Tugs Towing & Offshore Newsletter

LEKKO All about tugs

15th Volume, No. 74 *1963 – "51years tugboatman" - 2013* Dated 05 November 2014

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

MIDWEEK–EDITION

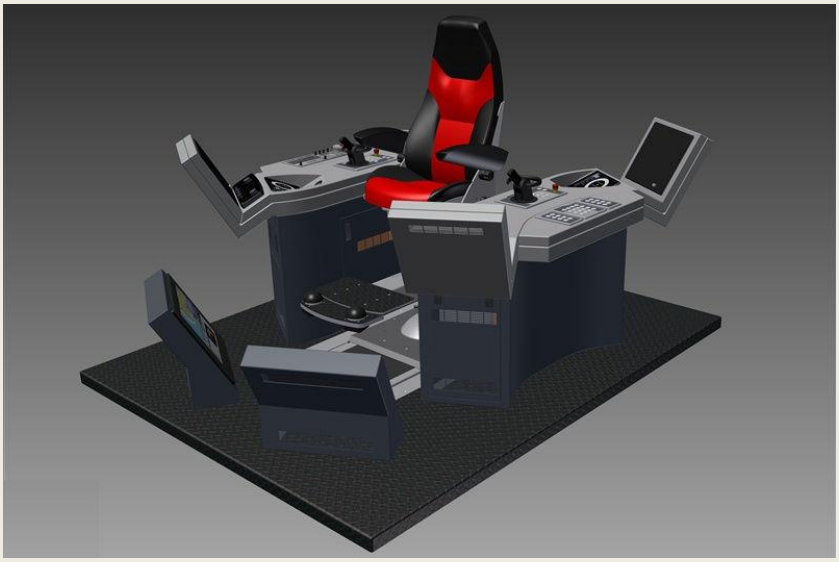
TUGS & TOWING NEWS

PRESIDENT HUBERT ARRIVED IN ROTTERDAM

The 1982 built tug **President Hubert** (Imo 8117471) arrived at Rotterdam this afternoon, 1st November 2014, fortunately still in URS colours. Rumour has it she may not be around for long. If the company continues with their usual way of divesting, she might end up at the scrapyard. A real waste. One of the best looking tugs around and still in very good shape. Other rumour is that she will drydocked for her special survey and painted in the Navy Gray colours of Boskalis. She was built by Niestern-Sander BV – Delfzijl; Netherlands under number 509 and delivered to Unie van Redding en Sleepdienst (URS) – Antwerpen. In 2006 transferred to URS Ocean Towage NV – Antwerpen. In 2010 transferred to Smit Transport Belgium NV – Antwerpen (a Boskalis subsidiary) and managed by Unie van Redding & Sleepdienst – Antwerpen. *(Photo: Hans Hoffmann)*

ALPHATRON MARINE HAS SUCCESSFULLY DELIVERED TUGBOAT CONSOLES FOR RT EVOLUTION AND RT DISCOVERY

Alphatron Marine has successfully delivered the two first one of its kind, tugboat console, to the Elisabeth Ltd owned Robert Allan designed ART 80-32 Hybrid, tugs **RT Evolution** and **RT**



Discovery. The captain of the **RT Evolution** was very pleased with the result and stated that the revolution of the new design will contribute to the safety of the vessel and the ergonomics for the captain. A little about the revolutionary design: The Alphabridge Tugboat console concept of tomorrow is a design study, performed by Alphatron Marine, together with some of the biggest Tugboat operators in the world. This design study was made to optimize the ergonomics of a tugboat bridge and is to be seen as an opening to a discussion together with the yard and the Owner on how to optimize operation and viewing possibility on board tomorrow's tugboat. The concept is based on a the principals that the captain has the best achievable ergonomic working position at both fore and aft steering position, one man operable bridge system with all the controls in reach, maximum visibility, reduced size to fit in a small wheelhouse and reduce minimum actions required for the captain to change from forward to aft position. Based on the above principals the tugboat console was designed. The tugboat standardization concept is based upon minimal space usage on the bridge. This way the shipyard is able to design a wheelhouse as small as possible to increase visibility around the vessel. Due to the quantity of navigation and communication products required an overhead console on both sides of the consoles is supplied for the convenience of the captain and increases reachability of the equipment and increases visibility either manoeuvring forward or aft. The **RT Discovery** and **RT Evolution** maneuverability and strength provide operators with maximum tugboat safety during operations and enhance the operational possibilities enormously. The new ART 80-32 Rotortug® 's has a continues bollard pull of over 86 tons and a maximum speed of 13.5 knots ahead and sailing astern, and is doing 7,5 knots sidestepping. In Rotor Tug's continuation to provide the best tug for the job and in our aim to make tugboat operations as safe as reasonable and practical possible, we emphasize this new ART 80-32 Rotortug® will be a major contribution to achieve NINA (No incidents, no accidents) status for operators The ART 80-32 will change the game again and sets a new industry benchmark. Rotortug B.V. is the company specializing in the design and marketing of the world wide patented Rotor tug design. The Rotortug® distinguishes itself from the conventional ASD, Tractor or Voith Schneider designs by using a triangular propulsion configuration. The excellent maneuverability of this type of tug is superior to all other conventional designs. The Rotortug® has been recognized as the preferred tugboat design in many port over the world.

PANAMA CANAL EXPANSION ONE STEP CLOSER THANKS TO GATE TRANSPORT ABOARD CROWLEY'S HEAVY LIFT BARGE 455 4

Crowley Maritime Corp.'s heavy lift barge *455 4* successfully delivered the first in a series of new gates for the ongoing Panama Canal expansion. Crowley is scheduled to help transport all eight of the gates involved in the Pacific side lock expansion of the Canal – a project that when coupled with the Atlantic side expansion will create a new lane of vessel traffic and double the waterway's

capacity. The *455 4* was contracted by Sarens, a Belgium-based heavy lift company, to transport the gates from Cristóbal, a port on the Atlantic side of the Canal, to Grupo Unidos por el Canal, SA's (GUPC SA) construction dock, which was built to receive the gates on the canal's Pacific side. The 105-foot wide barge, currently the largest capable of transiting the Canal, was towed by Panama Canal Authority (ACP) tugs and made the transit in only one day. "Crowley provided Sarens the barge to complete this important step in the historical expansion of the Panama Canal," said John Ara, vice president Crowley solutions group. "As family-owned, privately-held companies, both keenly focused on safety, integrity and high performance, working together proved to be a successful partnership for a project that the entire world is literally watching." Uniquely suited for the job, *455 4* is one in a series of eight high deck strength barges in Crowley's fleet able to handle uniform loads up to 4,200 pounds per square foot. In cooperation with Sarens and the Panama Canal Authority (PCA), the barge is scheduled to transport another gate in October followed by three more in both November and December. Prior to the move, Jensen Maritime, Crowley's Seattle-based marine engineering and naval architecture firm, worked with Sarens to perform a professional peer review of Sarens' strength and stability calculations related to the barge and voyage. The Canal expansion project involves widening the channel and adding a third set of locks, one set on the Pacific and the other on the Atlantic side. The new locks require 16 gates which, when complete, will increase efficiency and allow larger, post-Panamax ships, and extended width barges like Crowley's 130-foot wide Julie B, to travel through the Canal likely resulting in a higher volume of containerized and non-containerized, break bulk and project shipments. In the past, vessels were designed with the Canal's size limitations in mind. *(Source: Crowley)*

READERS INFORMATION ON THE "LIBBY ISLAND" CLASS V4-M-A1

I have been looking for information on the "**Libby Island**" as to learn of her early service life and thus stumbled on this website. I was onboard this vessel periodically from 1972-1976. Her then owner was a friend of our family. At that time she was tied up on Lake Union in Seattle, Washington. Her then owner (William A Hardisty) was her second owner since having been sold by

the government for salvage. She was still in a non-operational state and essentially still mothballed with all spares and equipment still on board, except for the towing winch. The towing winch had been removed by the first purchaser. She had been sold by the government with a "Non - Transportation Clause" so she could not be used for her intended purpose. She also proved to be ill suited to Mr. Hardisty's plans and he eventually sold her to a purchaser who intended to covert her to floating cannery in Alaska. I do not know if that ever happened – it appears not. At the time I was a 16 – 20 year old youth. I spent many hours exploring this ship, at first with flashlights. Having a good understanding of things electrical, I was able to get shore power connected to her so as to at least have lighting on board. I recall that she had a forward generator room that contained 2 – 250 KW and 1 -100 KW diesel light plants. I also remember that there was a 15 KW light plant on the same deck as the bridge, I assume for emergency service. I remember her large main engines and the electric clutches that connected them to the common gear box that drove the single screw. I remember reading the Engineers Logs for the ship and in particular, her main engines. As I recall reading from the logs, she was first put into serviceable storage in 1948. She then was sent in for overhaul in 1953 and then back to storage where she remained until being sold as scrap. I remember the engineers logs showing that her main engines had a total of 8 hours run in time since overhaul. What a waste of a ship. As I was, at the time, attending schooling in electronics, I asked, and received permission to remove her main communications radio, and her Radio Direction Finder from the bridge. Even though they were old school and outdated, they were still interesting to me. I still have the RDF, having converted it to a corner table light that now stands in a corner of my living room some 40 years later. It is my intent to now have a plaque made and attached to it that states its origin. I have attached a picture of the RDF for your viewing. Thanks for your time. Gil Justiss. *Red.* The **Libby Island** was built by Avondale Marine Ways Inc. - West Wego, La. under number 41 and delivered in April1943 to United States Maritime Commission number 1011 with call sign KOKW. In 1971 renamed Northern Retriever and in 2009 scrapped at Stabbert Yacht and Ship – TT&O issue 31/2009

SMS SHOALBUSTER RETURENED TO MAASSLUIS

Today, 2nd November 2014, the formely Irish owned, now GSS (Plant) Ltd. **SMS Shoalbuster** returned to her Dutch base at Maassluis after returning to Holland with cutterdredger *Zeeland II* from the Baltic a couple of days earlier at Hardinxveld. *(Photo: Frits van der Hoek - editor/PR LEKKO)*

EXPANDING GLOBAL PRESENCE KOTUG IN BRUNEI

As from the start of October 2014, KOTUG is assisting all LNG vessels at the Brunei LNG Terminal with three powerful Rotortugs. Brunei Shell Petroleum Company awarded KOTUG as their exclusive towage provider with a 24/7 operation, supported by local management. Three 80-ton + bollard pull strong tugs of the revolutionary Rotor concept are in charge for the berthing and unberthing operations of LNG Tankers, standby services during loading, oil spill response and firefighting duties. The Rotortugs: **RT Champion, RT Leader** and **RT Tasman** were recently mobilized from Europe to Asia. A significant milestone "We are proud to confirm that with the award of this LNG terminal contract our organization is committed to comply with the most

stringent quality and safety requirements in our industry. Our company is expanding its innovative approach in services to ports and terminals around the world. A dedicated service for Brunei Shell Petroleum reflects the strength of KOTUG as a leading provider of towage services and will strengthen our global presence," says KOTUG CEO Ard-Jan Kooren and adds: "this is another significant milestone for us as earlier this year our Joint Venture Company KT Maritime Services Australia PTY Ltd. was awarded the prestigious Shell Prelude Project, offshore Australia for 3 Infield Support Vessels, again based on the successful Rotortug Concept, to support the operation of the world's first Floating Liquefied Natural Gas project." *Track record* According to KOTUG Director Terminal & Joint Ventures, Osman Munir, KOTUG will bring strong advantages to the Brunei operation. "Thanks to our proven track record and in partnership with Brunei Shell Petroleum Company, we are able to present ourselves as an international maritime service provider, combining the skills of our highly trained and dedicated crew with our sophisticated fleet of powerful tugs." To exceed clients' expectations and support its growth, KOTUG invests a lot in renewing its environmental friendly fleet operating one of the youngest, most powerful and sustainable tug fleet in the world. In order to continue and support its reliable services, KOTUG will further expand her fleet capacity. During the coming months six (6) new state-of-the-art designed Rotortugs are to be delivered of which two Hybrid version, the so called E-KOTUG, will be added to the KOTUG Fleet in Europe. *(Press Release Kotug; Photo: Leen van der Meijden)*

HARMS BERGUNG'S AHT JANUS & AHT URSUS CONTINUE ASSISTING SAIPEM'S CASTORO 7

Previously the two 219t Bollard Pull Anchor Handling Tugs **Janus** and **Ursus** have been chartered by Saipem, to support their Pipe-lay operation in Angola and Venezuela. Both HFO-burner are designed, owned and managed by the Hamburg based offshore company Harms Bergung, Transport und Heavylift GmbH & Co. KG. On the 13th of June 2013 both AHT's went onhire for Saipem in Willemstad. With an average speed of 4 knots the two ladies towed the Semi-submersible Pipe-lay Barge *Castoro 7* from Willemstad to Point Noir. The convoy arrived safely beginning August 2013. During the following months Pipe-laying as well as Anchor Handling operations took place offshore Point Noir. On the 23rd of November **Janus** and **Ursus** towed the Pipe-layer platform back to Port of Spain, to start the deep-water Pipe-laying operations as continuation of the previous project of Saipem's *Castoro 10*, which was supported by Harms 100tpb AHT **Pegasus**. In May 2014 AHT **Janus** and AHT **Ursus** were released by Saipem. After working in the spot market of South America for a couple of months, both AHT'S went back on charter begin September 2014, to continue with Saipem's *Castoro 7* project in Venezuela. 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, Pipe-lay Barge Support, Salvage Operations and Accommodation Vessel. *(Press Release Harms Bergung)*

GLEN TUGS - LONG MAY THEY LIVE

In 2012 when the ship procurement folks at naval HQ sounded the waters about available commercial tug designs, with limited offshore range, etc., there was some expectation that replacements for the 1976 era **Glen class tractor tugs** was on the horizon. What they soon found out was the Irving Shipbuilding had shut down their tugbuilding operation at Eastisle Shipyard in Georgetown, PEI, Industrie Océan shipyard in Quebec was busy building tugs to their own account, and no one else in Canada was building tugs of any significant size. Recent large tug acquisitions for Canadian owners were coming from Turkey (Seaspan) the US or Holland (Smit)* Therefore the RCN set up the Large Tug Construction program with the following timetable: 2015 definition approval. 2016 implementation approval, and Request for Proposals from builders. 2018 contract award. 2021-2025 final delivery. budget $100 mn to $259 mn. The six new tugs are to replace the five existing Glens and two Fire class firefloats in Halifax and Esquimalt. Since 2012 Damen has come up with a design of naval tug for Sweden and Holland that may be a "package" for a smaller shipbuilder to buy. There are scores of commercial tugs designs already in production around the world, and evolutionary hull designs and propulsion systems abound (many of Canadian origin). It is a bit like shopping for a car, but once the design is chosen it seems strange to me that it would take two years to sign a contract and three years to produce the first tug. It is also interesting that they are projecting a 25 year service life for the new tugs. The Glens will be 45 years old in 2021. * On October 29, 2014 Smit Marine Canada Ltd registered the 2009 built **Smit Saba** under Canadian flag to supplement their BC fleet. It is a product of Damen's Galati, Romania yard and is a 5,000 bhp stern drive. *(Source: Mac Mackay-Tugfax)*

COMMANDANT RIVIERA IN TOW OF THE MULTRATUG 20

In the early morning of 2nd November 2014 the 2010 built Dutch registered with call sign PBFX tug **Multratug 20** (Imo 9572006), from Multraship Towage & Salvage – Terneuzen; Netherlands arrived with the French Navy vessel Commandant Riviera A733 in tow at Terneuzen with bound for Gallo at Heyghen in Gent; Belgium for demolition. Steering assistance on the Canal was given by the **Multratug 27** *(Photo: Richard Wisse)*

FIRST CHEOY LEE ROTORTUG® DELIVERED

In October 2014, Cheoy Lee delivered the first of four ART 80-32 Rotortug® models, being built for Kotug International BV in the Netherlands. All four are destined for charter by BHP Billiton at their terminals at Port Headland in Western Australia. Cheoy Lee is also embarking on stock builds of the design in anticipation of the models success. Indeed sea trails results on **RT Discovery**, the first of four Kotug deliveries, suggest this will be a desirable model exhibiting all the positive attributes associated with the Rotortug® design. The Rotortug® distinguishes itself from the conventional ASD, tractor of Voith designs by using three ASD propulsion units, oriented in a triangular configuration, with significant separation between the two forward thrusters and single aft drive unit. The maneuverability of this type of tug is superior to conventional designs. Enhanced safety during towing and escort operations is a key attribute. Other benefits include an added level of redundancy with the triple engine and ASD combination and higher bollard pull in all directions. The latest Rotortug® models are designed exclusively by Robert Allan Ltd. Canada, in conjunction with Rotortug BV who owns the patent. Construction of the ART 80-32 is to Lloyds class, with the notation +100A1 Escort Tug, Fire-Fighting Ship 1 (2400 m3/h) with waterspary, *IWS, +LMC,UMS, Coastal Service. Propulsion is by three Caterpillar 3512C engines, each developing 2,365 hp, coupled to Schottel SRP3000FP fixed pitch azimuth thrusters via Twin Disc MCD3000-3LD slipping clutches. As the series name implies, the 32m long vessels deliver a bollard pull of over 80 tonnes, both ahead and astern, with a free running speed of 12.5 knots. Electrical power is from two

Caterpillar C6.6 generators, with a third Caterpillar C4.4 unit for harbour service. Six crew can be accommodated on the vessel, two in single master and engineer cabins on the main deck and four more in two 2-man cabins on the lower deck. On the bridge deck, a single helm seat slides on rails between Alphatron bridge consoles. Deck gear included Kraaijeveld electric SafeWinches and staples forward and aft. Principal dimensions: 31.95m LOA x 12.60 Beam x 6.31 Draft (extreme). *(Source: Cheoy Lee)*

COASTAL CHARIOT DEPLOYED AS CABLE LAY VESSEL

Acta Marine's latest fleet addition, the DP1 Multi-purpose vessel **Coastal Chariot**, recently completed a cable lay project in the UK. The vessel was deployed for the cable lay of various fiber optic cables in shallow waters. The large deck space, combined with its shallow draft and its excellent maneuvering capabilities had proven to be very valuable for the Client. The other Acta Marine DP Multicats continue to be deployed around the world on various marine projects. The **Coastal Discovery** is contracted upon various projects in West Africa. This vessel is performing anchor handling activities in shallow waters below 4meters combined with 3pt mooring dive support activities. Her DP capabilities are furthermore allowing the Client to also perform accurate pipe lay burials in shallow waters. The **Coastal Challenger**, is continuing her long-term deployment in North West Australia with our partner Pacific Tug, where she is assisting a large Cutter Suction Dredger upon the marine constructions works of an LNG plant . Quote: "Congratulations to the **Coastal Challenger** crew who are consistently keeping DI happy with their positive attitude and commitment to a safe and efficient work site. The vessel has just completed both Class and OVID inspections with great success." In the Middle East, Qatar the **Coastal Enterprise**, with a draft of only 1,45m, is performing marine support works for two large cutter Suction Dredgers. This marine construction work is to

support further trade growth in this vibrant region. Acta Marine is an independent maritime service provider based in the Netherlands, who pioneered the concept of a DP system on small workboats. Acta Marine owns and operates more than 40 workboats for coastal waters and offer them for charter all around the world. Servicing the Marine Construction, Dredging and Offshore Energy industries with a strong focus on projects in coastal and in ultra-shallow waters. *(Source: Acta Marine)*

YESTERYEAR SALVAGE TUG RELIEF

The salvage tug **Relief**, one of a fleet owned by the well-known marine salvage company Merrit and Chapman. Merrit and Chapman operated worldwide; the flag flying from her foremast indicates that the **Relief** is standing for her portrait in United Kingdom waters. Her house flag is flying from her mainmast. Just behind the **Relief**'s bow is a cable laying ship at anchor. Salvage tugboats are called on to work on ships that are aground or submerged, so they are in effect floating workshops. They carry gear for diving, lifting, pumping, cutting, illuminating, etc. The **Relief**, for instance, carries big cargo booms for salvaging wrecked ships; she also has a good-sized utility boat on her stern for transporting personnel and supplies between the tug and a wreck. Her raised forecastle head provides room for her crew and gives her extra protection in heavy seas. The raised masts provide elevation for her radiotelegraph antenna – a reliable communication system is extremely important in rescue and salvage work. The **Relief** was built in 1907 at Wilmington, Delaware, and was 185 feet long. With a 1600 horsepower steam engine, she was quite powerful for her time. She had accommodations for 26 men, a large crew for a tugboat, but the crew included such specialists as divers and riggers. *(Source: On the Hawser by Steven Lang and Peter H Spectre)*

ACCIDENTS – SALVAGE NEWS

CRUISE SHIP RUNS AGROUND IN NORWAY

The 176m (580-foot) cruise ship **Marco Polo** ran aground in Norway's Lofoten archipelago on Saturday. The ship was chartered by the British based company Cruise & Maritime Voyages (CMV) and was carrying over 1,000 people at the time of the incident. Tugs and coast guard vessels went to its assistance, and it docked at Buksnesfjord without apparent hull or propulsion system damage. There have been no injuries reported and no oil spills. The ship is currently on a 14-night voyage to Norway and the Land of the Northern Lights with 763 passengers on board. Chris Coates, CMV's

commercial director, said: 'We are doing everything we can to ensure that **Marco Polo** can resume her itinerary and remain confident that she will continue to operate her Northern Lights cruise as planned. **Marco Polo** ran aground in a nearby archipelago in March, according to Norwegian media. It also made the news in February when a freak wave crashed through a window, killing one passenger. *(Source: Marex)*

BAHAMAS CELEBRATION CANCELS CRUISES

The **Bahamas Celebration** cruise ship struck an unknown object when leaving Grand Bahamas Island on Friday night, October 31st, the port of Palm Beach informed. According to the port statement, all passengers were asked to put on life jackets and emergency steps were taken as a precaution measure. "No passengers were ever in any danger," the statement added. After the incident the 960 passengers were transferred to Miami via the Bimini SuperFast. The ship returned to port and passengers were put up in accommodations in various resorts on the island. Passengers were scheduled for return to Florida on Sunday, November 2nd through arranged plans. "The **Bahamas Celebration** will remain in the Bahamas so any damage can be assessed. The next two Celebration cruises scheduled for Sunday and

Monday will be cancelled. All booked passengers will be notified and a refund or other arrangements will be made," the statement read. " Our focus at this time in taking care of our passengers who were on the ship or had planned to be on the ship over the next few days." *(Press Release)*

SKEG OF BARGE MISSING AFTER TUG GROUNDING

The Coast Guard Captain of Nawiliwili closed the port in Kauai on Nov 2, 2014, due to a possible obstruction in the water. On Oct 31 in the evening the "**Moana Holo**" and its deck barge "*Maka Ala*" ran aground near the entrance to Nawiliwili Harbor. During dive operations of the barge on Nov 2, a 30 by 15 foot skeg was discovered missing. Out of an abundance of caution, the port was closed to all traffic until the fixed extension to the stern of the barge which assists in steering was located. The operating company was working diligently with contractors to locate and mark the skeg. *(Source: Vesseltracker)*

REMAINS OF LAST MISSING CONCORDIA VICTIM FOUND

Salvage workers have found human remains of what is believed to be the last victim of the ill-fated cruise ship **Costa Concordia** that sank in January 2012, according to Italian Coast Guard cited by Reuters. The remains were found on deck eight, previously inaccessible by divers. The sinking of **Costa Concordia** two and a half years ago took the toll of 32 human lives. The discovered remains are believed to pertain to Russel Rebello, an Indian who worked as a waiter on the ship. On two separate occasions divers believed to had found the remains of the last missing victim, however medical tests proved the opposite. On a Facebook page started by Russel Rubello's brother Kevin, dedicated to him, Kevin wrote that after 1025 days "my younger brother Russel Rebello's body has finally been found on deck 8 in a cabin of the wrecked Concordia." "The Italian Civil Protection Agency and Costa Cruises Care Division this noon confirmed to me of the finding by the Ship Recycling agency working on the ship," he wrote. According to him, the family is now pending DNA tests for confirmation of the finding so as to be able to give his brother the "final resting place with

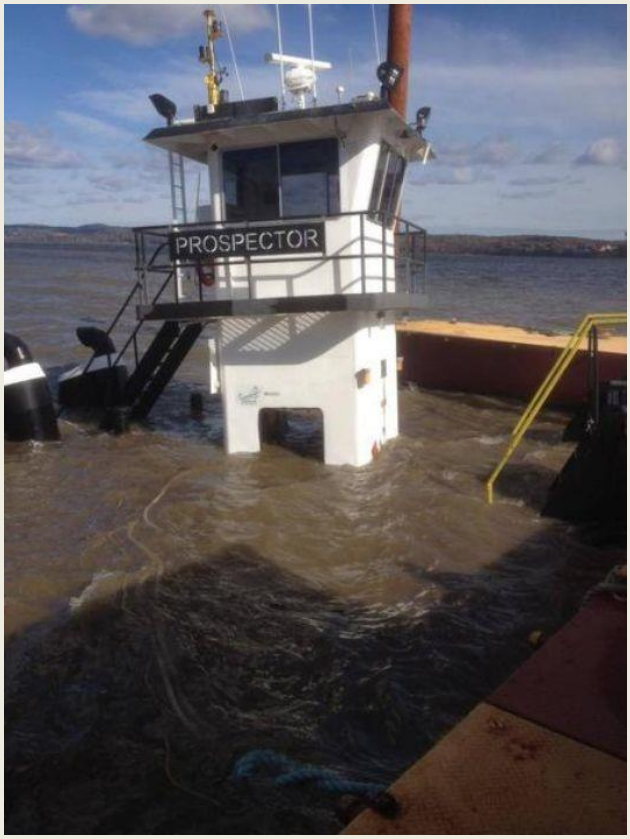
honour." **Costa Concordia** wreck was towed to the Port of Genoa for scrapping at the end of July this year in what was dubbed as a historic salvage operation. The grounding of the cruise ship, carrying 4,252 people at the time, is believed to had been caused by the captain's recklessness, as the ship came too close to the Giglio island where it got stuck and later collapsed. The captain, Francesco Schettino, is being trialed for manslaughter and abandoning ship. *(Source: World Maritime News)*

HALLOWEEN BARGE BATTERED BY WEATHER

First responders from Coast Guard Marine Safety Unit Chicago responded to a barge that was taking on water on the north side of Navy Pier on Friday afternoon. Coast Guard Sector Lake Michigan in Milwaukee received the initial report from the Chicago Police Department stating that the 132-foot barge, which was stacked with containers and being used as a Halloween attraction by Navy Pier, was taking on water. When the responders from the Coast Guard arrived on scene, they reported that the barge had broken free of its mooring and was being pushed against the north side of the pier by the strong winds and heavy waves. Several of the stacked containers had fallen from the barge and were either completely or partially submerged. No one was aboard the barge at the time of the incident. In addition, there are no reports of pollution. The owner of the barge was notified and, once on scene, was able to secure the vessel and prevent it from drifting away. The Coast Guard and representatives from Navy Pier and the barge company are monitoring the situation. The owner of the barge is expected to submit a salvage plan to the Coast Guard in the coming days. *(Source: Marex)*

TAPPAN ZEE PROJECT TUGBOAT SINKS IN UPPER NYACK

Strong winds and rough waters likely caused a tugboat working on the Tappan Zee Bridge project to sink on Sunday. The tug, named "**Prospector**," was tied off at Petersen Boat Yard and Marina in Upper Nyack along the Hudson River when it took on water. No one was on board. In the past, barges from the project site have broken loose during high winds and stormy weather. Tappan Zee



Constructors, the team building the bridge, has taken steps to better secure its equipment and earlier this year added GPS devices. Carla Julian, spokeswoman for Tappan Zee Constructors, told The Journal News that Sunday's incident was related to winds that were gusting up to 75 to 85 mph, causing 7- to 8-foot swells in the river. "As the forecast developed, TZC proactively staffed the site in preparation for the severe weather on Sunday and was able to address the submerged tug boat immediately," Julian said in a statement. After being notified Sunday, the Coast Guard sent investigators on Monday to establish a cause. "Our sense is that this is weather related," said Coast Guard spokesman Charles Rowe, adding the team still had to complete its investigation. The tugboat was the only report that the Coast Guard received on Sunday of a commercial vessel sinking, Rowe said. The agency recorded steady winds from the north-northwest at 36 mph with gusts of 46 mph and 10-foot waves at the entrance to New York Harbor. Rowe said those numbers could vary at different waterways. The incident was also reported to state Department of Environmental Conservation to ensure there were no spills in the Hudson. DEC staff were at the scene Monday but there was no immediate word of their findings, an agency spokeswoman said. Around noon Monday, the top, or wheelhouse, of the tugboat, with its name written on it, could be seen sticking out of the water. A large red and yellow crane was positioning its boom, appearing to measure some 200 feet, above the tugboat to raise it. Dozens of cranes and barges, including the Left Coast Lifter super crane, were moored in the river to the south of the marina. Tappan Zee Constructors has been leasing space at the boat yard for its project vessels for years. The first span of the new $3.9 billion bridge is scheduled to open in December 2016, followed by the opening of its second span a year later. *(Source: Lohud the journal news)*

KD MUTIARA RECOVERED MISSING TUGBOAT, BODIES STILL MISSING

The Royal Malaysian Navy(RMN) hydrographic vessel, *KD Mutiara*, has recovered the missing tugboat, which sunk off the Kuantan coast following a collision with a merchant ship about nine nautical miles off Tanjung Gelang last week. Naval Region 1 Commander, Rear Admiral Datuk Azhari Abdul Rashid said the sophisticated sonar equipments on *KD Mutiara* had detected the wreckage at a depth of 29 meters about one nautical mile from the spot the vessel sank on Oct 30. "Upon discovering the object on the seafloor on Sunday evening, RMN deployed five divers to the check the spot today. The **YTC M5** tugboat was identified based on the registration number and images taken by our divers. "However, no bodies were recovered near the vessel and our divers only found debris, and equipments used by the crew members. Based on the damages, it is learnt that the tugboat was hit on the left section resulting it to land on its side on the seabed," he told reporters when met at the Tanjung Gelang naval base here today. The navy vessel was deployed for the search-and-rescue (SAR) operations based on its capability to detect objects on the ocean bed up to

7,000m deep and employs the bathymetric measurement for defining the objects. Azhari said the Malaysian Maritime Enforcement Agency (MMEA) will be tasked to bring the sunken vessel to the surface and drag it to the nearest jetty or port. *KD Mutiara* had also participated in the search for the missing Malaysia Airlines flight MH370 at the southern Indian Ocean after it disappeared on March 8. To date, SAR members have recovered three bodies, believed to be sailors from the missing tugboat, and the search continues for the remaining three crew members. On October 30, six crew members were reported missing after their vessel was hit by the passing merchant vessel about 9.1 nautical miles from Tanjung Gelang about 5am. MMEA has identified the six missing victims as ship captain Jasabarus, 36 ; chief officer Hakim, 26; chief engineer Endera; second engineer Ewan, 26; Jon Mulabarat, 32 and 20-year-old Amir. Only Amir was a Malaysian while the rest were Indonesians. *(Source: Malaysian Digest)*

OFFSHORE NEWS

ARCTIC OIL: BOURBON TO ENTER ARCTIC MARKET IN 2016

Bourbon plans to enter the growing Arctic Offshore market in 2016 with a new Anchor Handling Tug Supply (AHTS) vessel built by the Vard shipyard. This AHTS (Anchor Handling Tug Supply) was specially designed for operations in polar waters, and more specifically in arctic zones, where we know that there is a huge potential for development, and the new vessel is the signal that the company is adjusting its range of services to meet the requirements of clients and the changing offshore market. The new vessel will be 93.6 m long with a bollard pull of 280 t and deck equipment supplied by Rolls-Royce (winches, cranes, etc.). The Bourbon Arctic will be in a position to perform anchor handling and towing operations for oil rigs located even in the remotes oil fields. With its design suited to extreme weather conditions and a reinforced hull classed Ice-1A, this vessel will be set to operate in even the most demanding situations. "With its technical specifications suited to the

deep offshore market, the Bourbon Arctic will allow us to complement our range of services," said Rodolphe Bouchet, VP, Business Management Marine Services. Upon delivery, it will be ranked as the most powerful vessel in the Bourbon fleet. The shipmanager of this new-generation AHTS will be Bourbon Offshore Norway, which is already responsible for the two most powerful AHTS in the group's fleet, the **Bourbon Surf** and the **Bourbon Borgstein**. *(Source: MarineLink)*

EMGS GETS LOI FOR 3D EM SURVEY IN ASIA

Electromagnetic Geoservices ASA (EMGS) has received a letter of intent worth USD 7.0 million from an oil company for 3D EM data acquisition in Thailand and Myanmar. "This is the first time we operate for this customer and also the first time we operate in Thailand and we are of course pleased to demonstrate the value of our EM technology to this company," says Giles Denby, President Eastern Hemisphere of EMGS. The survey will be done using the vessel **BOA Thalassa** and is expected to start directly after the ongoing survey in Malaysia is completed. **BOA Thalassa** is a purpose-built 3D EM vessel with the capacity to carry 200 receivers. It is equipped with parallel source systems, including winches, cranes and hydraulic feeds. *(Press Release)*

REPOWER GIVES NEW LIFE TO '80S SUPPLY VESSEL

Repower brings 1985-built supply vessel into Tier 3 compliance. As the drilling industry increasingly returns to shallow water operation, Laborde Products is poised to help offshore transportation companies command the best use of their fleets. Laborde's Mitsubishi engine line up offers a choice for upgrading older-model small utility boats. Repowering **Gulf Ranger**, a 150' mini-supply vessel owned by Cape Coastal Marine, brought this 1985 build into compliance with Tier 3 regulations. Her new twin Mitsubishi S6R2-Y3MPTAW engines, rated 803 hp at 1400 rpm, also ensure dependability, improved performance and greater fuel efficiency. Representing the first supply boat repower for Laborde, **Gulf Ranger** is also the first such Mitsubishi Tier 3-compliant, mechanical-powered offshore support vessel working in the Gulf Coast. Her primary tasks are to help sustain drilling, diving, and seismic survey activities. **Gulf Ranger** also provides a food and housing area for oil field workers,

mostly in the shelf water of the Gulf of Mexico. Originally equipped with a pair of outdated engines, **Gulf Ranger** was overdue for a replacement. "Annual repair costs were consistently over budget," said Jim Spalt, consultant for Cape Coastal Marine. Her hull was still sound, however. "With a platform in demand for work in the Gulf of Mexico, it made sense to extend the working life of Gulf Ranger with new Tier 3 engines," said Spalt. Spalt was initially impressed by the Mitsubishi units he saw being installed in a newly-built 100' tug at a Lockport shipyard. He then toured the Laborde facility in Covington, Louisiana. "I realized Laborde was in the game for the long haul. The fact that their warehouse had enough parts in stock to reconstruct my engines from scratch told me that service was a major part of their business." Spalt also noted the ease of installation. "Any questions we had were immediately responded to by the Laborde team. The process was easy." *(Source: MarineLink)*

RED7MARINE APPOINTS ITS FIRST CEO

Red7Marine Offshore has appointed Martin Myhill Sisley as its first chief executive. Martin Myhill Sisley joins the UK's independent air diving provider as its new specialist vessel, **Red7 Alliance**, arrived at its Great Yarmouth base. The vessel – part of the company's £25m investment in equipment this year – sailed into Great Yarmouth harbour on Sunday heralding the ambitious company's expansion into saturation diving and bringing more jobs to the town, said Red7Marine. Red7Marine also notes that with 25 years' offshore industry experience, Sisley, 43, is looking to expand the Great Yarmouth and Aberdeen-based company further, developing its expertise, fleet and services, exploring further in-roads into the oil & gas industry. According to Red7Marine, the company – whose turnover has increased 10-fold since its formation in 2008, from £5.5m to more than £50m this year – has carved a reputation as the "go to" offshore diving and support services provider in the renewables industry. Furthermore, the company says that the new post means a move "home" for Norfolk born and bred Sisley after 20 years in Aberdeen. "The move back had to

be for the right company. The main attraction of Red7Marine, as well as the acquisition of the **Red7 Alliance**, was that it has done so well and I could see there were clearly further opportunities for the company." Sisley's appointment comes after Red7Marine Offshore was established earlier this year to run Red7Marine Group's growing range of offshore and subsea services to the oil & gas and renewables industries. He joins the company –soon to announce key on and offshore job opportunities and services for the **Red7 Alliance** as well as other career opportunities – from **Ocean Installer** in Aberdeen where, as managing director, he was its first UK-based employee, building a staff of 70 and a turnover of £25m, Red7Marine said. "That was a great challenge, starting with a blank sheet of paper and building the business and reputation." Brought up at Hethersett, attending Hethersett and Notre Dame School in Norwich, Sisley first worked offshore at 18, following in the footsteps of his father, who was a diver. Taking an office-based role in his early 20s meant a move to Aberdeen where he remained, with roles spanning the industry, including operations, marketing, commercial and business development for Oceaneering, Halliburton Subsea, Subsea7, Saipem, with at least five years' experience with each. Returning to Norfolk with his wife and three children had always been the plan, Sisley said. "I've never really left. We always spend two weeks sailing on the Broads every summer. My family is here, all of my mother's side of the family and we have regular get-togethers at the Ranworth Maltsters. "My ancestors are from the Cantley area and are buried in Cantley churchyard," he said. As well as expanding Red7Marine Offshore's client base in the oil & gas sector, his plans include developing excavation and burial services, launched with the development of its SeaVex equipment, the company further explains. "I will be exploring this further, looking at rebranding and adding to this business through partnerships and more investment." Mike Jones, Red7Marine director, said: "We are delighted that Martin is joining us. The need for this senior appointment comes as a direct result of the huge opportunities that are now in front of us." "Moving forward, there is a greater need to manage more closely the strategic growth and development plan already put in place." Among other internal changes, offshore projects director Peter Flint takes up the new position of technical director to support the diverse and complex needs of the offshore operations. *(Source: Red7 Marine Offshore)*

STATOIL HIRES 'ISLAND FRONTIER' FOR WELL PLUGGING GIG

Statoil has received consent from the Petroleum Safety Authority (PSA) Norway to use **Island Frontier** for preparatory well-plugging work at Statfjord Øst and Sleipner Øst in the North Sea. Statoil has received consent to use **Island Frontier**, which is a well-intervention vessel, for work preparatory to subsequent permanent plugging of four wells, two at Statfjord Øst and two at Sleipner Øst. These wells are 33/9-M-1 AH, 33/9-K-2 H, 15/9-D-1 H and 15/9-D-3 H. Statfjord Øst is an oilfield located around seven kilometers north-east of the Statfjord field in the northern part of the North Sea. The field has been developed using three subsea templates tied back to the Statfjord C

platform. Sleipner Øst is a gas-condensate field in the central North Sea. The field has been developed using an integrated processing, drilling and accommodation platform with a gravity base structure and associated subsea templates. **Island Frontier** is a riserless well intervention vessel that provides access to the subsea well through a Well Control Package. **Island Frontier** was built at Søviknes Verft AS in 2004. It is 106 metres long, with a beam of 21 metres. The vessel is registered in Norway and is classified by DNV GL. It was issued with an Acknowledgement of Compliance (AoC) by the PSA in October 2006. *(Source: Statoil)*

ALAM MARITIM WINS FSO DEMOBILISATION CONTRACT

Malaysia's Alam Maritim Resources has received a Letter of Award from a local oil and gas services company to demobilise a floating storage vessel for a total contract sum of USD 9.6 million. Alam Maritim Resources says that the contract was duly accepted by the subsidiary company. The company did not disclose the name of the client and as of yet did not reply to an email sent by Offshore Energy Today seeking further details. The contract is expected to start on October 6, 2014 until November 15, 2014. Valued at approximately USD 9.6 million, the contract is expected to contribute positively to the earnings and net tangible assets of ALAM for the financial year ending 31 December 2014 and beyond, the company said in a filing. *(Source: Alam Maritime Resources)*

PACIFIC RADIANCE LANDS OSV CHARTER

Singapore's Pacific Radiance Ltd., a provider of integrated offshore marine services, has deployed its newly delivered offshore support vessel on a charter in South East Asia. The vessel is on a five-year contract worth more than US$70 million, including extension options. The shipowner did not reveal the name of the customer, but said it was a repeat client. Pang Yoke Min , the Executive Chairman of Pacific Radiance, said: "The quick deployment of this vessel despite the current oil price weakness attests to our robust business model of building and operating a relevant and diverse fleet that meets a wide range of market needs. We believe our fleet profile provides a relatively more sustainable and stable income stream within the cyclical oil & gas sector." "We are still in a growth phase and will continue to focus on increasing our presence in emerging markets with high E&P spending. " *(Source: Offshore Energy Today)*

WINDFARM NEWS

MASTER FINED AFTER WIND FARM VESSEL COLLISION

The master of a wind farm passenger transfer vessel has been ordered to pay £9,702 in fines and costs after pleading guilty to a breach of the Merchant Shipping Act 1995. Michael Gallagher was in charge when the workboat catamaran **Windcat 9** with 15 people on board when it hit a large floating military target in Donna Nook Air Weapons Range on 21 November 2012. At the time the collision **Windcat 9** was estimated in travelling around 23 knots (26 mph). The hull of the Windcat 9 was badly damaged, causing extensive flooding, but there were no injuries. An investigation by the Maritime and Coastguard Agency (MCA) found that Mr. Gallagher was not keeping a proper lookout and had incorrectly set his electronic navigation equipment. Today (Friday 31 October 2014) Mr. Gallagher pleaded at Southampton Magistrates Court to breach of Section 58 of the Merchant Shipping Act 1995. He was fined £1,500 and told to pay £8,082 in costs plus a victim surcharge of £120. Gwen Lancaster, Surveyor in Charge at Hull MCA Marine Office, said: "Mr. Gallagher should have kept a proper lookout at all times using all available means and be competent in using all his electronic navigational equipment. Luckily no one was hurt, but there could have been multiple fatalities as a result of this high speed collision." *(Source: Marex)*

MARINE DESIGNS SETS UP PONTOONS FOR HUMBER GATEWAY

Pontoon specialist Marine Designs Ltd, part of the A&P Group, has completed its 11th offshore wind related project with the installation of crew transfer pontoons in Grimsby Fish Docks for E.ON's Humber Gateway Offshore Wind Farm Project. The company, based in Falmouth, Cornwall, designs, builds and installs heavy-duty, 50-year design life '*DockMaster*' concrete pontoon systems. These low maintenance pontoons are ideal for vessels from 50 to 2,000 tonnes displacement, with

variable usage from offshore wind crew transfer to very large tugs. The Grimsby design and build contract involved the construction of five 52t x 6m x 1.1m freeboard concrete pontoon units, steel gangway, electrical and water services, pontoon fuel system and a two shore mounted gantry cranes. Particular features of the pontoons included the use of high quality pre cast concrete made from eco-crete (pre mined aggregates) and top entry service ducts which allow the services to be laid, inspected and adapted easily in the future if required. Drystan Jones, managing director of Marine Designs Ltd, said: "Every detail of this installation was carefully considered with the client and the result is a really high quality pontoon system that will serve the site well throughout the operating life of the Humber Gateway Wind Farm." Last year the company installed a crew transfer pontoon for RWE at its Base Harbour Port in Birkenhead for the Gwynt y Mor offshore wind farm. That project involved building a pontoon 130m out into the River Mersey so that the crew transfer vessels could access the construction base at all states of the tide and take on fuel from the pontoons. The berthing pontoons for the project weighed in at 330t with three 40m walkways supported on 12m by 12m 170t concrete pontoons which were restrained with a heavy chain mooring system. To date the company has been involved with the most significant offshore wind operations and maintenance port developments in the UK and continues to be a leader in the design and build of heavy duty concrete commercial pontoons. *(Press Release; Photo: Marine Designs)*

OSIRIS PROJECTS FINISHING ITS PART OF THE JOB ON FRENCH-IRISH INTERCONNECTOR

Osiris Projects is close to completion of the field work of a large scale cable route survey of the proposed 700+MW HVDC Celtic Interconnector Project between the south coast of Ireland and the northwest coast of France. Jointly awarded by EirGrid and RTE, the 2014 programme has included a geophysical survey of the route, with geotechnical and benthic surveys to be conducted during 2015. Initially a complete geophysical investigation was conducted from beach manhole to beach manhole. In addition to land survey operations, the company mobilised a range of vessels to undertake the work. Osiris Projects' own shallow drafted inshore vessel "**MV Proteus**" and 24-hour coastal vessel "**MV Chartwell**" performed the coastal and nearshore aspects of the project, while 80m

DPII charter vessel "**RRS Ernest Shackleton**" undertook the offshore element of the project. Among the company's most significant charters, the **RRS Ernest Shackleton** is an 80m, DP2 multi-purpose survey vessel accommodating up to 48 survey personnel for duration of excess of 50 days. The vessel is ideally suited to the more exposed offshore sites and can operate comfortably in 2m significant wave height. Osiris Projects Commercial Manager Patrick Clark comments: "The successful completion of the first stage of this logistically complex, multi-disciplined project only reinforces confidence in the company to fulfill contracts of this nature. Over the past 5 years Osiris Projects has grown considerably not only in size but also in capability, reflected in this high-profile contract award." The interconnector would allow French nuclear power to be transmitted to Ireland, and Ireland would benefit by creating a market for its excess wind power. *(Press Release)*

YARD NEWS

JASA MERIN TO ACQUIRE TWO AHTSS

Silk Holdings announced that its 70%-owned subsidiary, Jasa Merin, has entered into an agreement with Muhibbah Marine Engineering for the construction of two AHTS vessels at a total price of RM219m. The vessels are expected to be delivered by the end of the second quarter of 2015. The company said the acquisition of the new vessels is in line with the company's ongoing fleet renewal and expansion initiative. *(Source: SeaShip News)*

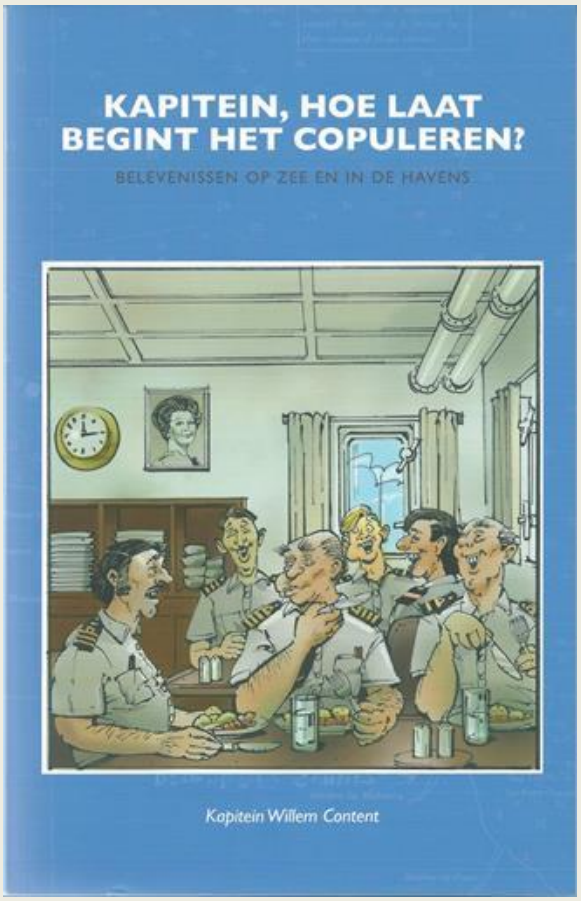
PERMANENT MAGNET MOTOR MAKES AZIMUTH THRUSTERS COMPACT

Global Marine Engineering (GME) from Heijningen the Netherlands has a rudder propeller which is driven by a very compact permanent magnet motor. "The use of a permanent magnet motor saves 1500 kgs of weight and lowers the overall height of 1.50 meters compared with normal electric

motors," says managing director Ton Franken GME. "With two rudder propellers that saves 3000 kilo. The efficiency of the motor is from 3 to 5% higher at high speeds and up to 25% at low speeds " The permanent magnet motor is liquid cooled. "So there is no cooling fan. This allows installation in compact closed spaces. " A permanent magnet motor is more expensive to purchase than a traditional electric motor. The azimuth thrusters are currently available with capacities up to 1000 kW. The intention is to develop this range to a maximum power of 3000kW. The thruster is developed by Ton Franken, he has patented a number of components of the permanent magnet motor. "It's the way the magnets on the rotor are integrated in the metal pack. Normally an motor with glued magnets may only make 540 rpm. This is allowed to 2000 revolutions per minute. At 50 Hertz, therefore, it just makes 1500 rpm and at 60 Hertz 1800. Gears reduce it to the desired maximum speed for the propeller, whereby the tip speed of the blades never exceeds 30 meters per second to prevent cavitation. An inverter allows the speed adjustable. " The propeller is optimized in one direction of rotation. "When the thruster needs to reverse, the thruster rotates 180 degrees around, which lasts 10 seconds, but if desirable this can be done faster. That goes with a 1500 rpm turning wheel braked motor. The brake shoe on the steering motor keeps the rudder propeller in position when it is not energized. " The 70-year-old Franken began his career on his15th at tugboat company Volharding and later worked among others on ships of Rijkswaterstaat. "In 1981 I started for myself. I designed and supplied gearboxes and clutches for Taiwanese pumping stations. We supplied a range up to 2000hp. At the moment, we have 13 employees in the workplace and we move soon to an larger production hall. *High speed-thruster* GME is also very busy with developing a permanent magnet motor powered high-speed thruster with contra rotating propellers. Besides the azimuth thrusters GME is specialized in building tunnel thrusters up to 1250kW and more on special request. All products are marketed with affiliated GME Dutch Thruster Group. Franken is positive about the response that was received at the SMM exhibition in Hamburg. "We have so far eight requests for making an offer for the new thruster. This always includes two pieces. "

BOOK NEWS

KAPITEIN, HOE LAAT BEGINT HET COPULEREN?



Een unieke zeemansbundel met een knipoog naar het dagelijkse leven aan boord. De titel van dit boek zal bij niet zeevarenden (walslurpen) ongetwijfeld wenkbrauwen doen fronsen en daarmee menig lezer op het verkeerde been zetten. Bij (oud)zeevarenden daarentegen zal het op zijn minst een brede glimlach ontlokken en wellicht een verkeerde verwachting van de inhoud. In tegenstelling tot wat de titel doet vermoeden is dit geen boekje vol pikante en smeuïge zeemansverhalen onder het gezegde 'in ieder stadje een ander schatje'. Integendeel. De nogal onorthodoxe titel staat voor een inspirerende verzameling verhalen over het werkelijke leven aan boord van zeeschepen. Het is een eigentijdse autobiografie van de hand van oud-kapitein Willem Content, die zijn rijke zeemancarrière heeft samengevat in een unieke zeemansbundel van 42 korte waargebeurde verhalen met een knipoog naar het dagelijkse leven aan boord in vroegere tijden. Willen Contents verhalenbundel gaat over het werkelijke leven op zee, over de vaak humoristische communicatie tussen kapitein en hoofdkantoor, over lading problematiek, de interactie met soms beroemde passagiers, de hiërarchie aan boord, maar ook over snel en efficiënt improviseren wanneer dat nodig is en alles wat zich soms letterlijk tussen schip en wal afspeelt. Deze verhalen bundel geeft wal slurpen inzicht in het leven aan boord in de periode van vlak na de oorlog tot en met eind jaren tachtig. In chronologische volgorde neemt de auteur de lezer op humorvolle wijze mee op reis om van nabij kennis te maken met zijn ruim veertig jaar lange carrière in de scheepvaart waarin hij opklom van stuurmansleerling op de kustvaart tot gezagvoerder op de grote handelsvaart. Het boek 'Kapitein, hoe laat begint het copuleren? Is een paperback uitgave van 184 pagina's (148 x 230 mm) en is nu te koop voor slechts EUR 17,50 (excl. Verzendkosten). Om het boek te bestellen kunt u contact opnemen met: Yellow & Finch Publishers Tel: +31 (0) 118 473398 of email: info@ynfpublishers.com.

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Last week there have been new updates posted:

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

   - Cargo ship fully loaded with salt sinks after collision on Scheldt-Rhine Canal
   - SeaZip Offshore Service signs further contract for two Damen Twin Axe Catamarans
   - KT Maritime Australia to mark Prelude Infield Support Vessel contract at a 'Steel Cutting Ceremony'
   - Eastern Shipbuilding Group, Inc. Delivers the Kimberly Hidalgo to Florida Marine Transporters, Inc.
   - Damen to supply 5 metre Optima nozzles for ALP/Teekay ocean tugs

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