Tugs Towing & Offshore Newsletter

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

# TUGS & TOWING NEWS

## RECENTLY DELIVERED RT EVOLUTION COMMENCED BOLLARD PULL TESTS

On a foggy Wednesday morning was seen the recently delivered Damen Rotortug ART 80-32 Hybrid **RT Evolution** (Imo 9691357), delivered to Elizabeth Ltd. – Valetta, commencing bollard pull test in the Rotterdam Caland Canal at the Heerema bollard location. The tug has a length of 31.95 mtrs a beam of 12.65 mtrs and a depth of 4.82 mtrs. The three Caterpillar 3512C-TA/HD delivers a total output of 5.395 kW (7.095 bhp). Her free sailing speed is 13.5 knots it is expected that she achieved the same bollard pull as her sister **RT Discovery**. *(Photo: Jan Oosterboer)*



## ALP MARITIME SERVICES B.V. ENTERS INTO MEMORANDUM OF AGREEMENT TO PURCHASE SIX MODERN LONG DISTANCE ANCHOR-HANDLING AND TOWING VESSELS

ALP Maritime Services B.V. (ALP or the Company) is pleased to announce that the Company has


entered into a purchase agreement to acquire six powerful long distance anchor-handling and towing vessels, subject only to a satisfactory inspection of the vessels. The vessels are operating in the 200 and 300 Tonnes Bollard Pull towing vessel segment. This acquisition adds a combined 1,450 Tonnes of Bollard Pull to the ALP fleet, enhancing ALP's competitive position in the high-end long distance towing, positioning and hook-up market. The vessels to be acquired are: - **AHT ORCUS**: 306 Tonnes Bollard Pull – built 2010 – DP II; - **AHT URANUS**: 301 Tonnes Bollard Pull – built 2009 – DP II; - **AHT URSUS**: 218 Tonnes Bollard Pull – built 2008 – DP II; - **AHT JANUS**: 219 Tonnes Bollard Pull – built 2007 – DP II; - **AHT TAURUS**: 207 Tonnes Bollard Pull – built 2007 – DP II; - **AHT MAGNUS**: 192 Tonnes Bollard Pull – built 2006 – DP II; It has been mutually agreed with the sellers that ALP will take over the vessels during the period from 1 December 2014 to 31 March 2015 at ALP's discretion. *The Market* An increasing number of ultra-large floating production units on order will require towing and hook-up services in the next decade(s). This will result in a growing demand for powerful and versatile long distance towing vessels which are capable of complying with increasingly stringent offshore vessel requirements. Offshore floating production units are increasing in size and value. Multi-billion dollar field developments rely on floating production / storage units capable of operating on site for well over a decade without returning to a shipyard. The transport from the building yard to the field site and the subsequent hook-up to the permanent mooring on site is therefore an important part in the success of a project. Exposed to the environment, there is a need for powerful and reliable towing vessels that can maintain control of objects under tow in changing environmental conditions. The subsequent hook-up of the units to the fields' pre-laid mooring and riser-systems requires lengthy heading control duties and therefore vessels able to operate safely in close quarters for extended duration. Installation, mooring leg maintenance and replacement operations demand vessels that comply with the stringent in-field DP II requirements established for offshore vessels. *The Vessels* The six vessels to be acquired are presently the most powerful and advanced long distance towing vessels in the market, only to be surpassed by the ALP FUTURE vessels when they enter service in 2016. The units are modern and very robust offshore vessels, built in Germany in the period 2006 - 2010. ALP previously marketed the vessels during 2011 - 2012. During this period ALP successfully introduced the vessels to its clients in the international towage market and as a result the ALP team is familiar with the unique design and capacity of the vessels. Compared to peer-vessels active in the towage industry, the units offer anchor-handling, positioning and increased fuel capacity and are equipped with DP II. These are similar features that the ALP FUTURE vessels offer and which are in high demand by our clients active in the Floating Production / Storage, Drilling and Subsea market. ALP is active in a market environment that is ever

more focused on increasing quality and redundancy, reducing risk and increasing safety of the services offered in general. Our clients are expecting that the long distance towing vessels comply with the same offshore quality standards that apply to vessels operating in the many offshore fields around the world. This is critically important when the vessels are required to operate in close vicinity of an offshore platform, during a long-distance towage operation performed by two or more vessels or when the offshore platform has to be connected to the permanent mooring system following the tow from the building yard to the offshore site. Offering high standard vessels is of paramount importance not only to ALP's clients, but also to ALP's own personnel. ALP considers it a duty to implement the highest safety standards for the towage industry, thereby offering both clients and personnel a safe working environment. It is the continued investment in this vision that has enabled ALP to obtain a leading position in the high-end long distance towing segment. *Vessel Specifications:* Following a satisfactory inspection, the vessels shall be re-branded to ALP's house-style. The four largest vessels that will operate in the same long distance towing range shall be named after open positions in our soccer team, joining the four ALP FUTURE vessels. - **AHT ORCUS – ALP CENTRE**; - **AHT URANUS – ALP GUARD**; - **AHT URSUS – ALP FORWARD**; - **AHT JANUS – ALP WINGER**. The other two vessels are also powerful, highly maneuverable and skillful vessels, but have a shorter towage range. Their capabilities are equally important to the ALP fleet. In order to easily identify to our customers that they are of a different range towing capacity equally powerful names have been selected, relating to a unique moment in sport and an expression of skills and power. - **AHT MAGNUS – ALP ACE**; - **AHT TAURUS – ALP IPPON**. These names are a reference to ALP's vision that multi-tug long distance towage / offshore operations require a team-effort to succeed. The new vessel names represent a friendly wink towards ALP's customers as well as competitors to affirm that ALP is very competitive minded with a strong ambition to secure its position as a long-term market leader. However, as true sportsmanship implies, to ensure to those concerned, ALP will always abide by the Fair-Play rules of the game. *(Press Release ALP)*



## FOSS CONTINUED TO BE A TECHNOLOGY LEADER IN THE 1980S IN SPITE OF NEW OWNERSHIP'S TIGHT REIN ON SPENDING

The 1980s were a tumultuous time for Foss, which not only faced a downturn in business but the leveraged acquisition of its parent company, Dillingham, by the New York investment banking group of Kohlberg, Kravis, Roberts and Company. Foss and Dillingham's other operating units were required to minimize capital expenditures and maximize cash to accommodate the leveraged buyout's new debt. The new owners dismantled Dillingham, selling the operating units separately. In the summer of 1987, Foss was sold to the Seattle-based maritime investment group, Totem Resources, which since has been renamed Saltchuk and still owns Foss today. The sale was a highly positive development for Foss, as Totem had the resources to assist Foss' future growth and the

desire to let Foss operate as a stand-alone company. In spite of the troubled times, fleet expansion continued and Foss continued to assert itself as a technology leader, a trend that began with founder Andrew Foss' design of the tear drop shaped hull of the **Foss 6** in 2012. *Foss Pioneers Tractor Tugs* During Foss Maritime's 125-year history of innovation, never has there been a more important technological development than the company's cycloidal propulsion tugs, the first of their kind in North America. The tugs employ egg-beater-like propulsion units that can direct thrust in any direction and give the tugs exceptional maneuverability for ship assists and tanker escorts. Six of them, built at Tacoma Boatbuilding, entered service in1982 and 1983, and all are still in service today. They are the 106-foot, 4,000-horsepower **Andrew Foss** and **Arthur Foss** and the 100-foot, 3,000-horsepower **Wedell Foss, Brynn Foss, Henry Foss** and **Pacific Escort**. (The Wedell, Henry and Brynn, received third, ASD, drive units, boosting them to 4,700 horsepower, in the mid-2000s) A committee headed by then Senior Vice President of Operations Steve Scalzo (who later would become Foss president), did the conceptual design work on the tugs, going to Europe to see similar tugs in action as part of their research. The Glosten Associates, a Seattle naval architecture firm, assisted. *Technological Advances Continue with Construction of Ore Barges, Delta Mariner* Foss Maritime entered its second century of service in 1990, strongly positioned to capitalize on additional growth opportunities and to continue its 100-year tradition of accommodating the needs of its customers. The decade began with the christening of two Foss-owned barges for lightering ore concentrates at the Red Dog Mine in

northwestern Alaska under a contract with Cominco Alaska, Inc. Foss still is under contract at Red Dog and is completing its 25th season there this year. Marine Industries Northwest in Tacoma converted the two 286-footdeck barges to the lighterage vessels *Kivalina* and *Noatak*. Each was fitted with a large deckhouse aft and a giant boom conveyor and other material handling equipment for summer-only, open-ocean lightering of zinc and lead from the mine port to ships anchored four miles offshore. Foss has demonstrated its ability to operate in harsh weather conditions and occasionally difficult ice conditions. Nowhere in the world is there an ongoing lighterage operation in such challenging, open-ocean waters.

Another innovation highlight of the 1990s was the addition to the Foss fleet of two "enhanced" tractor tugs, specifically designed for tanker escorts and assists on northern Puget Sound. The **Lindsey Foss** and **Garth Foss** were christened in 1994, and employed the same cycloidal technology used in the company's previous six tractors. But at 155 feet in length and packing 8,000 horsepower, these tugs were the largest and most powerful tractors in the world. They were designed primarily by an in-house Foss team with assistance from Glosten and built by Trinity Marine Group of Gulfport Mississippi. Both are still in use today. Glosten also assisted Foss with the design of the Delta Mariner, a shallow draft, 310-foot ship built for Foss to carry Boeing-built Delta IV rockets from Decatur, Ala., to launch sites at Cape Canaveral, Fla., and Vandenberg Air Force Base, Calif. The ship was built by Halter Marine in Gulfport, Miss., and continues to carry rockets for what is now the United Launch Alliance, a partnership between Boeing and Lockheed Martin. In 2003, the first of seven double hulled bunkering barges was launched in Portland for Foss, which would have the largest double-hulled fleet in California. The state of the art barges have numerous environmental enhancements, including computer driven gauging systems equipped with alarms that sound when tank levels reach 95 percent. *Innovation Continues with the Dolphin-Class and Hybrid Tugs* Another 2003 milestone was the launch of the Dolphin-Class tug construction program at Foss Rainier Shipyard. The Dolphin program marked a new direction for the Rainier yard, which previously had been a repair yard. It also was the first time in decades Foss had built its own tugs. The first 78-foot Dolphin, a ship-assist tug with an azimuthing stern drive, was rated at 4,730 horsepower, but later models were boosted to 5080 horsepower, much more power than other similarly-sized harbor tugs. They were designed for moving big ships in narrow harbor channels, such as those of the ports of Los Angeles and Long Beach. The last of the Dolphins, the **Carolyn Dorothy**, was christened in Southern California in 2009 and represented yet another technological breakthrough for Foss. The vessel was the world's first hybrid powered tug, combining diesel and electric drive motors and thus reducing polluting emissions and fuel consumption. A second Dolphin, the **Campbell Foss**, was converted to hybrid power in 2011. The Rainier yard also has undertaken several new-construction projects for third parties, including building a new Washington state ferry for use on the Columbia River. In 2013, the yard commenced construction of the first of three Arctic-Class tugs for Foss, in anticipation of growing business in Alaska. *(Editor's Note –This is the fifth in a series of Tow Bitts articles about the history of Foss Maritime to commemorate the company's 125th Anniversary.)*



## PPG DONATES PINK TUG PAINT TO MORAN FOR BREAST CANCER AWARENESS

For more than 130 years, Moran Towing Corporation's fleet of tugboats had been recognized for the signature white "M" painted on their stacks. This October, company President Ted Tregurtha used a


donation of Pitt-Tech Plus marine paint from PPG Industries distributor Armorica Sales to adorn the well-known industry emblem in pink on 100 tugboats to promote breast cancer awareness. The idea for the pink M's took root when a Moran employee asked Tregurtha for approval to paint one on a single tugboat to honor a family member. When the company president floated the idea to other Moran ports, he said the response was so overwhelming that he authorized it for the company's entire fleet of tugboats, which are used to push barges and guide ships in waters from New Hampshire to Texas. Armorica Sales, a longtime distributor of PPG protective and marine coatings based in Staten Island, New York, donated the coating after owners Mike Anderson and John Tretout received an order for Pitt-Tech Plus paint in Tickled Pink from Larry Bencivenga, Moran's port engineer. Once Anderson and Tretout discovered the awareness-promotion idea behind the purchase, they volunteered to cover the cost of the material. "They are good customers, and we thought it was a good idea to support them," Anderson explained. "It's a great cause, and we were happy to do anything we could to help." The Tickled Pink name belies the toughness of Pitt-Tech Plus paint, which helps protect Moran's tugboat fleet from damage caused by exposure to water, salt, humidity and abrasion from contact with other boats. Even in difficult marine environments, Pitt-Tech Plus paint holds color without fading, which is especially important for Moran's tugboats because the white "M" has been part of the company's identity for more than a century. Pitt-Tech Plus paint is a 100-percent acrylic industrial enamel that provides excellent corrosion protection and chemical and solvent resistance for direct-to-metal (DTM) applications. *(Source: Workboat.com)*

## RECENTLY DELIVERED TUG HIGHLANDERS


The Damen StanTug1606 with yard number 503185 tug **Highlanders** was recently delivered to her owner Scrabster Harbour Trust – Aberdeen with the flag of the United Kingdom and Port of registration Wick. She has a length o.a. of 16.76 mtrs a beam o.a. of 5.94 mtrs and a depth at sides of 2.54 mtrs. Her basic functions are towing, mooring, pushing and survey operation. The two Caterpillar C18 TA/A develops a total output of 894 bkW (1,199 bhp). She achieved 16.1 ton bollard

pull. Her speed is 11.2 knots The tug is classed Bureau Veritas I X Hull • MACH TUG Coastal Area.
*(Source: Damen)*



## CONSTELLATION TOW: SLOW AND STEADY AFTER CORBIN, CARRIER DODGE A HURRICANE

The **Corbin Foss** was leading the retired aircraft carrier *USS Constelation* down the west coast of South America at about five knots in early October after dodging a hurricane of the Coast of Mexico and making successful fuel stops in Long Beach and Balboa, Panama. "So far everything has been going quite well – slow and steady." Said Drew Arenth, project manager for Foss. The **Corbin Foss** on August 8 began towing the venerable, 1,088-foot aircraft carrier from Bremerton, Wash., to a scrap yard in Brownsville, Texas. The 16,000-mile journey, which will include a passage through the Strait of Magellan, is expected to be completed by mid-December. The *Constellation* was built at the New York Naval Shipyard in Brooklyn, N.Y., and launched in 1960. The ship was known as "America's Flagship" and holds a storied position in U.S. naval history, having been deployed numerous times to Vietnam and the Middle East, including Operation Iraqi Freedom. It was decommissioned in 2003 and had been in mothballs until beginning its last voyage under tow by Foss. Thousands of sailors served on the ship and many were on the water on small boats to say goodbye to the ship on Puget Sound and during its fuel stop in Long Beach. The voyage got off to a slower-than expected start, according to Arenth, presumably because of drag created by years of marine growth on the carrier's hull. It eventually washed off and speed improved. Arenth said the **Corbin Foss** and its tow were forced to sail north for three days to avoid Hurricane Marie off the coast of Mexico. "They stayed out of the way and weren't otherwise affected by the storm," he said, noting that Marie stirred up high seas and packed winds of more than 160 miles per hour. In Long Beach, Foss assist tugs stood by the *Constellation* while the **Corbin Foss** went into port to refuel. In

Balboa, at the Pacific entrance to the Panama Canal, a second, chartered towing tug joined the job and tended the carrier while the **Corbin Foss** refueled. The second tug, which was switched out for another in late September, was required by the Navy as a safety measure to deal with potentially dicey weather in the southern latitudes. After leaving Balboa, the two tugs and their tow were headed for a refueling stop in Valparaiso, Chile, a distance of more than 2,500 nautical miles. Subsequent fuel stops were planned for Punta Arenas, Chile, Montevideo, Uruguay, Recife, Brazil, and Port of Spain, Trinidad and Tobago, before the arrival in Texas. *(Source: Foss)*

## KTK FLEET BERTHED AT THE JAN BAARDA JETTY

Last week was seen the fleet of the 1985 launched Kompania di Tou Kòrsou (KTK) berthed at the Jan Baarda jetty – Willemstad; Curacao. Only one tug, of the fleet of nine vessels is still under contract in Venezuela. What is the reason of this eight vessels berthing all together? Are they standby for work? Anyway it is not a good sign all vessels lay down at the jetty. More information is welcome. *(Photo: John Smit)*

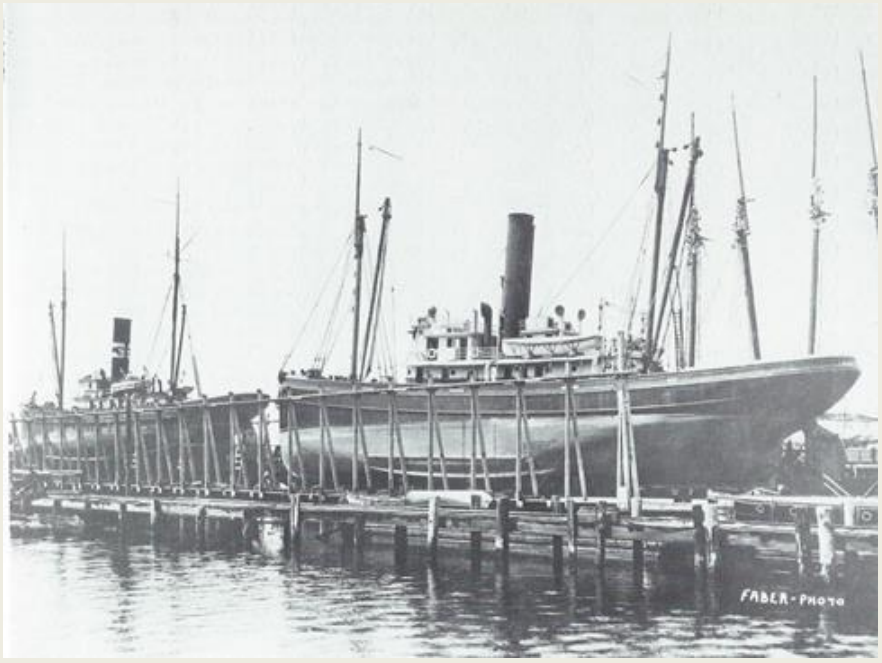
## PORT HEDLAND FACING STRIKE

The Australian Institute of Marine & Power Engineers (AIMPE) has given notice that the **tug boat engineers** at Port Hedland, Australia's biggest iron ore port, intend to take protected industrial action in the form of a four-hour stoppage from 6am to 10am on Wednesday, November 12, 2014, Teekay Shipping reports in a release. The notice exempts from the stoppage towage operations which are delayed during unforeseen delays and are still underway, and any safety/emergency related issues. Teekay Shipping (Australia) Pty Ltd has been in negotiations with Australian Maritime Officers Union (AMOU), the Maritime Union of Australia (MUA) and the Australian Institute of Marine & Power Engineers (AIMPE) about the terms of replacement enterprise agreements for its employees who operate the tugs which service the port of Port Hedland for approximately 17 months. The company says it "is surprised and disappointed that the AIMPE has decided to take this action at a time when the MUA and AMOU have endorsed new enterprise agreements in substantially the same terms for their

members." Teekay advises that the AMOU and MUA have recommended their members vote to approve the respective enterprise agreements. The voting period for those agreements commenced on November 4 and will close on November 9, 2014. Teekay says that the AIMPE has not agreed to the terms of the enterprise agreement which the company has proposed for the engineers, which are in much the same terms as those agreed by the AMOU. The AIMPE stated that the four-hour actions will fall on low tides, in order not to disrupt the Port's operation to a significant extent. (Press Release)



## YESTERYEAR SALVAGE TUG I.J. MERRITT AND RESCUE




Two Merritt and Chapman salvage tugs hauled out in a Norfolk, Virginia, shipyard for maintenance and repair. The deep underbody and stabilizing bilge keels of this type of tug are evident in this photograph. On the left is the **Rescue** and on the right the **I.J. Merritt**. The **Rescue** was 160 feet long and the **I.J. Merritt** was 163 feet; both were steam powered, the former with 1128 horsepower, the latter 1000 horsepower. Both had wooden hulls and copper plate bottoms. The inherent conservatism of tugboat companies is obvious here. Twenty years separated the building dates of these tugboats – The **Rescue** was built in 1899 and the **I.J. Merritt** in 1919 – yet they are strikingly similar. It's obvious that the owners were pleased enough with the original design to continue in the same tradition. *(Source: On the Hawser by Steven Lang and Peter H. Spectre)*

# ACCIDENTS – SALVAGE NEWS

## WAGENBORG TOWAGE TO SALVAGE ROTHENSEE

In the upcoming days Wagenborg Towage will salvage the sunk German motor vessel Rothensee

with her sheerleg 'Triton'. Currently the 300-tons floating crane is travelling to the Rothensee accompanies by tugs and a pontoon and is expected to arrive Tuesday evening. The salvage operations are expected to start Wednesday morning. Shipping traffic is completely jammed between Rühen and Calvörde after the Rothensee was hit by the Czech motorvessel Andromeda earlier. According the water police in Magdenburg the sunk vessel tried to moor in Bergfriede. When she lied sideways on the waterway she got hit by the other vessel. No one got hurt during the accident. Wagenborg expects the Rothensee to be floating again before the weekend to tow her to a nearby port. The Mittelland channel will probably be free during the weekend for other vessels. *(Source: Wagenborg)* *Update 5th November: Wreck broke in two* During the salvage of the "**Rothensee**" which started on Nov 5 at 8 a.m. on the Mittelland Canal, the wreck broke in two while raising it with the sheerleg "*Triton*". The aft behind the wheelhouse tore off when the wreck was raised three meters, and it was tried to weld the sections with steel plates fixed on the breach in order to get them removed as soon as possible. *(Source: Vesseltracker; Photo: Hannoversche Algemeine)*

## NEPTUNE MARINER FOR REPAIRS ON THE SLIP

A ship will find it's optimum shape by itself during her lifetime" those famous words of a former tug master can be notice last week at the Neptune shipyard in Hardinxveld; Netherlands at the 2007 built Offshore Tug Supply Vessel **Neptune Mariner** (Imo 9481037) with thruster damage. The vessel recently hit a pier outwear structure. The Gibraltar registered tug with call sign ZDIW8 has a grt of 499 tons and a dwt of 996 tons. She has a length of 42.00 mtrs a beam of 11.00 mtrs. The two Caterpillar 3512B engines develops a bollard pull of 45 tons. *(Photo: Henk Ros)*

## RCMP VESSEL RESCUES CREW FROM SUNKEN TUG OFF VANCOUVER ISLAND'S WEST

RCMP says its patrol vessel, the *Inkster*, was just minutes away from a sinking tug when its crew sent out a mayday call on Sunday morning. The RCMP vessel was heading towards Ucluelet on the West Coast of Vancouver Island when the distress call came in over the radio. The *Inkster* crew determined it was about 15 minutes from the scene and changed course. Just minutes later, the crew members of the tug, the **Schooner Cove**, advised that they were taking on water and were abandoning ship. An RCMP news release says the *Inkster* came upon the two crew members in a life raft about 5 minutes later. The crewmen, one from Tofino and the other from Ucluelet, were cold and wet, but unharmed. *(Source: The Prince George Citizen)*

## COASTER LEONIE AGROUND OFF DELFZIJL

Coming from Ooulu on Nov 5, 2014, the "*Leonie*" ran aground just outside the port of Delfzijl. The tugs "**Waterpoort**", "**Waterman**" and "**Waterstroom**" from Royal Wagenborg, went on standby to start pulling off the ship with the high tide around 10.30 p.m. The vessel was successfully refloated and berthed at the merchant ship quay at 11.15 p.m. *(Source: Vesseltracker)*

# OFFSHORE NEWS

## DELIVERY VOS CHAMPAGNE

Today, Tuesday 4 November 2014, we have taken delivery of **VOS Champagne**. In a ceremony held

in Singapore, the vessel was handed over to Vroon Offshore Services. **VOS Champagne**, a DP2 oil-recovery anchor-handling tug-supply vessel, is the first of two vessels constructed at Fujian Funing Shipyard in China. Sister vessel, **VOS Chablis**, is scheduled for delivery next month. **VOS Champagne** will be deployed in the Gulf of Thailand, where she will enter a four-year charter party with Service Chevron Thailand. We wish the vessel and her crews safe and successful voyages. *(Source: Vroon)*

## NIMROD SEA ASSETS BUYS STAKE IN ROV SV ALTUS INVICTUS

Nimrod Sea Assets Limited has completed its fifth purchase for USD 9.6m by way of a 51% stake in Altus Subsea DIS which will purchase the Remote Operated Vehicle Support Vessel (ROV SV) **Altus Invictus** from Hallin Marine. The vessel is currently under bareboat charter to Marine Engineering and Diving Services ("MEDS") for a further 4.5 years. Nimrod Sea Assets says that a charter extension, that could further extend this, is being discusses as part of the sale process. MEDS is an inspection, repair and maintenance focused contractor based in Dubai with a regional focus in the Middle East and Asia and has recently opened a regional office in Singapore. MEDS owns and operates two other vessels, both of which are dive support vessels. The **Altus Invictus** is a multipurpose Asian focused offshore support vessel that can be used for Remote Operated Vehicle work and has a small portable saturation diving system currently fitted and a 20t crane. Nimrod Sea Assets notes that the vessel currently works mainly in Malaysia and is expected to work as a field support vessel for the foreseeable future, which will have a positive impact on the residual value of the vessel. ROV SVs support the inspection, repair and maintenance of offshore oil and gas infrastructure and are therefore important, Nimrod Sea Assets says, in the continued efficiency of offshore energy production. In the view of the Executive Directors, and independent market analysts, demand for these vessels is likely to rise substantially within the period of the charter, Nimrod Sea Assets further explains. The vessel was purchased 100% with equity while a senior financing facility is arranged. Following the completion of this an accelerated capital

reduction will take place via dividends with bi-annual distributions forecast six months following completion. According to the company, the Executive Directors believe this investment will provide stable dividend returns for the duration of the investment with a respected counterparty in the region. Jeremy Punnett, an executive director of Nimrod Sea, will join the Board of Altus Subsea DIS. Nimrod Sea Assets has recently bought stakes of two other vessels, **DSV Alliance** and M.V. **Oceanic Endeavour**. *(Press Release)*



## GARDLINE CGG IN HOUTMAN 2D SURVEY (AUSTRALIA)

Gardline CGG Pte Ltd has been selected by Geoscience Australia to acquire the Houtman 2D broadband marine seismic survey in the Perth Basin, offshore Australia. M/V **Duke** is currently transiting to Western Australia following the completion of the BRAHSS project in Queensland. The survey will cover up to 4,800 line kilometres in the Houtman sub-basin basin where a "gap" in seismic datasets coverage has been identified by Geoscience Australia. The project is expected to start in mid-November and will have an estimated duration of 42 days. Gardline CGG is delighted to work once again with Geoscience Australia to help advance the understanding of petroleum systems along the Australian coast, the company said in the release. *(Press Release)*

## POLAR MARQUIS WRAPS UP BLACK SEA SURVEY

The new addition to Dolphin Geophysical's fleet, the **Polar Marquis**, has finalised its first powerful solution contract survey in the Black Sea, the company stated in its Q3 financial highlights. The survey was conducted with a record spread of 14 streamers at 100 metre separation, positioning Dolphin as one of only two contractors with proven experience of towing wide 14 streamer configurations. Dolphin secured this job in April this year, prior to **Polar Marquis** delivery. **Polar Marquis** has formally been taken on charter in May from GC Rieber Shipping for a firm period of 3.5 years with 2+2 years options. According to the previous statement, Dolphin's vessel completed a significant seismic and propulsion upgrade and will provide the safe capacity to operate 16 streamers

with 100 meters separation. This will put the vessel among the top ten seismic vessels in the world. Next year, during Q2 of 2015 Dolphin will be taking delivering of the **Polar Empress**, a 22 streamer, purpose-built, high capacity, 3D vessel boasting over 300 tons of bollard pull. *(Subsea World News)*

## MODIFICATION CONTRACT FOR AKER WAYFARER

Last week was seen the newbuilding Offshore Tug Supply Vessel Delta Admiral (Imo 9715282) commencing technical sea trails. The Dutch Flag registered with call sign PGXV built by Shipyard De Hoop – Lobith; Netherlands is constructed for Delta Logistics from Trinidad. The vessel has a length of 70 mtrs. *(Photo: Leen van der Meijden)*

## STRONG DEMAND 'FORCES' MERMAID TO CHARTER 3 VESSELS

Mermaid Maritime, a provider of subsea and drilling services for the global offshore oil and gas industry, has chartered in three vessels in the past month to take on new projects, on the back of strong demand for its services. Mermaid Maritime has recently chartered the '**Siem Daya 2'**, an offshore subsea construction vessel to provide subsea cable laying installation support services in the Middle East for an upstream national oil and gas major. The '**Siem Daya 2'** will be on hire until early January 2015 with options for further extension depending on additional work availability. In October 2014, the Group also chartered-in the '**Mubarak Carrier'**, a construction barge for short term work on subsea cable lay trenching support in the Middle East for an upstream national oil and gas major as well as the '**Harkand Harmony'**, a remotely-operated vehicle ("ROV") and survey support vessel for gas detection work in the Gulf of Thailand for an international upstream oil and gas major. Both charters will cater to additional short-term customer requirements scheduled to be completed this November 2014. These chartered vessels join the Group's fleet of seven subsea vessels that include the '**Mermaid Asiana'**, and '**Mermaid Siam'** located in the Middle East; the '**Mermaid Commander', 'Mermaid Sapphire', 'Mermaid Challenger'** and '**Barakuda**' located in South East Asia;

and the '**Mermaid Endurer**' located in the North Sea. Other vessels also on charter by Mermaid are the '**Bourbon Evolution**' and '**Mubarak Supporter**' in the Middle East; and the '**Endeavour**' and '**Resolution**' in South East Asia. Chalermchai Mahagitsiri, Chief Executive Officer of Mermaid said, "With many of our key assets serving existing contracts, the Group has had to charter additional vessels to fulfill strong demand for our scope of services, bringing our operational fleet up to 14. The brisk business done by our subsea services segment is testimony that our shallow water biased fleet remains in strong demand globally. "These recent additions also enhance Mermaid's reputation by leading the way in the deployment of a technologically advanced and modern fleet. With an overall order book of USD 470 million and the potential for more near-term contract wins, we are optimistic that our plans for product and geographical expansion remain on track." *(Press Release)*



## OCEAN FALCON LAUNCHED

**Ocean Falcon** was successfully launched 6 November at 1546 at Zamakona Shipyard in Pasia, Spain. The vessel will continue the final outfitting alongside, and later testing, until delivery in Q2 2015. **Ocean Falcon** will operate from Aberdeen on contract for Shell. *(Press Release Atlantic Offshore)*

## CHARTER CONTRACTS FOR THE PSVS SEA SPEAR AND SEA SWIFT

Deep Sea Supply is pleased to announce that the Company has agreed on bareboat contracts for the PSVs "**Sea Spear**" and "**Sea Swift**" for operations in Australian waters. The end charterer will be an international major subsea contractor, and both bareboat contracts are for 210 days firm plus 75 days option. The total value of the firm part of the contracts is USD 8.4M. Expected commencement of the bareboat charters is early December 2014. *(Press Release Deep Sea Supply)*

# WINDFARM NEWS

## DALBY HUMBER ASSISTS IN EMERGENCY TOWING EXERCISE


Dalby Humber has assisted SSE in an emergency towing exercise for new RNLI Lowestoft Lifeboat. The new Lowestoft all weather lifeboat (ALB) called the *Patsy Knight* was put through its paces during an emergency towing exercise off the beach at Lowestoft. The ALB was called to assist Dalby Offshore's **Dalby Humber** who was needing a tow to port, with the sea state 2.5 – 3 meters and a strong south easterly wind. The crew of both vessels were able to set up a tow safely and returned to shore after demonstrating a satisfactory safety drill. The **Dalby Humber** was the second wind farm support vessel to be added to the Dalby fleet. The vessel was built in Arklow and delivered in March 2012. *(Press Release)*

## CTRUK LOOKS TO EXPANSION

Over 120 new jobs on the cards if Advanced Composite Technology Centre project receives grant funding support. CTruk, a leading UK innovator in composite vessel design, recently signed the lease on a 6400m² site on the Colne Estuary, a few miles upriver from its current Brightlingsea base. The company plans to use the Fieldgates site in Haven Road, The Hythe, East Colchester to build the larger vessels required for offshore wind farm projects further out to sea. CTruk is pressing on with refurbishment of the existing building on Fieldgates in order to move some production activity over early next year. However, the company also has ambitious plans to build a brand new production facility, offices and training centre on the currently derelict site. As such, it has applied for a grant through Round 6 of Regional Growth Fund (RGF). Funding support would see CTruk invest to transform from boat builder to 'Advanced Composite Technology Centre' creating over 120 new private-sector jobs (including 15 new apprenticeships) over the next few years. A 'green light' for this project would be great news for The Hythe, an area of Colchester marked for regeneration. CTruk's plans, which would be substantially complete by the end of 2015, would see the long-derelict Fieldgates transformed into a vibrant manufacturing hub, creating a ripple effect of indirect job creation in the local community as the workforce moves in and grows. It is hoped that the return of a marine based industry to this former port area will act as a stimulus for further new business in the area. It could also provide opportunities for existing companies to supply and support the CTruk development. "CTruk has driven innovation in offshore wind vessel design since its inception," said company chairman Peter McIntosh, "and we intend to continue to apply our unique approach to design and build with the larger accommodation vessels required for the challenging sea conditions further offshore. This requirement is the main driver for our planned expansion, but the technology centre, with its in-house training facility, would also see us well placed to diversify into other commercial marine sectors, set up overseas agreements and also apply our composites expertise to non-marine manufacturing opportunities." The company has garnered widespread support for its plans from, among others, Colchester MP Sir Bob Russell, Colchester Borough Council, The Honourable Bernard Jenkin MP, the Haven Gateway Partnership

and the South East Local Enterprise Partnership (LEP). The company is also looking to work closely with Colchester Institute and the University of Essex for recruitment, apprenticeships and technological expertise, fitting with the partnership approach to offshore renewables across the East Coast as part of the CORE network (Centres for Offshore Renewable Engineering).2 Mr McIntosh is keen to point out that RGF success would not see the company move out of Brightlingsea, "If we gain grant support to build the new centre, then Brightlingsea will ultimately become our vessel delivery, maintenance and warranty base, with new craft being launched at Fieldgates and moved downriver for sea trials." With Brightlingsea among other areas of Tendring that were given 'Assisted Area' status by Government earlier this year, this would be good news too for the historic shipbuilding town. Colchester Borough Council has been working closely with CTruk to help realise an exciting future for the site. The Council and CTruk have also worked in partnership to progress RGF funding, aiming to change perceptions and regenerate the former port area, thereby allowing the local community to benefit from resulting employment opportunities. Councillor Anne Turrell, Portfolio Holder for Economic Development and Regeneration said, "Colchester Borough Council has been actively working with CTruk for some time to help bring forward this significant proposal for the Fieldgates site at the Hythe. We are excited about the progress that has been made so far and the potential for further economic development and employment for the local community." Cyril Thomas, Chair of Hythe Forward Community Land Trust said, "We are delighted and encouraged by the news of CTruk's arrival in the Hythe because it fits well with a number of our core objectives. We welcome the potential work opportunities and investment that CTruk could bring into the Hythe and hope that this will send a positive message to others who may be considering exploring opportunities here that could benefit our community." CTruk expects a decision on grant funding support in early 2015. *(Press Release)*

## OSIRIS PROJECTS PREPARES TO LAUNCH BIBBY ATHENA

Due to launch before the end of 2014, **Bibby Athena** will build on the capabilities of the very successful sister vessel, **Bibby Tethra**, with a number of subtle changes to reflect the company's development into a more challenging offshore market. Launched in 2011, **Bibby Tethra** has proven the effectiveness of the semi SWATH (small waterplane area twin hull) design for this class of vessel, maximising stability and seakeeping ability in challenging conditions; an overriding component in acquiring consistently high quality data. The popularity of the vessel with the company's key clients is ultimately behind the decision to commission and build an additional vessel. Although **Bibby Athena** is the same overall length as **Bibby Tethra** at 27.5m, the vessel benefits from subtle enhancements, including an enlarged bridge which houses the on-line and off-line survey rooms and improved layout of the living space. The addition of two forward Schottel pump jets, giving a total of four, and larger aft electric Schottel drive motors will provide an even more capable DP1 capacity and an increased generator size now provides over 850kVa of electrical power for on board systems. To reflect the company's increasing investment in shallow geotechnical equipment and niche ROV operations, **Bibby Athena** also benefits from a larger moonpool and

higher capacity deck crane to facilitate automated equipment deployment. The permanent survey spread features industry-standard offerings from the company's regular suppliers including Teledyne RESON, C-NAV, Edgetech and iXBlue, maintaining consistency with the remainder of the Osiris Projects fleet. To maximise efficiency, **Bibby Athena** will be permanently mobilised with a dual-head multibeam system, greatly improving the productivity of bathymetric data acquisition. A double drum main winch with two cable sizes will allow deployment of multiple systems without the requirement for remobilisation, further enhancing survey efficiency. The larger survey lab will improve the volume of data processing and initial QC that can take place on-board, reducing the amount of processing required in head office. The Managing Director of parent company Bibby Marine Jon Osborne commented, "The **Bibby Athena** will further enhance Osiris Projects' reputation for quality assets and efficient data collection. Both **Bibby Athena** and **Bibby Tethra** are able to perform surveys close to shore as well as out in deep water and this gives us a real advantage in the market place as we can follow cables and pipelines along the whole of their intended route." Osiris Projects Managing Director Andy McLeay added, "This is a really exciting time in the survey industry with offshore renewables continually expanding at a rapid pace and at Bibby Marine we are positioning ourselves to take advantage of this huge opportunity." *(Source: Osiris Projects)*



## THREE MPI VESSELS TO TAKE CARE OF SHERINGHAM SHOAL

Scira Offshore Energy Ltd has chosen 3 MPI Workboats Ltd vessels to work on the Sheringham

Shoal Offshore Windfarm on long term charters starting in 2015.The 22m South East Asia Shipyard built vessel, **MPI Snowball**, will start a 2 year charter in March next year. The following month, April, she will be joined by the **MPI Altisidora** and in June by the third vessel **MPI Lucinda**, both 19m South Boats IOW Ltd vessels. Leslie Robertson, General Manager at MPI Workboats, told Offshore WIND that this was a good start for the company in 2015. MPI Workboats Ltd operates a total of 14 Wind Farm Support Vessels. *(Source: Offshore Wind)*

# YARD NEWS

## *12 PSVs IN 18 MONTHS*


In late October, Zhejiang Shipbuilding in Ningbo, China, delivered '**Sea Swift**', the final of twelve platform supply vessels of the large PX105 design to ship owner Deep Sea Supply PLC. In addition to the basic design, Norway's ULSTEIN has delivered a comprehensive package of systems and equipment as well as on-site support. The Zhejiang yard, a part of the Sinopacific Group, delivered all the Deep Sea Supply vessels during 2013 and 2014. The twelve vessels are constructed for operations all over the world. Several of them are currently working in the North Sea. "We are very pleased with the vessels – and so are our clients", states Finn Amund Norbye, CEO in Deep Sea Supply. "ULSTEIN participated in the vessels' construction and was also responsible for the electrical installations. Communication and quality of work have been good. We have taken delivery of twelve large state-of-the-art platform supply vessels in approx. 18 months, which must be considered to be very satisfactory." Johannes Røren, project manager in Ulstein Design & Solutions, comments: "We've had the pleasure of cooperating with Sinopacific on several occasions, and Zhejiang has much experience in constructing vessels of our designs. We've had a site team at the yard throughout the construction of these vessels, and the

12-vessel-project has been characterized by a steady progress and an open dialogue between the parties." The Deep Sea Supply vessels are 88.9 metres long and 19 metres in the beam. The vessels have diesel electric propulsion and can keep up a speed of 15.5 knots. The loading deck area is in excess of 1,000 square metres and the vessels each have a dead weight of 4,700 tonnes. The X-BOW® hull line design eliminates slamming from head sea, increases comfort and safety and reduces fuel consumption. The vessels comply with the DNV requirements of either the Clean or Clean Design standard. ULSTEIN's equipment deliveries include diesel electric propulsion and engines, and the system deliveries include power distribution and propulsion, automation, internal communication and entertainment, navigation and radio. The vessels were among the first in which ULSTEIN had the switchboards produced at their own company in Ningbo, reducing delivery time due to shipment. Following the delivery of '**Sea Swift**', Deep Sea Supply has a fleet of 40 vessels: 15 AHTS vessels and 25 PSVs. *(Press Release)*



## PRODUCTION OF YARD NO. 128 IS COMING TO AN END

Outfitting of the ship is now in its final phase and most of the remaining works are the minor tasks such as the last of cable installation, floorcovering and interior. The substantial jobs have been completed and the majority of equipment has been installed onboard. The last of heavy equipment was installed last week when the deck crane was lifted into place and bolted tight just aft of the superstructure. The sea trials will commence within this week. The ship's systems will be calibrated and tested prior to trial trip which is performed in order to verify that the vessel operates and functions as intended. Delivery of the ship will be in mid-November. Fletcher Shipping will then take over the vessel which is pronounced in way of naming ceremony. *(Source: Simek)*

## NAUTILUS ENTERS INTO VESSEL CHARTER

Nautilus Minerals Inc. is pleased to announce that it has entered into an agreement for the charter of

a vessel to be first deployed for use at the Solwara 1 Project. Marine Assets Corporation (MAC), a marine solutions company based in Dubai which specialises in the delivery of new build support vessels for the offshore industry, will own and provide the marine management of the vessel. The vessel will be chartered to Nautilus for a minimum period of five years at a rate of US$199,910 per day, with options to either extend the charter or purchase the vessel at the end of the five year period. The vessel will first serve as the operational base for the joint venture (Solwara 1 JV) to be formed by Nautilus and the Independent State of Papua New Guinea's (State) nominee, Eda Kopa (Solwara) Limited (State Nominee), a wholly owned subsidiary of Petromin PNG Holdings Limited, to support the operations carried out by the Solwara 1 JV to extract and to transport high grade copper and gold material from the Project site, in the Bismarck Sea of Papua New Guinea. Under the terms of the arrangement, MAC will enter into a contract with Fujian Mawei Shipbuilding Ltd., based in Fujian province in south-eastern China, to design and construct the vessel in accordance with Nautilus' specifications (Shipbuilding Contract). The Shipbuilding Contract is expected to be signed by no later than 28 November 2014. A US$10M deposit is payable by Nautilus to MAC following the payment by MAC of the first installment under the Shipbuilding Contract. A further charterer's guarantee of US$18M will be provided to MAC by the Solwara 1 JV on the commencement of the charter of the vessel. When completed, the vessel will measure 227 metres in length and 40 metres in width with accommodation for up to 180 people and generate approximately 31MW of power. All of the below deck mining equipment will be installed in the vessel during the build process to minimize the equipment integration to be completed following delivery of the vessel. The vessel is expected to be delivered by the end of 2017. Mike Johnston, Nautilus' CEO, commented "We are excited to achieve this significant milestone and secure a vessel contract with such an experienced vessel provider as MAC. We appreciate the continued support we have received from Eda Kopa, our joint venture partner, in reaching this milestone and, together with them, look forward to working with MAC and the shipyard in seeing the delivery of our first vessel and making seafloor mining a reality". Release of Funds from Escrow In April 2014 the State Nominee signed an agreement with Nautilus (Mining Equity Agreement), electing to take a 15% interest in the Project while also paying a non-refundable deposit of US$7,000,000 to Nautilus (see Links section).On May 9, 2014 the State Nominee placed US$113,000,000 into escrow, representing the balance of the funding for the State Nominee's 15% interest in the Project up to first production (see Links section). Completion of the State Nominee's purchase of the 15% interest in the Project is to occur within 10 business days after the payment by MAC of the first installment under the Shipbuilding Contract, which is to be made by no later than 28 November 2014, as agreed by Nautilus and the State Nominee. On completion, the State Nominee's funds will be released to Nautilus from escrow and the Solwara 1 JV formed. Nautilus looks forward to working closely with the State Nominee on the Project, which will generate significant economic activity within the State and the Province of New Ireland. *(Press Release Nautilus Minerals)*

## BOA JARL RECEIVING WINCHES

The hull of AHTS **Boa Jarl** towed by **Fairmount Summit** arrived in Aabenraa, Denmark for loading of the massive winches (600t/500t/500t) before resuming the voyage to Noryards Fosen by tug **Boa Balder**.

# WEBSITE NEWS

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Last week there have been new updates posted:

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

   - Sunken cargo vessel Scheldt-Rhine Canal above water
   - 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'
   - URAG places order for two ASD tugs 2411

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