Tugs Towing & Offshore Newsletter

LEKKO All about tugs

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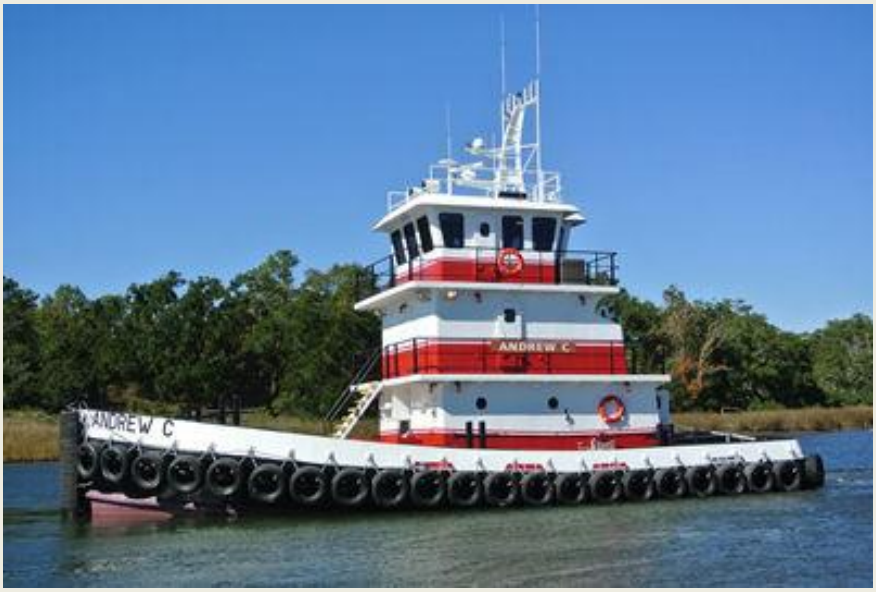
BUYING, SALES, NEW BUILDING, RENAMING AND OTHER TUGS TOWING & OFFSHORE INDUSTRY NEWS

MIDWEEK – EDITION

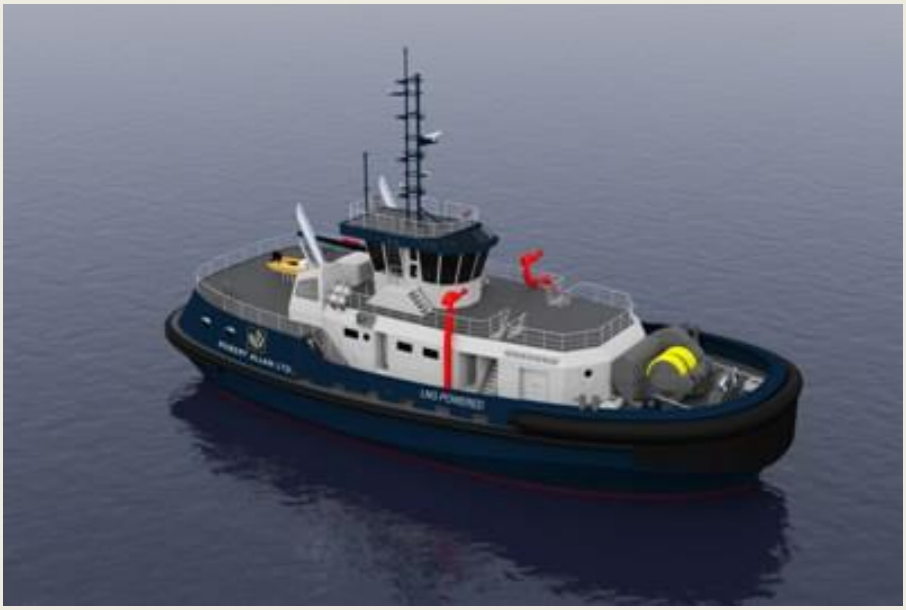
TUGS & TOWING NEWS

AN EFFICIENT ADDITION TO A STRONG FLEET



Cvitanovic towing of Belle Chasse, Louisiana has taken delivery of a fourth vessel for their fleet of highly efficient Lugger-style tugs. Built at the Rodriguez yard in Bayou LaBatre, Alabama, the 65 by 26-foot, **Andrew C**, is slightly smaller than the 67.5 by 26-foot **Pere C** (2011) and **George C** (2012). Cummins QSK19-M mains power the two larger vessels. The smaller size permitted the **Andrew C** to take advantage of a pair of Cummins 355 HP QSM11-M main engines for a total of 710 HP. The sturdy engines deliver their propulsion power to Kahlenberg 51x49-inch four-blade propellers through ZF 325 gears with 2.95:1 ratios. To service rigs in the extensive delta area of the Mississippi River, the tug is designed with a 5.5-foot shallow-draft. At the same time it has capacities for 10,600 US gallons of fuel oil and 24,300 gallons of water. For cargo transfer there is a Veeder Root discharge meter. A 400 square foot deck space allows for transport of smaller pieces of equipment. On the company web page, the Cvitanovic family, proudly declare that they serve Plaquemines Parish and coastal Louisiana from the Venice Port Complex just up river from the Head of the Passes. With the addition of the **Andrew C** to the fleet they have expanded the efficiency of operations. *(Source: Alan Haig-Brown)*

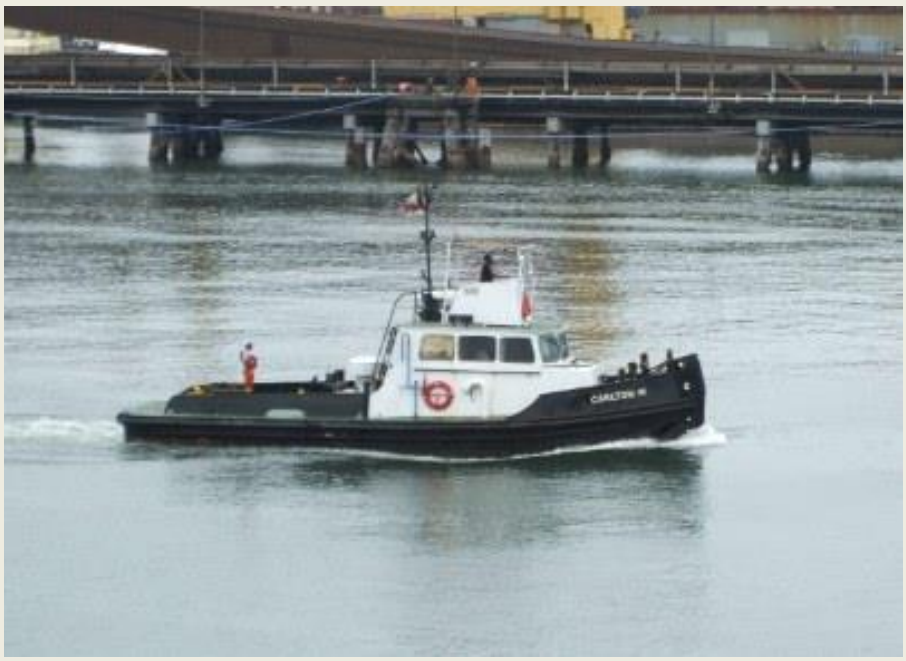
RANGLER – A FRESH APPROACH TO LNG FUELLED TUGS



There is no question that LNG is presently emerging as the most viable alternative fuel to conventional diesel for many classes of ships, and in the tug market this is certainly also the case. The principal attraction of LNG is the ability to achieve low emission standards without the costly and bulky after-treatment components required on diesel engines, which also result in much larger casings and exhaust trunks, thus impeding operational visibility. The downside in a small vessel such as a tug however is the large volume required to accommodate LNG storage tanks and their associated control systems. Ultimately the range and endurance of a tug with LNG is severely compromised in comparison to a diesel-powered tug of the same dimensions. LNG tug concepts promoted to date all take the traditional tugboat configuration and squeeze in the storage tanks, most typically severely impacting the space available for storage and the crew accommodation. After studying many options for LNG-fueled tugs, the design team at Robert Allan Ltd decided to take a completely fresh approach to an LNG tug design and not be constrained by conventional tug layouts. Starting with the essential basics of tug design and operations, we first looked carefully at the primary working deck layout and ensured that was not compromised. The next priority was to examine the LNG storage and distribution requirements with the associated engines etc., and determine where in the tug that was most efficiently located. Then we worked to fit the rest of the design requirements (accommodations, control rooms, stores etc) into available spaces in a logical and sensible manner. One primary target for review was the aft deck. On many tugs today, especially those dedicated to terminal support or escort towing, the aft deck is essentially redundant. A well-designed modern terminal tug should be able to tow and manoeuvre equally well going in either direction, hence has no need for an aft winch. The aft deck space on many tugs is thus often just a large empty area. We considered this to be prime real estate for locating the accommodation facilities displaced by the LNG tanks. After numerous iterations and concept exploration studies a completely fresh idea for a truly modern LNG powered tug design was born; the **RANGLer** Series. (**R**obert Allan's **N**atural **G**as (**L**iquefied) [tug]!) Departing from "traditional" diesel tug designs, the **RANGLer** deckhouse is biased aft to provide excellent visibility from the wheelhouse and an efficient working deck forward The spacious crew accommodations are located within a stern "castle" replacing the below deck accommodations of conventional tug designs. The space forward of the engine room is used for maximum LNG storage capacity, and is configured to allow easy installation and removal of the entire LNG tank system as an "LNG Fuel Module". The LNG Fuel Module includes not only the IMO Type C LNG storage tank and gas processing equipment, but also the bunkering station, engine gas regulation units, controls, gas-related ventilation fans, enclosures and access ways. By integrating all the key LNG-related equipment into a single module that can be tested and approved ahead of time, the final installation of the LNG fuel system is made a much more

straightforward and time-efficient and less risky process than if equipment is installed separately in a more piecemeal way. The first of this new series, the **RANGLer 3600** Class, illustrated on the accompanying drawings is a twin Z-drive terminal support and tanker escort tug, designed specifically to maximize the benefits of natural gas as fuel. The **RANGLer** Series also embodies the now very well-proven sponsoned hull shape of the popular Robert Allan Ltd. **RAstar** Series, providing truly enhanced indirect escort towing performance and highly effective motion damping in a seaway. Working with closely with both Bureau Veritas (BV) and American Bureau of Shipping (ABS) on the LNG safety aspects of the design, Robert Allan Ltd is pleased to announce that the **RANGLer 3600** Class concept has received Approval in Principle from both classification societies for either single gas fuel or dual fuel engines. The particulars of this new LNG tug design are as follows: Length, Overall: 36.5 m; Beam, Moulded: 15.4 m; Depth, Least Moulded: 7.1 m: Draft, Navigational: 5.8 m (above bottom of drives); Installed Power: 2 x 2430 kW; Complement: up to 10 crew; LNG Capacity: 80 m³ (gross). The predicted performance of the **RANGLer 3600** is as follows: Vessel Speed, ahead - 14 knots, approx. Bollard Pull, ahead - 80 tonnes, approx. The use of LNG in smaller vessels such as tugboats is an extreme challenge. Simply adapting existing design configurations to this new fuel does not appear to offer very effective working arrangements on the tug. Fresh, innovative thinking as illustrated by the **RANGLer** design concept is required to make LNG a truly viable fuel option in working vessels of this type. *(Press Release)*

CARLTON M TO BE SOLD IN TRINIDAD

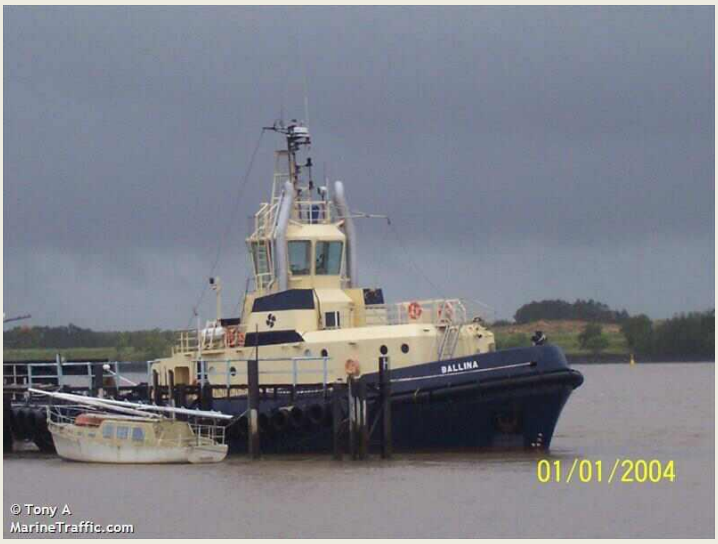


It is reported that the National Energy Corporation of Trinidad & Tobago has announced that the company plans to dispose of "**Carlton M**" by way of a public invitation for bids. This will take place between December 2014 and March 2015. The Damen Stantug, registered under number TL57 at Port of Spain, Trinidad, and measures 28.7 Net Tons, currently is at La Brea, Trinidad, as

captured, and definitely is in need of some attention. *(Photo's: Shipspotting)*

BALLINA CLASS WITHDRAWN

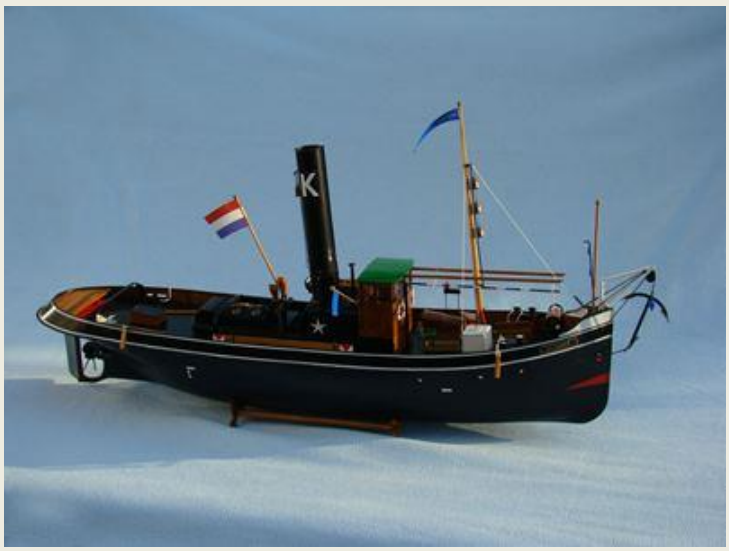
It is reported that the 1973 built Australian registered with call sign VHN5718 Bundaberg based tug **Ballina** (Imo 7324467) is now laid up in Brisbane and has had its LR class withdrawn, Svitzer no longer has a presence in Bundaberg or the Port Alma, ports. The tug has a grt of 261 tons and a dwt of 126 tons. *(Source: Tony Allard)*



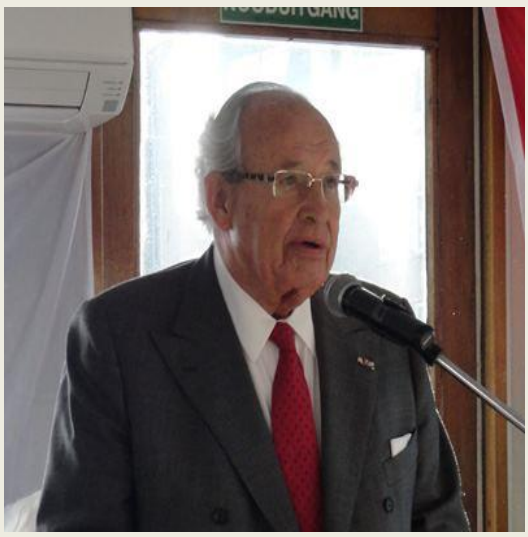
TUG PROBLEM SEES SHIP CRUISE AWAY

The Cruise ship *Dawn Princess* sailed out of Wellington Harbour this morning when it could not berth because of a winch failure on one of CentrePort's new tugs, **Tapuhi**. *Dawn Princess* was scheduled to berth on Aotea Quay at 8am but was unable to do so as new tugs **Tapuhi** and **Tiaki** made no attempt to get lines on the ship. With a CentrePort pilot on board, *Dawn Princess* sailed parallel to Aotea Quay, preparing to berth, before the skipper made the decision to head immediately for Akaroa. CentrePort's General Manager, Operations, Steve Harris, said the tug crew on **Tapuhi** became aware of the automatic winch problem as the tugs prepared to get lines attached to *Dawn Princess*. When the automatic winch control system failed on **Tapuhi**, the crew then switched to manual winch mode. Harris said the master on *Dawn Princess* turned down the offer to berth the ship via Tapuhi's manual winch mode and immediately sailed out of Wellington harbour for Akaroa. *Dawn Princess*, which can carry almost 2000 passengers, was scheduled sail for Akaroa tonight at 6pm. Ironically the problem with **Tapuhi** occurred just two days after CentrePort's long-serving little red tugboat sisters, **Toia** and **Ngahue**, sailed out of Wellington Harbour for the last time. **Ngahue**, now known as **Delta 300** and **Toia**, now known as **Delta 200** left on their two month delivery voyage to Dubai on Thursday afternoon. They have been sold to Delta Offshore International in Dubai for an undisclosed sum. On Thursday **Tapuhi** and **Tiaki** escorted their old workmates **Toia** and **Ngahue** as the little red tugboat sisters made their final journey out of Wellington Harbour. *(Source: The Dominion Post)*

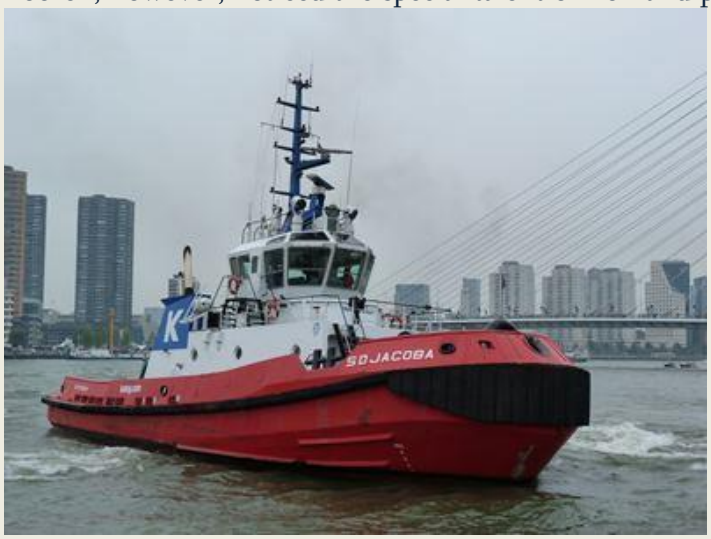
EXHIBITION KOTUG OPENED IN DUTCH NATIONAL TOWAGE MUSEUM



Last year after extensive discussions and preparations the board of the Dutch National Towage Museum at Maassluis decided to present an exhibition on the history and actuality of the Kotug towage company. The great question was: Is there sufficient material available to build an interesting exhibition? With the enthusiastic help of the staff of Kotug, maritime historians and a great many photographers it is now clear that the new exhibition certainly is unique and impressive. Last Saturday the exhibition was opened by Mr. Ton Kooren, grandson of the founder of the Kooren dynasty in the port of Rotterdam. The grandfather of Ton, Mr. Antonie Kooren born in 1874, started his towage company in 1911 by buying a steamtug, which he named after his wife **Mathilda**, soon followed by **Mathilda II** and **Johanna**. The married couple had six sons and one daughter. All sons, except for one, later on worked in the towage industry. Although the economic crisis during the twenties and thirties of last century caused a very difficult time for the company, Antonie metaphorically succeeded in keeping

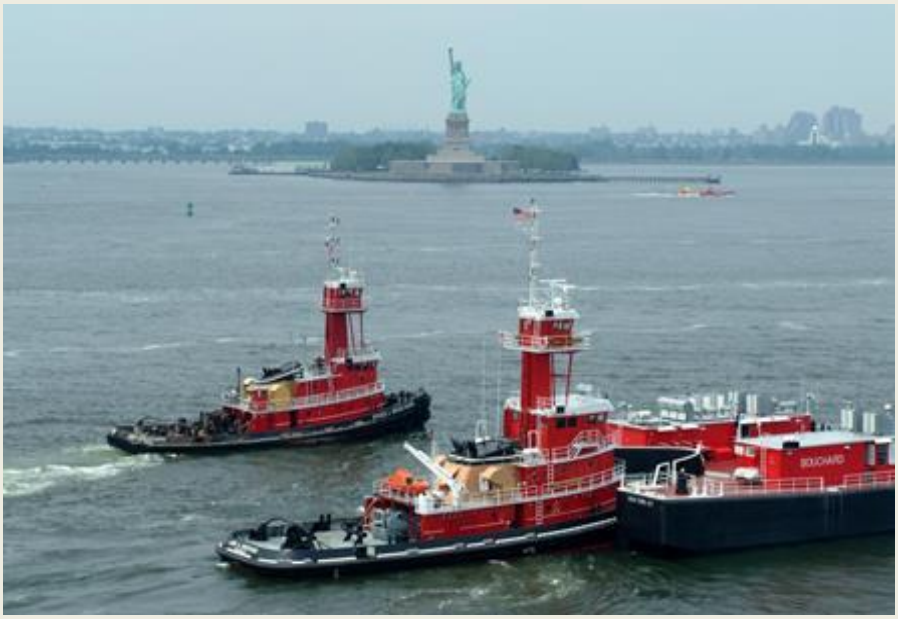


his head above water. The cooperation between the father and his sons became official by establishing Reederij A. Kooren and sons in 1946. However, it soon turned out that some of the sons involved thought it a better idea to have their own companies. Among them mr. Adriaan Kooren, who already worked as an independent towing agent since 1934. Adriaan purchased his first tug, the **Terra Nova** in 1947, which later on was renamed **Adma**, a contraction of the names Adriaan en Marlène. To cut a long story somewhat shorter: the company was a success and expanded by gradually commissioning more tugs, like **Eduard Franklin, Marco, Adriaan, Jacoba, Marius, Frans** and **Tilly**. They were all inland tugs apart from **Marius**, that had 510 hp and was commissioned in 1962. After **Marius** the second sea-going tug **Antonie Junior** was commissioned in 1970. She had an engine power of 1300 hp and sailed successfully for the company until 1996, when she was sold abroad. In 1977 Mr. Ton Kooren, one of the sons of Mr. Adriaan Kooren and until then technical director of the company decided to start his own business. He had a visionary and keen eye on the international towage market. In 1979 Ton accepted a daring project in Mexico and loaded in Rotterdam four inland tugs on the submersible pontoon *P10*, that headed for the Caribbean. After overcoming many difficulties in the area the venture turned out to be a success. Ton decided to continue his work as a broker and subsequently bought some smaller harbour tugs, one of which was **Borkum** (725 hp) that was even adapted for ocean-going work. By that time his father, Adriaan Kooren, however, noticed the special talent of Ton and pursuaded him in 1987 to return to the old business, even more: to purchase the complete company. Ton Kooren started, as usual, with a daring policy. Because of the gradually diminishing work in the field of the Dutch waterworks (like the then almost finished Deltaplan), the best option was to switch to harbour-towage. For that purpose he bought six strong, almost brandnew, Z-peller tugs in the U.S. The vessels sailed to Rotterdam and that's how on 1st January 1988 "Kotug" started. The first client was containership-owner Sealand. The activities of the old Kooren company with the new name spreaded like an ink-blot, as they say in Holland. Within a short period of time, in spite of opposition of his competitors, Kotug captured 25% of the local market. Why being satisfied with a considerable percentage of work in the Rotterdam area? That's does not fit in with the character of the Kooren family. The German market was and still is quite interesting. As per 1st January 1996 Schleppreederei Kotug GmbH started in Hamburg, after three years followed by Bremerhaven. As a kind of countermeasure the German Fairplay company started to offer towage services in Rotterdam. The fleet of Kotug grew simultaneously with the activities. Also a new and explaining system of nomenclature was introduced. The names of Z-peller tugs, like ZP **Chalone**, were preceeded by the letters ZP. Stern Drive tugs, like **SD Jacoba**, were named by using the letters SD. Similarly VS-tugs (Voith Schneider propulsion) ,like **VS Rotterdam** and **VS Hamburg**, were showing the letters VS. In 1999 the first Rotortug was introduced. This revolutionary type was designed by the Kotug-staff in which technically Ton Kooren played the most important role. Innovation is the magic word for these ships, which have 6300 hp on board resulting in at least 78 tons bollard pull. It's logic that among the first Rotortugs, an officially registered and patented type that now is sold worldwide, we saw names like **RT Magic** and **RT Innovation**. In 2002 Ton Kooren decided to exhibit his talents only in the technical field of Kooren Shipbuilding and Trading B.V. In



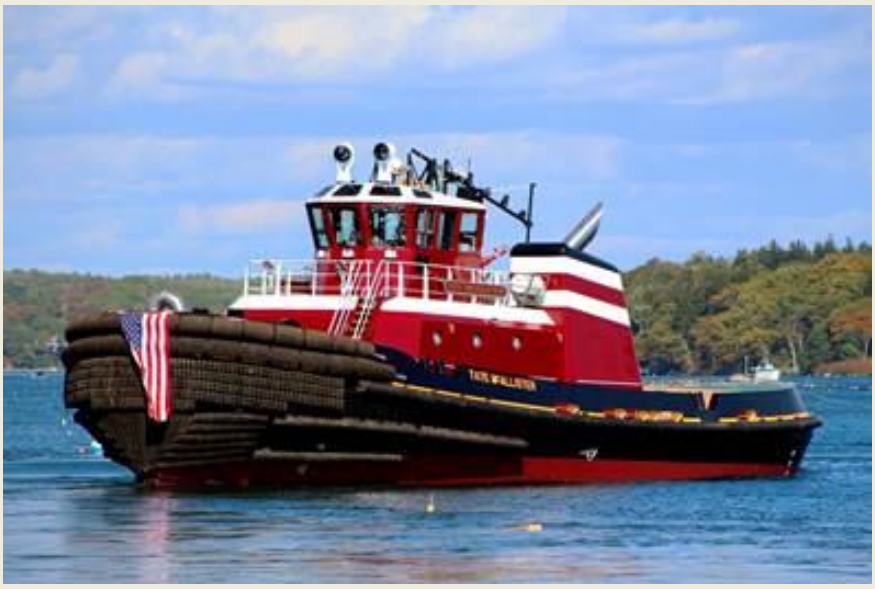
charge of leading the Kotug company from that year is Ton's son Ard-Jan, who was already working for the company for some time. 'Nothing ventured, nothing gained' is a well-known proverb and that's how Kotug started in Le Havre in January 2006. The French authorities and unions were not pleased and although that particular part of the Kotug-fleet operated under the French flag, they obstructed the development of the company. What is wise in such a situation? It's better to stop halfway that to persevere in an error. Four tugs were sold to the Spanish Boluda company and the rest of the French towage fleet returned to Rotterdam. By 31st December 2010 the Kotug-subsidiary SNRH was liquidated. In the history of Kotug sofar the French venture is the only disappointment. Apart from their successful RT-tugs the company purchased in 2008 four SD-tugs of the Rampart 3200 type, designed by Robert Allan. These tugs, having 5200 hp, were commissioned as **SD Shark, SD Seal, SD Stingray** and **SD Seahorse**. Ard-Jan Kooren is as ambitious and enthusiastic as his father. Much publicity was generated in 2011 by converting the **RT Adriaan** into a hybride tug. A year later for the Rotterdam and German ports three Damen ASD-tugs were added to the fleet. The plans of Ard-Jan to expand the company for sure are not limited to Europe. Kotug recently started in West-African Cameroon and in the Far Eastern Brunei. In 2014 three Rotortugs were shipped from Rotterdam to that Asian region and another three units are under construction at Singapore. The most recent development is a cooperation between designer Robert Allan, Damen Shipyards and Rotortug/Kotug, resulting in the ART 80-32 type. Two tugs of this type, **RT Evolution** and **RT Endeavour** were commissioned. At the moment more than 40 tugs are employed by Kotug. So together with the historic pictures there was no problem at all to show the visitors of the Dutch National Towage Museum by means of photos the activities of the tugs with the well-known red hull and the white K on a blue surface. Apart from the fine and sometimes spectacular photographs, curiosities and a large number of shipmodels are shown. Don't forget to drop anchor once you are in the Maassluis or Rotterdam area. The museum is certainly worth a visit as is the port of Maassluis, from where tugs like **Adriaan** (Koorens historic 1957 built tug with the white K in the black funnel), **Furie** (1916), **Hudson** (1939), Maassluis (1948) and **Elbe** (1959) sometimes sail and in any case will cause nostalgic feelings. *(Source & Photo's: By Nico Ouwehand; bottom photo: Job van Eijk))*

BOUCHARD TRANSPORTATION CO., INC. HONORED WITH 43 ENVIRONMENTAL ACHIEVEMENT AWARDS



Forty-three Bouchard Transportation Co., Inc. vessels have been honored by The Chamber of Shipping America (CSA) with Certificates of Environmental Achievement. The awards, given out on Thursday, November 13, recognize vessels that have operated for two full years or more without an environmental incident. In total, the 43 vessels achieved the equivalent of 601 years without incident. "These commendations are a testament to the hard work of both our safety department and our vessel employees," said Morton S. Bouchard III, President and CEO of Bouchard Transportation Co., Inc. "At Bouchard Transportation we have made the safety of our crew and the environment a priority. It is always an honor to be recognized for that." Twenty-four of the honored vessels have gone without environmental incident for 10 or more years, including the **Evening Tide** with 44 years; the **Morton S. Bouchard Jr.** with 39 years; the **Evening Mist** with 37 years; the *B. No. 255* with 35 years; and the **Capt. Fred Bouchard** and the **Rhea I. Bouchard**, each with 32 years without incident. *(Press Release Bouchard)*

NEW MCALLISTER TUG FEATURES JONRIE WINCH SET



JonRie Marine Winches supplied its fifth ship set of full bollard pull winches to New York's McAllister Towing for installation on its new tug, **Tate McAllister**. The 92-foot x 32-foot Z-Drive tug was designed and built by Washburn & Doughty of East Boothbay, Maine. The 6,000-horsepower tug, with a bollard pull of 90 tons, is the latest addition to the McAllister fleet. The JonRie Series 250 escort winch was designed to handle the full bollard pull of the vessel in the recover mode. The winch is capable of 180,000 pounds line pull and is suited for escort work, LNG terminals and ship assist of the new containerships to come through the new canal expansion. The

winch features active heave compensation or (full render/ full recover) feature that will also allow the tug to free wheel away for its tow and also heave in at any speed. The winch system also includes JonRie's standard foot control to allow for hands free operation of the winch press down to payout and heal back to haul in. Also included is JonRie's tension readout system with side lights and dimming for night use. The winch drum has the capacity to spool 500 feet of 8-inch hawser and a brake capacity of 600,000 pounds and a line speed of 100 feet per minute. The direct drive design allows for quick response to fast loading inertia that an escort winch must endure. The 300-horsepower hydraulic power unit and controls are all the in house design of JonRie InterTech, LLC. *(Source: MarineLink)*

NOVEMBER UPDATE HERMAN SENIOR

Barney update: In the last update we had visited the shipyard in Poland. The **Barney** would have to be extended by 3 m so as to increase the buoyancy. This was done to ensure the depth of 1.80 m with a bollard pull of 30 tons. The men at the shipyard in Gdansk have worked hard to make this happen as soon as possible, and the result does not lie. The entire hull was burned in the meantime through the middle, taken apart and put a whole new section in between of 3 meters. Ie the hull is almost ready to be launched. This will then also be at the end of this week (week 48) going to happen. Here then get another 2 weeks to continue working to get the final points in order before the hull to the Netherlands will depart at week 51. *Availability vessels:* The previous months, all our vessels were quiet busy with work. The **Baloe** has been working with the cable laying vessels *Installer* since begins of the year, and have done multiple projects together. Currently she is working with our **Bommel** and *Installer* on the Kentisch Flats project in the UK. It's expected that both ships will come

available around December 15 because there will not be worked during Christmas & New Year by our client. From April our **Bommel** was committed to the Bronka project in St Petersburg, Russia for Boskalis. Here she performed various activities such as ploughing, towing, anchor handling and supply. Currently **Bommel** works along with **Baloe** on the Kentisch flats offshore project, which will last until about December 15th. Our multicat **Yogi** has spent the past few months in Brazil. Till the present day she is still working on the same project at Aracruz for Van Oord. **Yogi** is assisting the Cutter suction dredger *Castor* and performs mainly anchor handling, floating pipeline maintenance, supply and ploughing tasks. Expected availability from **Yogi** will be around June 2015. **DMS Siskin** and **DMS Albatross** are our two ships in the middle east and the last year they have been active in the Zakum oil field and Zirku Island in Abu Dhabi. Here, they have assisted in the construction of new islands that are intended for the production of oil. Also, they assisted in creating a new trench for a pipeline. Both ships are expected to be available again 1st week of January and are both looking for a new time charter worldwide. *(Press Release Herman Sr.)*

SVITZER AWARDED CONTRACT AT KALUNDBORG REFINERY TERMINAL

Tug operations for Statoil will begin January 2016. Svitzer has been awarded a four-year contract with the Statoil refinery in Kalundborg, Denmark. The contract sends one Svitzer tug to Kalundborg to support the terminal operations. The vessel will be taken from the existing Svitzer fleet. Svitzer's high safety standards and solid experience servicing oil and gas terminals will ensure a safe and reliable operation at the refinery. This contract is a step further in Svitzer's Raise the Wind growth strategy. Head of Business Development for Svitzer, Kasper Nilaus explains: "The agreement with Statoil proves that Svitzer has a very strong value proposition to oil and gas customers. With our extensive experience, highly skilled crew and a flexible fleet we can secure the most reliable operation in the market. Furthermore, our relentless drive to improve safety standards witnessed by the ongoing implementation of OVMSA stage 2 is of utmost importance particularly when servicing oil and gas terminals". *(Source: Svitzer)*

VADIM SEYIDOV TOWED PREFAB FLOATING JETTY

The 1985 build Russian registered with call sign 4JKN tug **Vadim Seyidov** (Imo 8422230) was seen on tow with prefab floating jetty extension leaving the Baku Deep water Jacket Factory heading for Socar Oil Field at the Azerbaijan sector, of the Caspian Sea. The Anchorhandling tug is owned and managed by Specialized Sea Oil Fleet – Baku; Azerbaijan. She has a grt of 2,737 tons a dwt of 1,329 tons and is classed Russian Maritime Register of Shipping. *(Source & Photo: © Gerard Maijntz)*

YESTERYEAR SALVAGE TUG FAVORITE

The winter of 1918 was one of the coldest on record in the Northeast and Penobscot Bay in Maine was frozen solid from shore to shore. The Great Lakes salvage tug Favorite, pressed onto Navy service during World War I, was used to bring supplies through the ice to the island of Vinalhaven. Here she is shown making her way back with a deckload of passengers. Not long after this photograph was taken., the Favorite was given the obligatory coat of war paint and sent to Europe, where, among other things, she helped to clear wrecks from the port of Brest. The 195 foot long Favorite was built in 1907 at Buffalo, New York, for the Great Lakes Towing Company; for years, she was the only salvage vessel on the Lakes. She was really too big for the lakes, however, so after the war she was sold to the Panama Canal Commission. After being laid up for a brief period in the late 1930's, she went back to the Navy for service in World War II. She returned to the canal after the war but was not used, and in 1949 she was sold to Peru. The Favorite was powered by a 1200 horsepower engine serviced by two side by side boilers. The corresponding side by side stacks give her an unusual profile. Note the A-frame used to support her cargo and wrecking boom. The Favorite was completely equipped for every salvage contingency. She carried a crew of 90, many of them specialists. She had a machine shop, electrician's shop, plumbing shop, chandlery, forge and primitive welding shop. She was one of the first salvage tugs to carry a two way radio. *(Source: On the Hawser by Steven Lang and Peter H. Spectre)*

ACCIDENTS – SALVAGE NEWS

GOM OFFSHORE PLATFORM EXPLODES, 1 DEAD

The Bureau of Safety and Environmental Enforcement (BSEE) is responding to an explosion at West

Delta 105 in the Gulf of Mexico, approximately 12 miles off the coast of New Orleans. The offshore oil and gas operator, Fieldwood Energy, reported the explosion on its Echo Platform just before 3 p.m. on Thursday, November 20. The operator has reported that there is one fatality and three others being treated at an onshore medical facility as a result of the incident. The Echo Platform was not in production at the time of the incident. The facility damage was limited to the explosion area and there was no pollution reported. BSEE is coordinating with the U.S. Coast Guard during the response. BSEE will investigate the incident. In a statement, Fieldwood said one employee of a contractor was killed and a second contractor employee was seriously injured. There was no explanation for the discrepancy in the number of injured, reports Reuters. Fieldwood said the platform was undamaged and that it had few details about the accident. "This was an isolated incident that has been fully contained," it said. *(Source: Marex)*

GROUNDING

Unfortunately the vessels name who was grounded at the entrance breakwater of" Baku Deepwater Jacket Factory area" today dated 25th November 2014, was not mention by Harbour Authorities from BAKU Deepwater Jacket factory Harbour. AHTV **Caspian Endeavour** went over to assist here, connected towing line and pulled here of escorted here in to the Channel. Vessel dispersed at the Horizon and we do not know what further ongoing with here? *(Photo: Capt. Kees van Assem).*

SEVEN RESCUED FROM SINKING FREIGHTER NEAR HAITI

Seven crewmembers were rescued after their 100-foot coastal freighter began taking on water and sank approximately 45 miles north off of Cap Haitien, Haiti, Friday. Watchstanders at the U.S. Coast Guard 7th District command center in Miami received a report from a tug stating they heard a distress call from a vessel claiming to be taking on water off the coast of Great Inagua, Bahamas. A Coast Guard MH-60 Jayhawk helicopter crew deployed in support of Operations Bahamas, Turks and Caicos (OPBAT) launched and located the coastal freighter Calypso approximately 50 miles off the coast of Great Inagua. The helicopter crew lowered a rescue swimmer down with a dewatering

pump. The freighter **Calypso** began to slowly transit to the coast of Haiti to investigate the source of the flooding. At approximately 12:30 p.m. the Coast Guard Cutter *Charles Sexton*, a 154-foot fast response cutter homeported in Key West, Florida, arrived on scene and Coast Guard crewmembers were transferred to the freighter and assisted with the dewatering of the vessel. The freighter began to list on the right side due to the amount of water in the lower compartments. To ensure the safety of everyone aboard, all seven crewmembers were removed and transferred to the cutter *Sexton* with no medical concerns. The Coast Guard Cutter *Thetis*, a 270-foot Medium Endurance Cutter also homeported in Key West, arrived on scene at approximately 7 p.m. and safely transferred the seven crewmembers from the cutter *Sexton* to the cutter *Thetis*. At approximately 7:30 p.m., crewmembers from the cutter *Thetis* reported seeing the freighter **Calypso** continue to list on the right side before sinking approximately 45 miles north of Cap Haitien, Haiti. The vessel sank in nearly 4,000 feet of water and has approximately 500 gallons of diesel fuel onboard. The Coast Guard said it will continue to monitor the situation for any evidence of pollution or debris from the vessel. No pollution is currently visible at this time. *(Source: MarineLink)*

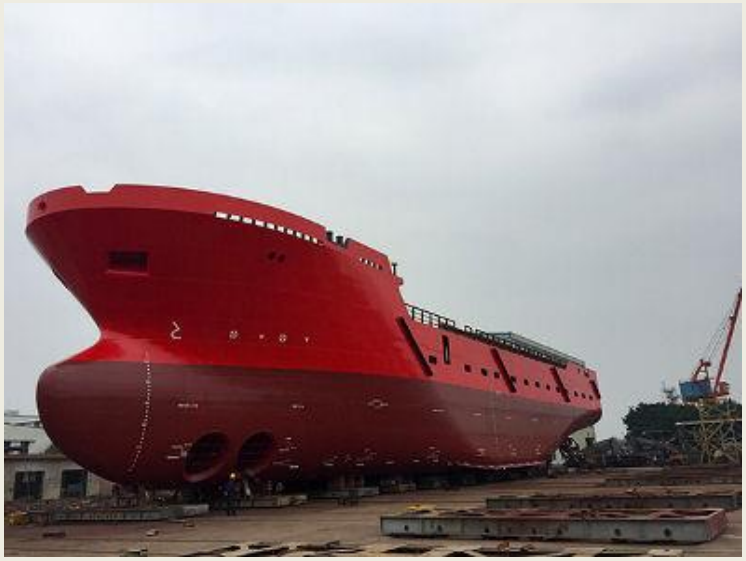
TWO KILLED AFTER BARGE SINKS OFF GERMANY

Two people were killed Monday morning when the barge they were on sank in heavy seas off the coast of Germany. The German Society for Sea Rescue Service (GMRS) reports receiving a MAYDAY call from the captain of a construction barge just before 8 a.m. reporting that the vessel was in danger of sinking approximately 4 miles north of Norderney, Germany. Rescue boats from the Bremen Rescue unit and a Navy helicopter were sent to the scene, as well as a nearby tug. By the time the rescue boats and helicopter arrived at the location about a half hour later, the barge had already sunk. The two men, both unresponsive, were found clinging to floating wreckage and brought onto one of the rescue boats. Tragically, the men could not be resuscitated. The report from the GMRS says that the rescue was hampered by heavy seas and low visibility. The men were also reported to

not be wearing lifejackets. The accident is under investigation. Monday's accident follows another incident off Germany this weekend, where one person was killed and two were injured in a lifeboat fall accident aboard a product tanker. *(Source: gCaptain)*

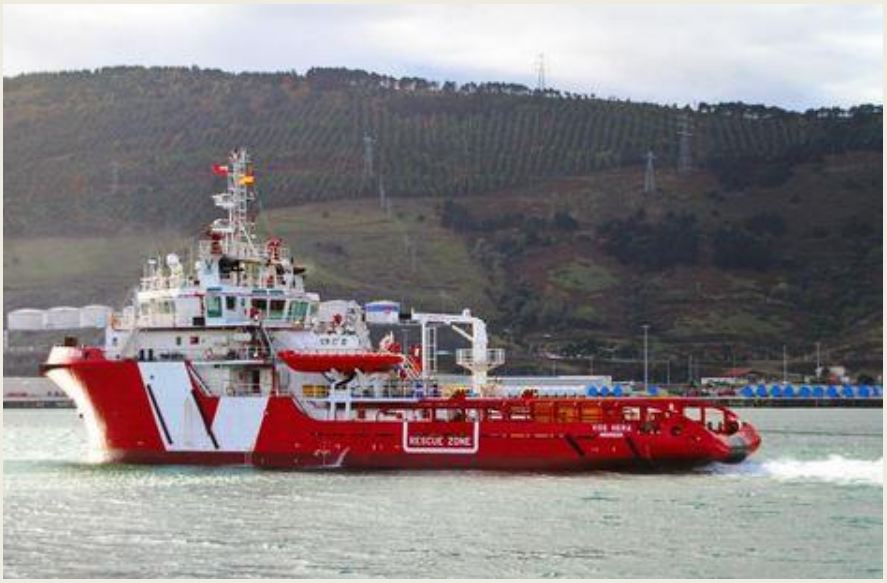
OFFSHORE NEWS

FIRST VESSEL FOR KUMA IS LAUNCHED



The first hull of the **P128 design** for Hong Kong based Kuma Shipping was launched in China on 13 November. This is a new PSV design developed to support drilling barges and rigs, and is the first vessel out of two for Kuma. The next process in line will be to install the superstructure. *(Source: Ulstein)*

VOS HERA JOINS ABERDEEN FLEET



We are delighted to welcome **VOS Hera** into the Vroon Offshore Services Aberdeen fleet. Following her previous successful deployment for Vroon Offshore Italia SRL, the vessel has now been repositioned within the Vroon fleet to Aberdeen. She will operate under the UK flag, with Aberdeen as home port. **VOS Hera** was built in 2010 at Fujian SouthEast Shipyard in China. She is a 65-ton bollard pull class B emergency response and rescue vessel (ERRV), equipped with one daughter craft and one fast-rescue craft, tanker-assist and Fi-Fi 1 capabilities. In addition to her primary tasks as an ERRV, **VOS Hera**'s extra classification as tanker-assist vessel means she can be employed in three additional core activities: - Emergency tanker towing; - Heading control - assisting a tanker in keeping its heading during connecting or disconnecting at an offshore installation; - Single-anchor loading (SAL) hose handling - picking up a hose from the seabed and rotating the system in the direction of a tanker's approach. **VOS Hera** is the second tanker-assist vessel being redeployed to the Aberdeen fleet this year, joining her sister vessel, **VOS Hades**. On arrival in Aberdeen she will

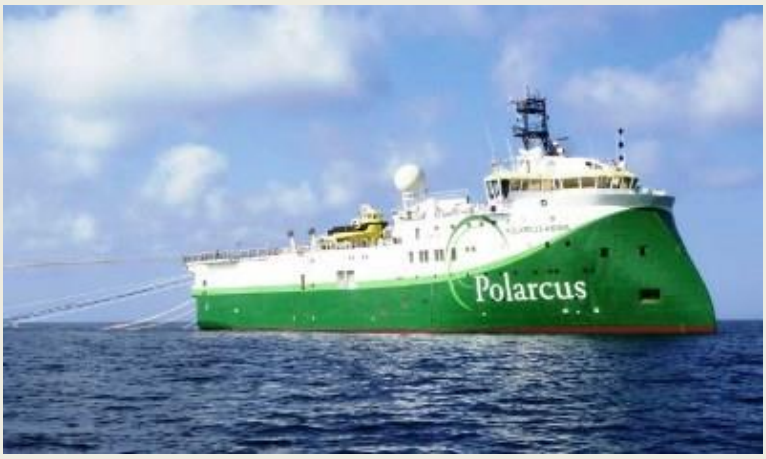
be prepared for ERRV duties, before starting her first charter next Thursday, 27 November. We wish her and all who sail on her safe and successful voyages. *(Source: Vroon)*

VOS FAITHFUL AND VOS FAMOUS NAMING CEREMONIES

We are pleased to announce that two of our newbuilding ERRVs, **VOS Faithful** and **VOS Famous**, have been named in ceremonies held today, Monday 24 November, at Nanjing East Star Shipyard in China. **VOS Faithful** was christened by Mrs Monique Haverbeke, Crewing Assistant at Vroon Ship Management B.V., who has worked for Vroon for 37 years. **VOS Famous** was named by Mrs Hanneke Rikken-Taat, wife of Mr Eric Rikken, Vroon Group Technical Director. These two 50-m ERRVs (emergency response and rescue vessel), currently under construction in Nanjing, are part of a ten-vessel newbuilding programme, with six 50-m ERRVs being built at Nanjing and four 60-m vessels under construction at Fujian Southeast Shipyard, also in China. All these vessels have a revolutionary, wave-piercing bow shape that has been specially designed for Vroon. The first two vessels, **VOS Fabulous** and **VOS Fairness**, have already been delivered to the company and are operating out of Aberdeen for Vroon Offshore Services. **VOS Faithful** and **VOS Famous** are scheduled for delivery to Vroon in the coming months and will be operational in the North Sea next spring. *(Source: Vroon)*

BEACH ENERGY TAKES FURTHER INTEREST IN OTWAY

3D Oil Limited (TDO) has announced that Beach Energy Limited has agreed to increase its funding of the expanded Flanagan 3D seismic survey in the T/49P permit in the offshore Otway Basin, Australia. According to the company, the Flanagan survey is now programmed to record 974 sq km of full-fold data, significantly above the 755 sq km permit commitment. Beach will earn an additional 10% interest in T/49P by paying an increased share of the expanded Flanagan survey costs. The final cash contribution of the parties will be determined by the final cost of the



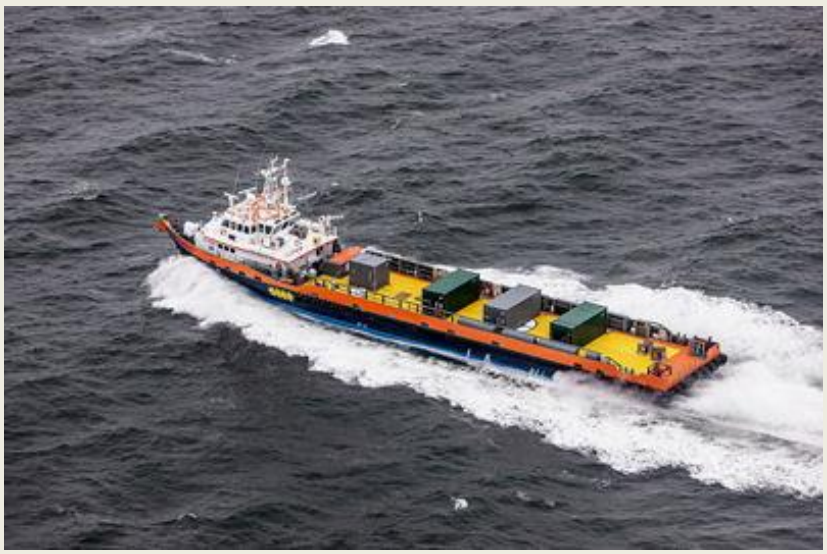
acquisition and processing of the survey. The T/49P joint venture will then be TDO 70% and operator, with Beach Energy at 30%. TDO says it intends to leverage the results of the Flanagan survey to attract the best possible farm-in terms for future exploration in this highly prospective gas exploration area. TDO adds that this current deal with Beach allows TDO to retain a large pre-drilling interest and operatorship in T/49P, while reducing cash exposure and at the same time acquiring additional seismic coverage over the targeted T/49P leads. TDO Managing Director Noel Newell commented: "The technical and commercial fundamentals of gas exploration in this area are very strong. We consider the fact that a large Australian operator like Beach Energy has increased its stake in T49P is a strong validation of the potential of permit. It is also gratifying that Beach has confidence in our joint venture and in TDO's operatorship of the permit." According to the press release, acquisition of the 974 sq km Flanagan survey is underway northwest of King Island and, subject to weather and sea conditions, it is expected to be completed by mid-December. The **Polarcus Asima** is a state-of-the-art seismic vessel which is towing 10 recording streamers in an array approximately 1km wide and 6km long in order to record seismic data for the survey. T/49P covers an area of 4,960 km2 in water depths generally no greater than 100m. The permit is lightly explored covered by a broad grid of 2D seismic data of varying vintages and has two exploration wells drilled in 1967 and 1970. Since acquiring the permit in May 2012 TDO has continued to expand its assessment of the prospectivity. TDO says that this work has only enhanced the its view that the permit potentially contains significant gas volumes. The Flanagan survey is designed to mature a number of leads in northern part of the block which are located adjacent to the neighbouring Thylacine and Geographe producing gas fields which have a combined gas in place ("GIP") of over 2 TCF. Of particular note are the Whalebone and Flanagan leads which have a combined best estimate Prospective Resource of 7.8 TCF GIP. *(Source: Offshore Energy Today)*

BENTHIC INKS GEOTECHNICAL INVESTIGATION DEAL WITH ANADARKO

Benthic, a global geosciences company, has been awarded a contract by a subsidiary of Anadarko Petroleum Corporation for a deepwater geotechnical investigation in the Golfinho field off the coast of Mozambique. Benthic's PROD (Portable Remotely Operated Drill), operating from the MPSV **Jaya Vigilant**, will perform rotary rock coring and piston coring in water depths up to

2,500 meters. In addition, an extensive program of Cone Penetrometer, Ball Penetrometer, Seismic Probe and pore pressure dissipation tests are planned, Benthic says. Core transportation logistics and laboratory testing will be coordinated by Benthic during the offshore operations. This project follows the initial geotechnical investigation Benthic executed at the Golfinho Field earlier this year. Vice President of Operations, Greg Fyffe stated, "We are pleased that PROD's proven superior performance in the challenging ultra-deepwater geologies in Mozambique in 2014 has given us the opportunity to deliver another successful project for Anadarko in 2015." Benthic will begin mobilization onto the **Jaya Vigilant** in January 2015. *(Source: Offshore Energy Today)*

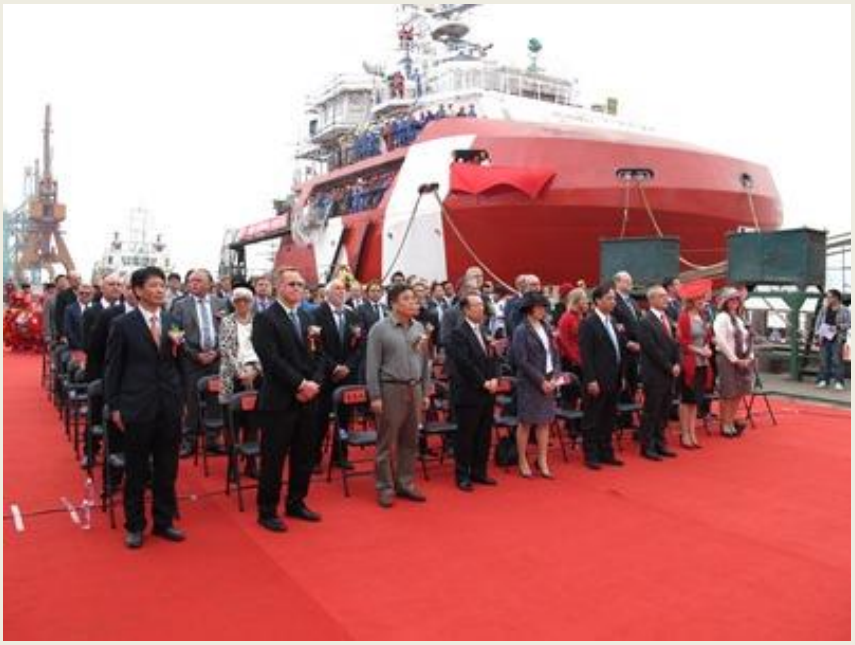
SEACOR MARINE TAKES DELIVERY OF 10,800 HP CREW BOAT



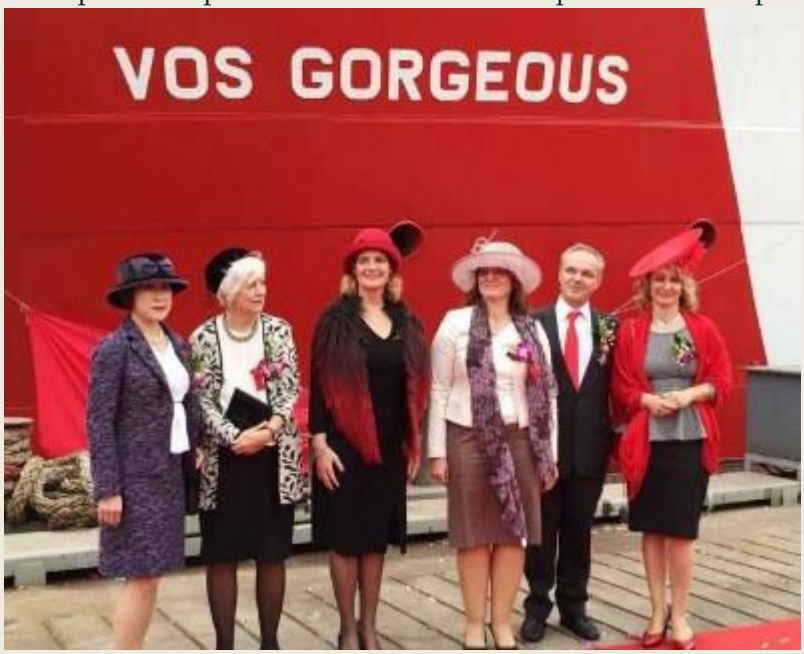
As reported in October 2013, Seacor Marine is building ever larger and more powerful mono-hull crew/supply boats. The first of these to be delivered is the 202x34-foot **Alex F. McCall** with some very impressive statistics. With a length between perpendiculars of 186 feet and a 13-foot moulded depth the new vessel has a light ship displacement of 277 long tons (281.45 mt). Interior capacities include 92,418 US gallons of fuel, (349.8 cubic meters), 10,848 US gallons of drill /fresh water (41.1 cu. met.) and 3,200 US gal. of potable water (12.1 cu. mt.). Discharge rates are: for drill water 300 gallons per minute at 380 feet, for fuel oil 354 gpm at 394 feet. The 132 by 27 foot (40.2x8.2 m.) cargo deck is estimated to have a 400-long ton (406.4 metric ton) capacity. Crew accommodation includes eleven berths in six cabins. Seating is provided for 64 passengers. The **Alex F. McCall** is equipped with three Cummins QSM11 powered 290-kW main generators. In addition to pumping and general ship's needs these also power the three electric-operated 200 HP Thrustmaster tunnel bow thrusters for the DP-2 certified crew-supply boat. Main engines are four Cummins QSK60-EPA Tier 3 (IMO Tier 2) compliant diesels each delivering 2700 HP at 1900 RPM. Each engine drives a Hamilton HT810 water jet to give the boat a 32-knot maximum speed. At a cruising speed of 26 knots (1800 RPM) the mains burn 366 gallons per hour. At the economy speed of 22 knots (1500 RPM) this drops to 264

gallons per hour. *(Source: Alan Haig-Brown; Photo: Seacor Marine)*

VOS NEWBUILDINGS NAMED IN FUZHOU

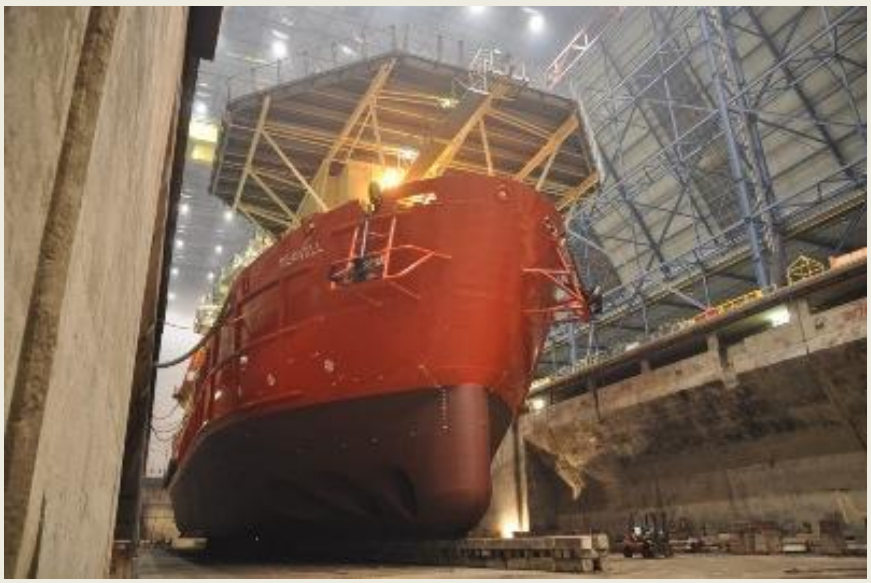


We are delighted to announce that, during ceremonies held today, Tuesday 25 November, at Fujian South East Shipyard (FSES) in Fuzhou, China, five of Vroon's newbuilding vessels have been named. The vessels christened were **VOS Pride** and **VOS Prime**, two multi-purpose platform-supply vessels (MPSV), plus **VOS Glamour**, **VOS Glory** and **VOS Gorgeous**, three 60-m field-support vessels (FSV). **VOS Pride** was named by Mrs Rie Nakajima, wife of Mr Koichi Nakajima, Deputy President, Director and Executive Officer of Century Tokyo Leasing Corporation. Godmother of **VOS Prime** is Mrs Ellen Niemeijer, wife of Mr Ronald Niemeijer, Vroon Head HRM. **VOS Glamour** was christened by Mrs Renza Stanga, aunt of Vroon's Managing Director, Coco Vroon. **VOS Glory**'s godmother is Mrs Carina Doggen, partner of Mr Rudy Snouwaert, who is Operational Accounting Supervisor at Vroon Ship Management B.V. and has been a Vroon employee since 1978. **VOS Gorgeous** was christened by Mrs Mirei Notebaart, partner of Vroon's Managing Director, Coco Vroon. **VOS Pride** and **VOS Prime** are the first MPSVs in a series of ten sister vessels ordered during 2012 and 2013 by Vroon Offshore Services. All ten MPSVs have full (under-deck) supply capabilities, that include stainless-steel tanks for the carriage of methanol, but also provide accommodation and work space for up to 40 client staff. The unique vessel concept is based on a free deck space of 720 sqm, which can also be equipped with a walk-to-work system or active heave-compensation crane, while leaving ample space for a variety of extra services. These new-generation vessels are based on a Khiam Chuan Marine (KCM) design. KCM, Vroon's Newbuilding Engineering Department, the world-renowned yacht designer KER Yacht Design & Engineering and Force Technology in Copenhagen worked closely together to fully optimise the design in order to



ensure favourable motion and sea-keeping ability and efficient fuel consumption (both in DP mode and during transit). To further enhance on-board comfort for clients' personnel and crew members, the latest developments in computational noise and vibration analysis were incorporated. **VOS Glamour, VOS Glory** and **VOS Gorgeous** are the first three vessels in a series of four FSVs being built at the Shipyard for Vroon. They feature a revolutionary, wave-piercing bow shape. All five vessels will be delivered to the company in the next few months, with the MPSVs to be operated in South-East Asia by VOS Singapore and the ERRVs heading for the North Sea, where they will be managed by VOS Aberdeen. The company has ordered a total of 22 offshore-support vessels at Fujian Southeast, with delivery between 2014 and 2016. *(Source: Vroon)*

HELIX CONTRACTS DAMEN SHIPREPAIR VLISSINGEN FOR MAJOR UPGRADE SEAWELL

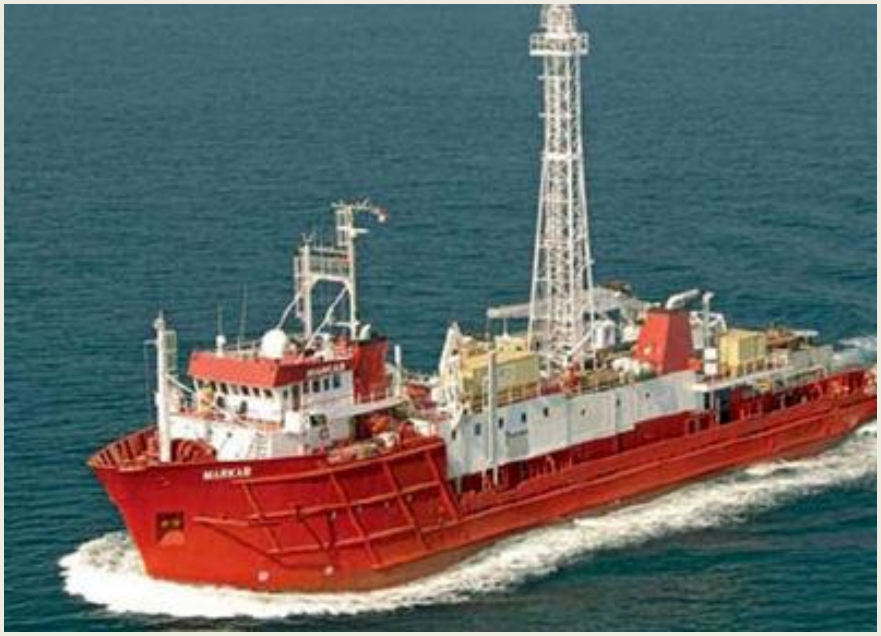


After having successfully docked and repaired the **MSV Seawell** in 2012 and **DSV Well Enhancer** earlier this year Damen Shiprepair Vlissingen (part of Damen Shiprepair & Conversion) is awarded by Helix UK, for a major upgrade on **MSV Seawell** (light well intervention/dive support vessel). The **Seawell** is expected at the yard second half of December 2014. As the upgrade will be executed over the winter season, Damen Shiprepair Vlissingen (DSV) has offered their covered dry-dock with a 300 tons overhead crane. "Continuous work without weather delays are of the essence for such project. This in combination with the proven track record DSV has with Helix were decision making factors states Edwin Ruppert", Area Manager UK for Damen Shiprepair & Conversion. The upgrade includes an exchange of all 6 gensets including new foundations, overhaul of all thrusters and azimuths, replacement of 2 cherry pickers and the existing twin slewing cranes by a new single boom 50T crane with active heave compensation. All switchboards will be renewed and the accommodation will be dealt with thoroughly. One of the long leading items is the

demolishing of the existing derrick and installment of a new derrick with all associated equipment. Next to the installation of the derrick lots of adjustments will be made on the functioning and operation of the moon pool doors, winches and other equipment. The statutory docking will also commence during this refit period. Jeroen Heesters, Managing Director of Damen Shiprepair Vlissingen is very pleased to be awarded for this refit after 2 years of hard work together with the Helix project team. "The successful completion of the *Rowan Viking* upgrade earlier this year gave a significant step upwards in DSV's project organization and will contribute to the successful completion of the **Seawell** upgrade." *(Press Release Damen)*

WINDFARM NEWS

FUGRO REPORTS FOR HORNSEA DUTY



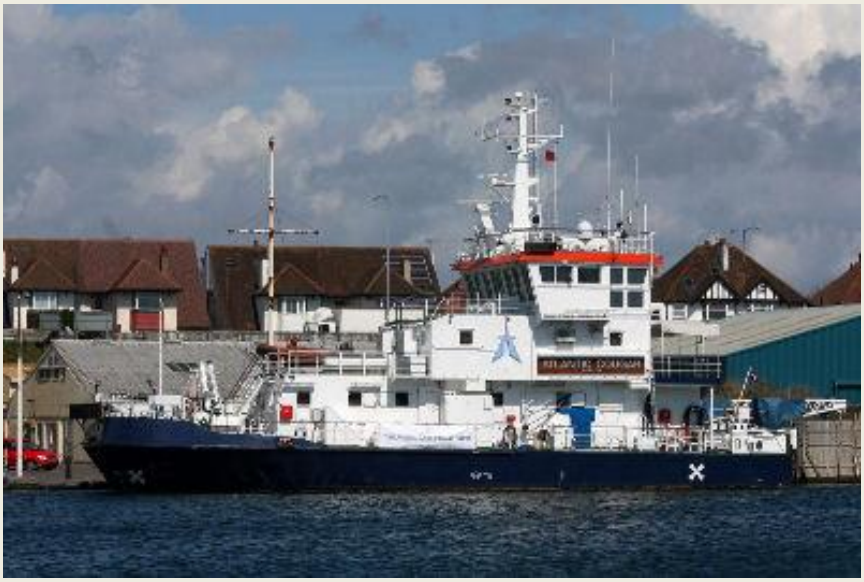
Dong has awarded Fugro a £13m contract to carry out geotechnical surveys at the 1.2GW Hornsea 1 offshore wind farm in the east of England. The Danish company is planning to bring the project off Yorkshire online by 2020 and work by Fugro will contribute to ongoing development. Fugro will use vessels **Greatship Manisha** and **Bucentaur** to tackle the job starting later this month. Dong UK wind power vice president Benj Sykes said: "Dong is committed to increasing the UK supply chain content in future offshore wind farm projects and this contract represents an important step in the right direction. It will also help us make significant progress on the journey to reduce the cost of electricity produced by offshore wind farms." Fugro project manager Daniel Deen said: "We are very pleased to bring our skilled team and specialist resources to this significant renewable energy project. Our geotechnical vessels will undertake seabed cone penetration testing and borehole drilling as part of the detailed site investigation." He added: "Subsequent soil testing at our laboratory facilities will also support development of the project infrastructure at this site." Hornsea 1 was developed by Smart Wind. It is currently awaiting a development consent decision and was awarded a Financial Investment Decision Enabling Contracts for Difference by the UK government in April. (Source: RE News)

CWIND APPOINTS LEE ANDREWS TO LEAD OPERATIONS, MAINTENANCE AND ASSET MANAGEMENT DIVISION

CWind, a leading provider of services to the offshore wind industry, is pleased to announce the appointment of Lee Andrews as Global Head of Operations, Maintenance & Asset Management (O&M) Services. This new division reflects the growth in demand for CWind's services within the O&M phase of the offshore assets' life. And by creating an area of the business that has sole focus on

O&M services CWind will be able to offer its customers value enhancing integrated solutions that will minimise outage down time whilst giving the highest levels of customer service and support. Mr Andrews joins CWind from Siemens Energy where he started his career as an apprentice technician 25 years ago and progressed through increasingly senior roles culminating in the role of Head of Installation Technicians and Site Management Group Siemens UK, in the wind energy division which he held for the last four years. In this role he led the development of a UK infrastructure to support the recruitment and building of a high performing team of technicians, operational managers and back office staff, servicing all of Siemens UK offshore wind construction projects. As part of that role he was also responsible for developing the wind turbine competency framework (WTCF) defining global training requirements alongside the Siemens Global Training Team. Peter Jorgensen, Managing Director CWind said: "I am extremely excited and happy that in Lee we have a highly motivated and talented leader joining CWind to head this important business area. He has outstanding knowledge and experience of the offshore wind industry and I am delighted to welcome Lee to the team to build on the strong O&M successes CWind has already achieved." Lee Andrews commented on his appointment: "I am delighted to be joining CWind. I've always been impressed by the quality of their technicians and services. They have an absolute commitment to skills, training and safety, and this is reflected in the professionalism of their work. I am really excited about the opportunities ahead of us and the huge potential for CWind to play an even greater role in the industry and I can't wait to get started." *(Press Release CWind)*

OPUS MARINE ENLARGES ITS FLEET -



The Hamburg based ship owning company and operator of Offshore Service Vessels OPUS MARINE GmbH is adding another vessel to its fleet. Aim of the acquisition is the strategic broadening of the present service portfolio for the German offshore industry. The new vessel "**Magnificat**" (ex "Atlantic Cougar") is a catamaran of 30m length over all and features dynamic positioning (DP)

achieved by its two azimuthing and retractable thrusters. Given the additional 4-point mooring and accommodation for up to 10 passengers, this vessel proves a safe and flexible solution for all kinds of work in the offshore industry. OPUS MARINE is targeting employments of the vessel during the detection and removal of unexploded ordinances (UXO) as well as further services in the growing German offshore industry with its ongoing construction program of new offshore wind farms in the German North and Baltic Sea sectors. The "**Magnificat**" is the former Swedish Marine survey vessel "**Nils Strömkrona**". Since 2009 she has been in service for the UK based offshore specialist company Atlantic-Marine who employed the vessel as crew transfer and survey vessel. *(Press Release Opus Marine)*

YARD NEWS

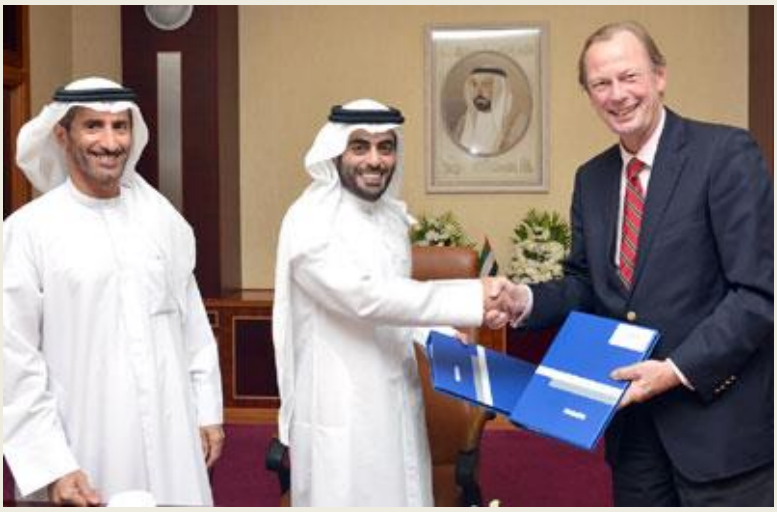
PARTICIPANTS OF THE INTERNATIONAL BUSINESS AWARENESS COURSE (IBAC), AN EXECUTIVE TRAINING PROGRAM CARRIED OUT JOINTLY BY ROLLS-ROYCE, UNIVERSITY OF VIRGINIA (UVA) AND DARDEN SCHOOL OF BUSINESS, VISITED SANMAR DENIZCILIK DURING THIS YEAR'S COURSE, WHICH WAS HELD IN TURKEY. (PART 2)

Harrison also said Rolls-Royce is happy to have a strong business partner like Sanmar. She also noted that the company is proud of seeing Sanmar tugboats that have Rolls-Royce engines and propellers installed. "Turkey has become such an important global player with its increasing potential for business and represents an important market for Roll-Royce. Harrison thanked Sanmar for participating in the project and the hospitality they have displayed towards IBAC participants. Morten Thuen Bjørke, Head of Contract Management at Rolls-Royce Marine AS, who is also leading the IBAC team this year, said he was very happy to be in Turkey as part of the program. "We have learned so much about the culture and business potential of the country during these two weeks." Thuen said as a marine industry executive at Rolls-Royce, the shipyard visit has been particularly exciting for him. He said that Sanmar is one of the most important customers of Rolls-Royce, adding that he believes there will be further opportunities to do more business in Turkey for Rolls-Royce. He also said he believed Turkey has great potential in LNG engines and dual-fuel engine technologies. "I think Rolls-Royce will further increase its share in the Turkish market in the future. As a Norwegian, it has also been interesting for me to see the business capacity of Norwegian

companies in Turkey. The vessels that are built here will actually serve in a sea near my home." Senior Director, Executive Education at the Darden Graduate School of Business at the University of Virginia Nancy Dunnells said IBAC has benefited a large number of executives significantly over the past years under the leadership of Rolls-Royce. She also noted that the IBAC team was greatly impressed by the quality of business they witnessed at Sanmar. "Particularly, Sanmar's passion for their business shows that visiting this shipyard has been a good decision for us," she said. She also noted that the visit to Sanmar has highlighted the importance of visits to local enterprises as part of the program, saying that the presence of participants from companies other than Rolls-Royce increases business interactivity for the participants. She said the University of Virginia, one of the oldest educational establishments in the US, supports Rolls Royce's IBAC courses with its lecturers and instructors. Finally, feedback from IBAC alumni indicates that the course has a significantly positive impact on the career development of participating executives and many have gone on to take on significant new responsibilities for Rolls-Royce. *(Press Release Sanmar)*

Nancy Dunnells, Morten Thuen Bjørke, Geraldine Harrison

DAMEN WINS SHARJAH VESSEL SUPPLY DEAL



Sharjah Port has signed a major contract with Damen Shipyards to build new vessels in the UAE emirate to further expand its fleet. As per the contract, Sharjah Seaports and Customs will buy a Damen **ASD Tug 2411** of 5632 bhp with 67 Bollard Pull and a Damen *Stan Pilot Boat* of 33 knots speed with 1400 bhp from Damen Shipyards Sharjah FZE, said Sheikh Khaled Bin Abdullah Bin Sultan Al Qasimi, the chairman of

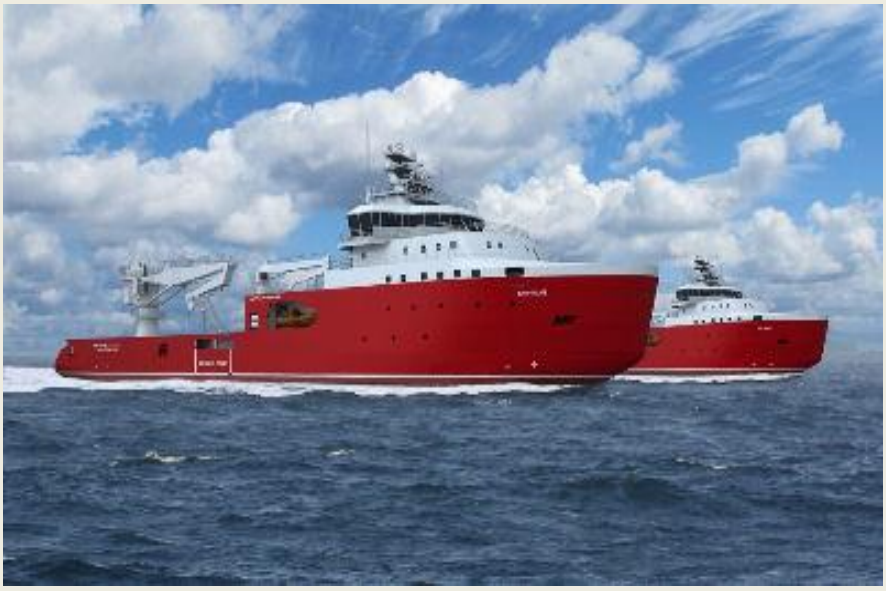
Department of Seaports and Customs, Hamriyah Free Zone Authority (HFZA) and Sharjah Airport International Free Zone after signing the deal with Rene Berkvens, the CEO of Damen Shipyards Group in HFZA. Mohamed Meer Abdelrehman Al Sarrah, the director of Seaports and Customs also attended the ceremony. These vessels will be built in Sharjah and delivered by June next year. The signing ceremony took place at Sharjah Airport International Free Zone recently. Sheikh Khaled said the department had a long-standing relationship with Damen since all of its tug boats were supplied by them. “This is the first time we will be taking delivery of vessels built in Hamriyah Free Zone by Damen Shipyards Group and it is made possible only through the vision of Dr Sheikh Sultan Bin Mohammed Al Qasimi, the Member of the Supreme Council and the Ruler of Sharjah." " We are once again delighted to join hands with Damen and it still remains our first choice for tugs as they are able to meet all of our requirements," he added. The Damen Shipyards Sharjah (DSS), located in Sharjah Hamriyah Free Zone, has the facilities to repair and construct all types of vessels. It has started delivering tugs, work-boats, support vessels, landing craft, floating docks, barges and pontoons, said the Damen in a statement. *(Source: TradeArabia News Service)*

LR TO CLASS MAERSK SUPPLY SERVICE ANCHOR HANDLERS

The six vessels (plus four options) placed in the Norwegian yard will be assigned Lloyd’s Register (LR) class notations 100A1, Offshore Supply Ship AHTS, Fire Fighting Ship 1 (2400), Ice Class 1A PS, RD (2.8), IWS. Steel cutting is expected to begin in June 2015 with the first two vessels delivering in Q4 2016 and subsequent deliveries at two-monthly intervals thereafter. Maersk Supply Service CEO, Carsten Plougmann Andersen, said, "With this contract, Maersk Supply Service is once again placing a newbuilding order in Norway, and with this we have taken the next step in our extensive newbuilding program renewing our fleet with focus on large Anchor Handling Tug Supply and Subsea Support Vessels. The contract now concluded with Kleven is an important part of the realization of our ambitious growth strategy," Morten A. Jensen, Marine Client Mananger, LR in Copenhagen commented, "It is great to see yet another order placed by Maersk Supply Service to LR class, confirming the very good and close relationship between Maersk Supply Service and the business development department in Copenhagen office. It is rewarding to see that our hard work has ensured that LR is again the preferred choice for classification by Maersk Supply Service." Ståle Rasmussen, CEO of Kleven, said, "We are proud of the fact that Maersk Supply Service has chosen Kleven to build their new range of anchor handlers. This proves that Kleven is competitive worldwide, based on our quality, punctuality and price. We look forward to working closely with both Lloyd’s Register and Maersk Supply Service on this large and important project, to ensure it is a success for all parties involved." Leif Gunnar Sandvik, LR’s Senior Marine Representative for Norway said, "It gives us great pleasure to confirm class to LR for these OSVs (Offshore Support Vessels). Lloyd’s Register sees this as a great opportunity to support yard industry in Norway and is looking

forward to supporting Kleven, Salt Design and the owners throughout this project. We are grateful for the assignment and are looking forward to a long and successful co-operation with Kleven Verft. Designed by Salt Ship Design based in Stored, western Norway, initial block assembly for the AHTS will be in Poland but final erection of blocks, outfitting, testing and delivery will be at Kleven in Ulsteinvik, Norway." The Kleven order follows Maersk Supply Service's recent order for four Subsea Support Vessels, also to Lloyd's Register class, at COSCO Dalian. "The key to a successful completion of such a complex project is to have excellent communication lines between Yard, Designer, Owner and, not least, Class. It is vital that all stakeholders have the required transparency in all processes affecting the quality of the vessel and certainly also the critical parts of the schedule. On previous projects Maersk Supply Service has enjoyed such level of co-operation with LR, and shall be looking forward to once again working together with them," said Head of Special Projects & Newbuilding, Maersk Supply Service, Director Peter Kragh Jacobsen. *(Source: MarineLink)*

TWO MORE ICEBREAKERS FOR HAVYARD



Havyard Ship Technology AS has signed a contract with an undisclosed international shipping company for the design and building of two more **Havyard 843 Ice offshore icebreakers**, the Norwegian designer said. The first order for the design was signed in November 2013, when Havyard Ship Technology inked a contract for building of one Havyard 843 Ice icebreaking offshore vessel. The two new vessels of the same type will, however, feature some minor design changes, according to Havyard. The ships are designed by Havyard Design & Solutions in Fosnavåg and will be built at Havyard Ship Technology's shipyard in Leirvik in Sogn. The ships are scheduled for delivery in the fourth quarter 2016. The contracts for the two vessels are worth just over NOK 1 billion in total (around USD 147.7million). With this order, Havyard Group now has nine newbuilds on order at the yard in Leirvik in Sogn, and the shipbuilding business area has orders on its books worth just under NOK 3 billion. The Havyard 843 Ice design has the DnV ice class Icebreaker Ice 10 and Winterized Cold (-30 °C) class notations. This means that the ship can break ice that is more than one metre thick and that it has a system to prevent icing of the ship. The new ships will be designed for anchor-handling, towing and for use in emergency response operations in connection with oil spills and rescue services. They also have bigger winches, SPS classification, more accommodation and are prepared for the installation of an offshore crane, the company said. *(Press Release)*

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