroon Offshore Services Ltd.

The Aberdeen-based companies jointly employ approximately 70 shore-based employees and 1,200 seafarers. To view the film click here

VIKING SUPPLY SHIPS FINANCES A NEW SEARCH AND RESCUE VESSEL IN KRISTIANSAND

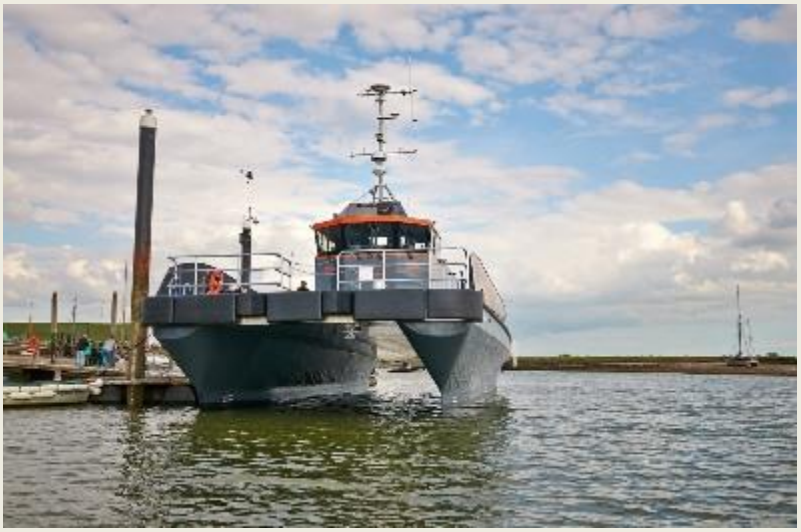


Viking Supply Ships finances a new Search and Rescue vessel in Kristiansand in conjunction with the company's 40 years anniversary. Viking Supply Ships finances a new Search and Rescue vessel in Kristiansand in conjunction with the company's 40 years anniversary. The vessel is named **Bendt R. Rasmussen** after the founder of Viking Supply Ships, and was christened yesterday as part of the company's 40 years celebration. The vessel's godmother is Bärbel R. Rasmussen, the widow of Bendt R. Rasmussen. With this sponsorship VSS look forward of continuing a long and proud cooperation with Redningselskapet and we are pleased that we can contribute to the efforts Redningsselskapet take on making the Norwegian coast line safe for all seafarers. *(Source: Viking)*

WINDFARM NEWS

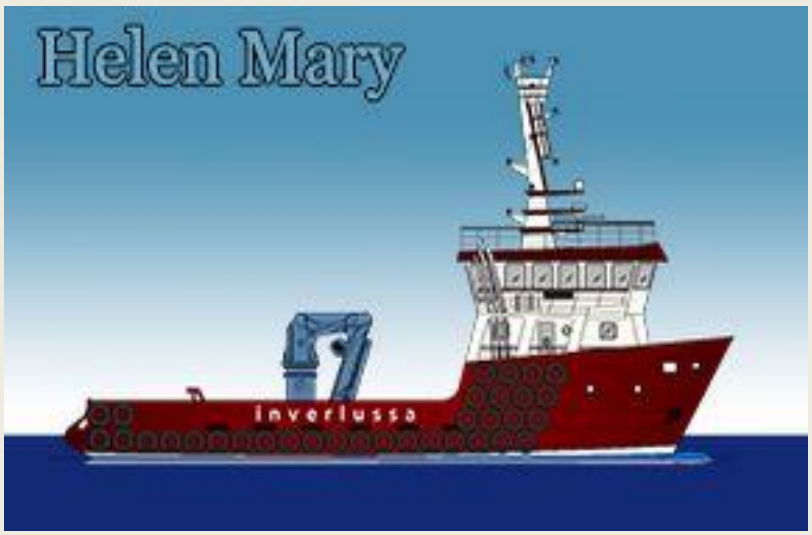
CWIND GROWS FLEET OF CREW TRANSFER VESSELS

CWind Fulmar to join CWind vessels at West of Duddon Sands offshore wind farm. CWind, a leading provider of integrated services to the offshore wind industry, today announced it has launched its new vessel **CWind Fulmar** in a naming ceremony in Brightlingsea. The **CWind Fulmar**, built by CTruk Ltd at its Brightlingsea boatyard, is due to join three other CWind vessels on a 3-year O&M contract at West of Duddon Sands. The vessel, the third SWATH 20 built by CTruk, boasts



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 increase speed and boost the already notable fuel efficiency of these composite craft. Dave Quested, Fleet Director of CWind, said: "We are delighted to receive the **CWind Fulmar** into our fleet. She is the 20th vessel CTruk has built, in what continues to be an outstanding local partnership. Of course we are extremely pleased that she is going straight out to a contract where she will hopefully not only meet but exceed our clients' expectations." *(Press Release)*

INVERLUSSA APPOINTS COMMERCIAL MANAGER



Inverlussa Marine Services is delighted to announce the appointment of Hazel Phillips to the newly-created company post of Commercial Manager. With a wealth of experience in the world of marine support services, Mrs Phillips, 58, will be tasked with helping to steer Inverlussa en route to further expansion. Ben Wilson, Operations Director, said: "We have expanded quite quickly in the last two or three years, doubling our fleet and, importantly, our workforce." "We have four vessels working primarily in the fish farm sector and a new multi-purpose workboat, the **Helen Mary**, due to be delivered in January, 2015, which will create new opportunities. "With twelve more crew joining us, Hazel will be helping us strengthen the much-valued business we already have, while exploring new options for expansion." Having worked her way up through the ranks, with a Clyde based towage company which changed hands several times during her 26 year career there, Mrs Phillips progressed to Manager of the firm's marine operations in Scotland and Northern Ireland. She left the company, which was at that stage run by Danish operators, Svitzer, to take on the post of General Manager with the wind farm support company, Turbine Transfers, a subsidiary of the Holyhead Towing Company in Anglesey. Turbine Transfers had eight vessels when Mrs Phillips, a native of Aberdeen, began working there in 2010 and had expanded to 35 vessels, with five more on order for this year, when she left. Mr Wilson said: "We are delighted that Inverlussa has been able to attract someone of Hazel's calibre and she will be invaluable in the future growth of our business." *(Press Release)*

YARD NEWS

TOPAZ SECURES PRIVATE EQUITY INVESTMENT

Topaz Energy and Marine has announced a US$75 million new equity investment in the business from Standard Chartered Private Equity (SCPE). Under the terms of the investment, SCPE will inject US$75 million of equity in return for a 9.8 per cent stake in the business. The funds will be deployed in support of Topaz's long-term fleet expansion ambition in its core operational regions and strategic entry to key growth opportunities. Topaz currently operates 99 vessels globally, with an average vessel age of seven years in the fleet. *(Source: Baird)*

FIRST OF NINE TRANSNET TUGS GOES INTO PRODUCTION

Prasheen Maharaj, MD of SA Shipyards, and Tau Morwe, CEO of Transnet National Ports Authority, congratulate each other on the successful first cutting of steel to build nine tugs for the TNPA. Transnet National Ports Authority's (TNPA) R1.4 billion contract, awarded to Durban-based Southern African Shipyards, for nine state-of-the-art tugboats got underway on Thursday (21 August 2014) with the traditional cutting of the first steel. "This contract rates as the largest single contract awarded by TNPA to a South African company for the building of

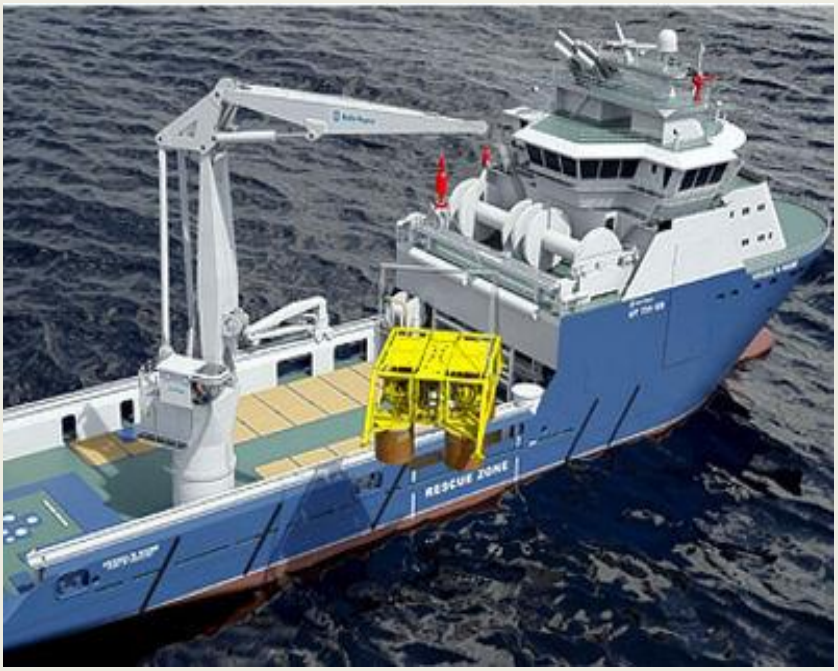
harbour craft. The acquisition of these tugboats is consistent with Transnet's Market Demand Strategy to provide capacity ahead of demand ensuring productivity and operational efficiency," said Tau Morwe, TNPA Chief Executive. The tugboats will replace ageing vessels and increase the fleet in the ports of Durban, Richards Bay, Port Elizabeth and Saldanha Bay. Two each are intended for the ports of Richards Bay, Durban and Port Elizabeth, and three for Saldanha Bay. "To meet an almost unprecedented target of building the nine tugboats in just 42 months, they will be built in tandem with five tugs under construction at any given time with varying launch dates," said Prasheen Maharaj SA Shipyards Chief Executive. The first tug will be launched in November 2015 while the last tug will be handed over in the first quarter of 2018. In another move to meet the tight building programme, sub-contractors supplying technical expertise from the installation of electrical systems, engines and propulsion units, have established workshops in SA Shipyards premises. Subcontractors include well-known multi-national companies such as Barloworld/Caterpillar, Siemens and Voith Schneider. Underpinning the contract is a large Local Supplier Development Programme which ensures local content is maximised and that black suppliers, women owned and youth owned businesses are included in the procurement process. In addition a number of national and international training and development opportunities will be created for local employees. "The new tugs will be the most powerful ever to enter TNPA's service. Compared to the older generation tugs, currently in use which have a bollard pull of 40 and 32.5 tons, eight of new tugs will have a 70 ton bollard pull. At 31 metres long, 11.5 metres wide and 18 metres high they are slightly larger than the existing ones," said Rufus Lekala, TNPA Chief Harbour Master. "More remarkably the ninth and final tug to be built will be 42 metres long, 15 metres wide and have a bollard pull of 100 tons making it the most powerful [harbour] tug in the world," said Lekala. The bollard pull is a means of measuring in tons the maximum pull that the tug can exert on a stationary ship or object and is a way of understanding the available power of the tug. The increased bollard pull meets international standards to handle the increasing size of commercial vessels calling at South African Ports. *(Source: Port & Ships; Picture: SA Shipyards)*

ULSTEIN INTRODUCES X-BOW HEIR: X-STERN

Ulstein Group has introduces the X-STERN™, a design feature increasing operability through positive effects on station keeping, wave response, comfort and safety in harsh conditions. An X-STERN™ vessel can stay on position in harsh weather with the stern towards waves, wind and current. For vessels where the best possible motion characteristics are vital, positioning the X-STERN™ towards the weather instead of the bow will be the Captain's natural choice. The X-STERN™ leads to reduced pitch and wave drift forces, as well as eliminating slamming. Positive effects are reduced power and fuel consumption while on DP, or the possibility of operating in a

wider sector with the same power consumption. The X-STERN™ has several of the same characteristics as the X-BOW®, and additional ice operation capabilities. Its gentle displacement reduces acceleration, pitch and heave, it improves comfort and safety, and the operational window is increased. There will be no sea on deck, and reduced ice build-up in cold climates, due to the stern shape and enclosed nature of the aft deck. *Patent pending* "An innovation process is a long process, in which we work strategically in order to come up with safer, smarter and greener solutions," says Tore Ulstein, deputy CEO and Head of Markets & Innovations in Ulstein. "We discuss operational challenges with our customers, and work on how to transfer these challenges into technical solutions which can be turned into commercial products. The X-STERN™ is patent-pending in several countries, including the USA and in the EU." *X-STERN™ – The follow-up of the X-BOW® feature* In 2005, Ulstein Group introduced the X-BOW® to the market, a design feature which increases crew comfort while giving the opportunity to keep up speed in foul weather or the option of reduced fuel consumption. Currently, close to 100 X-BOW® vessels are being constructed or have been delivered world-wide. The X-STERN™ takes a new step in increasing vessel operability even more. To see the vessel movement klick here *(Press Release)*

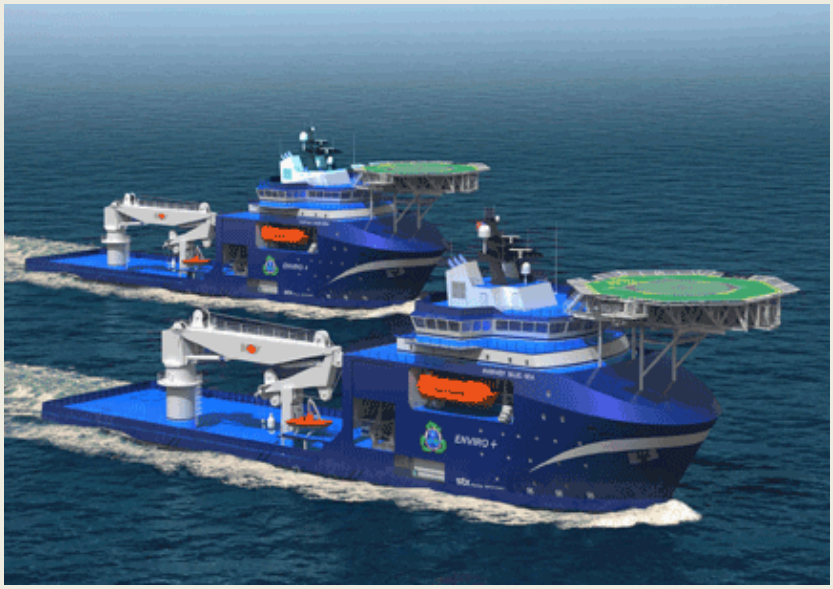
ROLLS-ROYCE TO SUPPLY CRANES FOR NINE BRAZILIAN BUILT PSVS



Rolls-Royce has signed a contract with Detroit Chile SA to supply offshore cranes to nine Guido Perla designed platform supply vessels (PSVs) under construction at Detroit Brasil Ltda. shipyard, in Itajaì, Brazil. The delivery will include nine ship sets of dual drag link cranes. On completion, the vessels will enter service on an eight-year contract with Petrobras. They will be operated by Starnav Serviços Marìtimos Ltda, a subsidiary of Detroit Chile. The dual drag link crane is optimized for safer and more efficient load handling in harbor and on the ship's deck while at sea.

The cranes allow fast loading, unloading and moving of cargo over the entire length of the main deck. John Knudsen, Rolls-Royce, President Commercial Marine, said: "We are pleased to be selected by Detroit Chile to supply this new and highly innovative PSV crane. A ship configuration with two cranes provides safe and highly efficient load handling and these offshore vessels will have the advantage of loading and unloading the deck using their own equipment." Launched in 2012, the Rolls-Royce dual draglink crane has already been delivered to Farstad Shipping's vessel Far Solitaire, one PSV under construction at Keppel Singmarine Brazil SA, as well as to four PSVs under construction at the Detroit Brasil shipyard. *(Source: MarineLog)*

WARTSILA, HARVEY INK MAINTENANCE DEAL FOR EIGHT OFFSHORE VESSELS



Wärtsilä, the marine industry's leading solutions and services provider, has signed a long-term Technical Management Agreement with Harvey Gulf International Marine LLC (Harvey Gulf). This five-year agreement was signed in August 2014 and it covers Condition Based Maintenance and Dynamic Maintenance Planning for eight new offshore supply and multi-purpose support vessels – six liquefied natural gas (LNG) fuelled platform supply vessels and two offshore construction vessels powered by diesel fuel. The signed agreement ensures ideal running conditions and optimized maintenance for Harvey Gulf's new vessels. It ensures that their engines – 18 Wärtsilä 34 dual-fuel engines and eight Wärtsilä 32 engines – always run at the optimal level, with optimized fuel economy and maintenance costs. Technical management is based on continuous condition monitoring data and periodical inspections. The agreement also includes Online Remote Operational Support, which enables Wärtsilä's technical experts to support vessels in real time, without the need for engineers to travel to the vessels. "Harvey Gulf's decision to become the leader in Clean Gulf of Mexico offshore operations has been enthusiastically accepted by oil company executives. And we are extending our partnership with Wärtsilä, through this Technical Management Agreement, to assure our new fleet of vessels are maintained to the highest standards of safety, reliability and availability," says Shane J. Guidry, CEO of Harvey Gulf. "We are very pleased to expand our partnership with Harvey Gulf. This agreement reaffirms their commitment to the offshore oil and gas business in the Gulf of Mexico by adding safe and environmentally sustainable LNG fuelled vessels to their modern fleet. With this extended partnership, we will enable the safe and reliable operation of their offshore supply and multi-purpose support vessels throughout their lifecycle," says Walter Reggente, Service Director of Wärtsilä North America. Reducing maintenance costs and increasing vessel's uptime through Condition Based Maintenance. Condition Based Maintenance system brings flexibility to operations as maintenance intervals are optimized. The system enables feeding engine parameters into Wärtsilä's database, after which they are evaluated by specialists at the Condition Based Monitoring center. This enables early detection of performance issues, reduced downtime as well as

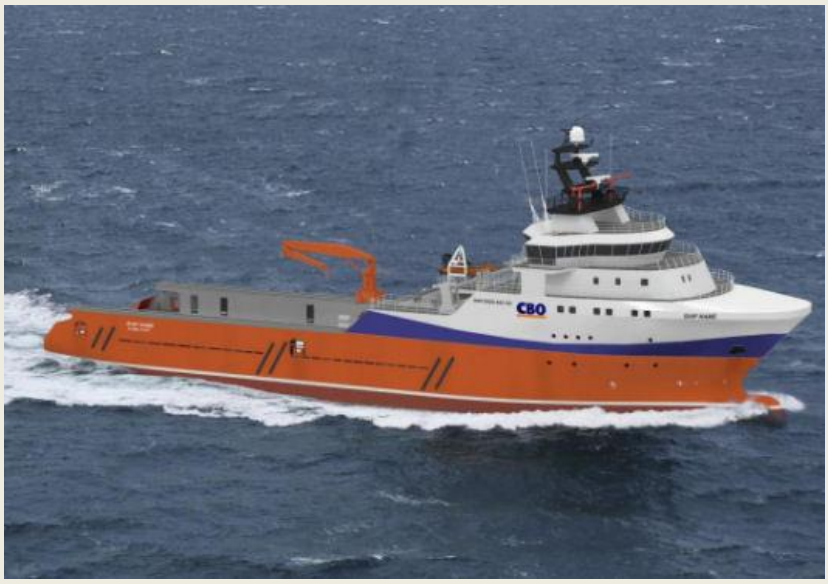
optimized engine performance and fuel consumption. Knowing the actual condition of the engine allows the implementation of the Dynamic Maintenance Planning concept. This brings a significant opportunity to reduce operating costs by optimizing the timing of major overhauls and reducing the consumption of spare parts. *(Source: Wärtsilä)*

FOSS MARITIME CONSTRUCTING THREE NEW TUGS FOR ARCTIC WORK

Work is underway at an Oregon shipyard to prepare for increased Arctic activity. Foss Maritime is building three new Arctic tugs at its Rainier Shipyard, each named after the three sisters that own 77 percent of parent company Saltchuk, for work in the far north. The first — the **Michele Marie** — is expected to be finished in March 2015. The 132-foot ship is slated to deliver critical petroleum infrastructure components to Arctic locations in Alaska and internationally, said Tucker Tillman, Foss Marine's project sales/controls manager. Her sister ships should be ready in 2016 and 2017. Foss Maritime is a marine transportation company owned by the same parent company, Saltchuk, as several other Alaska transportation players — Carlile Transportation Systems, Cook Inlet Tug and Barge, Delta Western, Inlet Petroleum, Totem Ocean Trailer Express, and Northern Air Cargo. Those companies, along with Foss, have a long history in Alaska, and the new Arctic tugs represent part of the company's new commitment to Alaska's future said Foss Maritime's Tim Beyer, vice president for project sales in the Pacific. The new vessels will have reinforced hulls intended to allow them to sail safely through ice, and a fuel capacity of about 122,000 gallons, which should enable them to operate 30 days before refueling, Tillman said. The tugs will also have heated decks to help prevent ice buildup. The new Arctic tug will work with newer shallow draft vessels, also constructed in the past several years at the Oregon shipyard — the most recent is the **Emmett Foss**— on much of the northern work. The **Emmett** is a 76-foot tug that has a flat bottom and smaller propellers and

rudders, enabling it to work in shallower water at most of the potential Arctic work sites. The tug has been used throughout Alaska waters, including up at Point Thomson on the North Slope. Most of the places for Arctic deliveries are shallow. Once the **Michele Marie** is completed, it can bring materials most of the way north, with the Emmett taking over for the final, shallow-water portion of the move. The new Arctic vessels have been in development for the past few years. Initially, Beyer said the company began simply looking at building new tugs as ocean class tugs at least five years ago. Eventually, they looked at the best fit for opportunities for growth, and determined that a tug that could operate in the Arctic would be the most beneficial. "If they can operate in that environment, they can operate anywhere in the world," Beyer said. Increased oil and gas activity opportunities in the Chukchi Sea and internationally helped make the case for the new ships, too. "We think the future looks good," Beyer said. This summer, the **Emmett** has been busy working in Cook Inlet, where it made beach landings in both Nikiski on the east side and Beluga on the west side. Beyer said the Foss Rainier shipyard has done work in both aluminum and steel fabrication previously. The new ships will help meet a push in the oil and gas industry for vessels that meet high safety standards and are less than 30 years old. The Arctic tugs will have the American Bureau of Shipping's Safety of Life At Sea, or SOLAS, designation. That's the "top standard for operating these vessels," Beyer said. It is a marker for the way the tug is built and outfitted to ABS and U.S. Coast Guard strict standards, and requires regular inspections. The engines and auxiliaries in the new tugs will be the newest model available, efficient, and will have low emissions, Beyer said. After the Arctic class tugs are built, Foss may continue building some general high quality ocean tugs. Those will likely be outfitted in accordance to their intended future deployments, possible somewhere between the current regular fleet and the Arctic fleet, Beyer said. The exact specifications for tugs built in the future will depend on what the company's work plans are, and what older vessels need to be replaced. Beyer said this may also include building another shallow draft tug similar to the **Emmett**. "It's a wonderful boat," he said, noting that it's useful in Alaska rivers, as well as shallow ocean sites, and "very effective" for making landings in remote parts of Alaska.

BREAKTHROUGH FOR HAVYARD IN BRAZIL



Havyard will deliver the ship design and equipment for four anchor handling tug supply (AHTS) vessels that are to be built and operated by the Brazilian shipping company and shipyard group Grupo CBO. The contract has been entered into by Havyard Design & Solutions, which is responsible for the development of the ship design and for integration and coordination of the equipment packages. The contract also includes deliveries from other business areas in Havyard Group, including Havyard IASTM (integrated automation and alarm systems), PMS (Power Management System) and navigation and communications equipment from Havyard Power & Systems. The equipment package also contains

equipment from other Norwegian and international suppliers. This is the first design and equipment contract for Havyard in Brazil, and it is also the single biggest contract entered into by Havyard Design & Solutions. Contract value is approx. NOK 180 million. *Breakthrough* Havyard Group established a separate company, Havyard South America Ltda, in Rio de Janeiro in 2011. Under the leadership of Kjell-Peder Overvåg, the company has worked on selling Havyard products and services in Brazil and South America and on supporting Havyard customers that operate in Brazil. The design and equipment contract with Grupo CBO represents a breakthrough for Havyard in Brazil. 'The market has been very challenging since we opened an office in Brazil,' Overvåg says. 'Petrobas, the biggest oil company in Brazil, has almost stopped awarding contracts for new ships, and the delivery of ships under existing contracts has been very delayed or has come to a halt. This is due, among other things, to lack of financing and equity, and lack of progress at the shipyards. The most successful projects have been projects where the shipowners have set up their own yards and managed them themselves. Grupo CBO is a company of this kind and one of the companies that has had greatest success. That is why it is a big feather in Havyard's cap to be chosen by CBO,' says a very satisfied Overvåg. *Challenges and opportunities* Havyard Group also worked on projects in Brazil before establishing its own office there in 2011. Kjell-Peder Overvåg has many years' experience of working in Brazil, both on the sale of Norwegian products and on operating Norwegian offshore vessels on the Brazilian continental shelf. Overvåg emphasises the importance of being present and of know-how about Brazilian culture and its business community as success factors in this market. 'Brazil is a very challenging market in which to sell products and services, but there is also a great potential for us here,' Overvåg says. 'We have to use our market knowledge and adapt Norwegian technology to meet Brazilian requirements. A high Brazilian content in projects is also a requirement, which means that suppliers that manufacture in Brazil have an advantage, although it is complicated and also requires in-depth knowledge about the local framework conditions.' Overvåg is positive, however, about the opportunities offered by the Brazilian market. 'A lot is going to be happening in Brazil in the time ahead, and Petrobras has huge plans. A number of new FPSOs will be put into operation in the years ahead, and the same applies to drillships that are under construction for which contracts have already been signed. There is therefore huge demand for support vessels.' 'The **Havyard 843** fits in perfectly here. Many of the ships that these newbuilds are planned to replace are starting to show their age. The new ships are broader than their predecessors and have better room for anchors and buoys on deck, which is important in anchor-handling operations. We therefore hope that this is just the first of many business opportunities,' concludes Kjell Peder Overvåg, head of Havyard in Brazil. *Grupo CBO* Grupo CBO currently comprises the shipping company CBO and the shipyards Alianca in Rio de Janeiro and Oceana in Itajai. The group was formed relatively recently, based on the acquisition and merger of the former CBO / Alianca and Oceana. CBO has been a traditional shipping company that entered the offshore sector in Brazil in 1978. It built its first ships at external shipyards in Brazil, but decided in early 2000 to establish its own yard. It has built most of its ships at this yard and most of them are of Norwegian design. Today, CBO's fleet comprises 23 ships in operation. *Havyard 843* **Havyard 843** is designed by Havyard Design & Solutions in Fosnavåg. It is a modern anchor-handling vessel where the focus has been on developing a cost-efficient vessel with the ability to tackle most types of jobs in waters of medium depth. The design provides good stability, a large work deck with cranes and equipment for safe anchor handling and a winch configuration that enables safe and efficient towing and other anchor-handling services for floating offshore installations. For this contract, the **Havyard 843** has also been adapted to specific tender requirements from Petrobras. *Main data Havyard 843:* Length: 81.50 m; Breadth: 19.50 m; Depth to main deck: 8.50 m; Speed: 16 knots; Anchor-handling winch: 400 tonnes; Bollard pull: 195 tonnes; Accommodates: 30 persons. *(Source: Havyard)*

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