

TUGS & TOWING NEWS

ART 80-32 HYBRID ROTORTUG RT EMOTION ARRIVES IN ROTTERDAM



RT Emotion, sister vessel of **RT Evolution** and the second ART 80-32 hybrid Rotortug, has arrived in the Port of Rotterdam on Saturday, December 27th, Kotug said in its press release. In the coming weeks, Damen Shipyards Group will complete the final outfitting and testing of this highly anticipated, next generation Robert Allan design: the ART 80-32 Hybrid. Recently, sister vessel **RT Evolution** started her operations in the Port of Rotterdam. *(Photo: Peter Andriessen)*

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STANDARD OF EXCELLENCE

ARC TOWAGE TAKES DELIVERY OF FOUR DAMEN ASD 2810 TUGS

ARC Towage of Trinidad & Tobago has taken delivery of the last of a series of four Damen ASD 2810 Tugs. All four have been delivered in less than 18 months. The speed of delivery was one of the reasons ARC Towage chose Damen Shipyards Group for its new vessels. The MV **Manatee** and MV **Atlantic Legacy** left Damen Shipyards Galati (Romania) and have safely arrived in the port of Chaguaramas on the 12th of December, Trinidad, ready to start work on January 1. All four have a 60-tonne bollard pull and maximum speed of 12.9 knots. The sister vessels have been adapted to comply with the latest international LNG handling regulations. They will provide towage, escorting,

berthing and unberthing services for LNG carriers under a long-term contract for a leading energy company. The vessels are equipped with 'rig savers' on all engines: remote shut-off valves, remote-closing air intakes, gas detection systems and explosion-proof lighting. Damen



Shipyards is also responsible for commissioning and the hand-over of the vessels. The first two (MV **Kairi** and MV **Guapo Warrior**) are already working and they are being used for crew training and familiarisation purposes. Damen will provide after sales support from its Service Hub in Curaçao.

(Press Release Damen)

SVITZER'S NEWCASTLE FLEET GETS BIGGER AND BETTER



The recent arrival of the **Svitzer Warunda** has increased both size and capabilities of Svitzer's Port of Newcastle fleet. With a gross tonnage of 355 tonnes, the six year old vessel measures 30 metres by 11 metres and has been modified, giving her the potential to become the Port's first escort notated tug. Equipped with Voith Schneider

propellers, **Svitzer Warunda** is able to change the direction of her thrust almost instantaneously. This manoeuvrability makes her ideally suited for the often difficult and demanding tasks of escorting tankers through confined waters. In fact, tugs like the **Svitzer Warunda** are an invaluable form of insurance, designed to respond quickly and prevent a grounding or collision in the event a heavily laden oil tanker loses steering control or experiences a blackout while entering or leaving port. And her arrival into Newcastle could not be timelier. In the coming years, the number and size of tankers visiting the Port are both expected to increase. The investment made in acquiring **Svitzer Warunda** reflects Svitzer's commitment to not only delivering the best possible service to our customers but also playing our part in preventing maritime accidents that can devastate the natural environment or disrupt port operations. Next month, **Svitzer Warunda** will be joined in the Port by her sister ship, **Svitzer Warrego**, which is also an escort notated tug. Svitzer now has nine tugs supporting the operations of one of the world's leading coal export ports. Last financial year alone, exports of this natural resource from the Port totalled 154.4 million tonnes at an estimated value of

almost \$20 billion. *(Press Release Svitzer)*

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TUGS IN MAASSLUIS; NETHERLANDS

It is not daily that there are two tugs berthed in the inner harbour of the ancient tugboat port Maassluis; Netherlands. Seen are the **Tessa F** (Imo 9705718) and the **SMS Shoalbuster** (Imo 9557604). The Neptune Shipyard built **Tessa F** is a Euro tug 2810 design and the Damen Hardinxveld built **SMS Shoalbuster** is a Shoalbuster 2609 design tug. The 2014 built United Kingdom registered with call sign 2HT12 **Tessa F** has a length of 28.80 mtrs and a beam of 10.00 mtrs. The 2009 built United Kingdom registered with call sign 2BYF6 **SMS Shoalbuster** has a length of 26.02 mtrs and a beam of 9.01 mtrs. Both tugs are owned by GSS Marine Services *(Photo: Nico Ouwehand)*



SWISSCO INVESTIGATES SUSPECTED COMPANY FRAUD

Singapore-listed offshore marine services provider Swissco has informed shareholders of the



misappropriation of S\$2.58 million (approximately \$2 million). The money has allegedly been taken from the accounts of the group over the last three years by the company's vice president of finance. So far S\$900,000 has been recovered, leaving a balance of approximately S\$1.68 million. Preliminary investigations have revealed that the employee had

falsified documents to direct payment of the misappropriated funds to her personal and family members' bank accounts. The employee has been suspended from duty while an independent review is conducted by Stone Forest Corporate Advisory. A police investigation is also underway. Swissco has stated that the misappropriated amount is not expected to have an impact on its profit for the financial year ending 31 December 2014. The company owns and operates a fleet of rigs secured on long-term bareboat contracts to service oil and gas majors. In addition, it owns and operates a diverse fleet of offshore support vessels. Swissco's vessels and rigs are deployed across Southeast Asia, Latin America and the Middle East. *(Source: Marex)*

YANKEE – NEW LIFE FOR GOOD OL' TUG

The big US tug **Yankee** arrived in Halifax today on its way to Florida and a new career. Built in 1976 by Equitable Shipyard in Madisonville, LA as **Pye Theriot** for Nolty J. Theriot Inc of Golden Meadow, LA it went to work in the North Sea as part of the American invasion of big heavy tugs and suppliers. Powered by two 20 cylinder GMs giving 7200 bhp through twin screws, it was a powerful



tug for its day, but was soon eclipsed by European vessels. In 1980 it was sold to Marathon Marine Inc of Findlay, OH, renamed **Loretta J** and paired with the double hull tank barge MM-1 (8710 grt, 150,000 bbbl capacity, built 1981 by Galveston Shipbuilding Co). Fitted with side pads, the tug worked in the barge notch and was connected with face wires. It was fitted with an elevated wheelhouse to see over the barge when light. The pair worked the US Gulf of Mexico and southern Atlantic Coast until 1993 when they were acquired by Eklof Marine Corp of Staten Island, NY. Renamed Yankee, the tug still worked with the barge which was renamed DBL 151 and ranged farther afield, including calls in Halifax in 1994 and 1995. When Eklof was forced out of business, the pair were picked up by K-Sea Transportation, which in turn was acquired by Kirby Corp in 2011. However the barge was not part of that last deal. Articulated tug/barges using pin connections have made wire boats obsolete, and in 2013 the tug was picked up by Donjon Marine of Hillside, NJ. Donjon is best known for its salvage work, but is also in the metal recycling business and operates

Donjon Shipbuiding + Repair, in Erie, PA. Donjon had partnered with the huge offshore and transportation conglomerate Seacor to form Seajon LLC. They built the ATB tug Ken Boothe Sr and barge Lakes Contender for operation on the Great Lakes in 2011-2012. Donjon and Seacor formed Seajon II LLC to own Yankee and in October 2013 sent the tug up the Seaway to Erie for a rebuild at the Erie shipyard. It has now been completely refurbished and re-powered and is on its return to the US to work out of Florida. There is speculation about what that work will be, but Yankee is still equipped with its massive towing winch. However the elevated wheelhouse is gone and so are the side pads. My speculation is that it will go to work for Seacor's Trailerbridge operation between Jacksonville, FL and San Juan, PR. This is a Jones Act trade, requiring US built tugs to tow huge multi-deck container/RoRo barges (some of 5,860 grt, some of 12,068 grt). The barges are still towed on a towing wire, since they are far too high to operate with pushers. They are handled in ports with harbour tugs. Seacor has traditionally used charters from mainline tug companies to tow the barges. However those companies are concentrating more on ASD harbour tugs and ATBs these days, so line tugs are becoming rare. As a rugged US built hull, Yankee has value for its Jones Act compliance, and with new power, should be good for many more years. After some repairs, the tug sailed New Year's Eve for New York. It is due there January 2. *(Source: Mac Mackay-Tugfax)*

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ROSMORRECHFLOT ACCEPTS INTO SERVICE OBLIQUE ICEBREAKER BALTIKA



The acceptance commission of the Federal Marine and River Transport Agency (Rosmorrechflot) has accepted into service a multipurpose emergency and rescue vessel **Baltika** of project P-70202. The vessel registered at Big Port St. Petersburg is to be operated by FBI Sea Rescue Service of Rosmorrechflot, ps of

Rosmorrechflot says. Representatives of Rosmorrechflot's Sea Rescue Service have signed the acceptance service today, December 30, 2014. The construction of the vessel was ordered by FGI Directorate of State Contracting Authority for Marine Transport Development Programme within the framework of the federal special-purpose programme "Development of Russia's Transport System (2010-2020 годы)". The design was developed by Shipyard Yantar (Russia, Kaliningrad

region) jointly with Arctech Helsinki Shipyard Inc. (Finland). The vessel was built at the production facilities of the Finnish company in Helsinki. The innovative vessel **Baltika** is the world's first icebreaking ship with an asymmetric hull. The vessel features an asymmetric hull, patented oblique design and three 360 degrees rotating propulsors, which allow the vessel to operate efficiently sideways, astern and ahead. In oblique mode the vessel will be able to generate 50 m wide channel in 0.6 m thick ice. Bow and stern first the vessel can operate in 1.0 m thick ice. The icebreaker's main particulars: Length - 76.4 m, Breadth overall - 20.5 m, Depth - 9m; Draught maximum - 7 m, Propulsion power - 7.5 MW, Speed - 14 knots, Speed in flat ice 1.0 m thick - 3.0 knots, Crew - 24, Special personnel - 12, Sea endurance - 20 days (24 persons); Class notation - KM Icebreaker6, [1], AUT1-ICS, OMBO, FF3WS, EPP, DYNPOS-1, ECO-S, Oil recovery ship (>60°C), Salvage ship, Tug, HELIDECK. The vessel was laid down in Kaliningrad on June 6, 2012. Under the contract, Yantar, as the principal executor of the order, was in charge of hull works. They were completed in May 2013 and the ship then underwent fitting-out in Finland. **Baltika** was launched on December 12, 2013 and fulfilled the programme of sea trials in the Baltic Sea. *(Source: PortNews)*

Two 3,500 HP U.S. FLAG TUGS SOLD

Crowley Marine Services, Inc. has sold their two 3,500BHP twin screw, low profile harbor docking and coastwise tugs '**Spartan**' and '**Saturn**' to private U.S. West Coast buyers. Both Red Stack tugs were originally built in 1969 for Crowley by Mangone Shipbuilding of Houston, Texas - a subsidiary of Stewart & Stevenson. Both came around from the Gulf to the West Coast with tows, the '**Saturn**' with a



tandem tow of two new 150-series lightering barges before being assigned towing of large oil barges, and the '**Spartan**' with a new 250-series cargo barge before being outfitted for service in the Arctic hauling oil field supplies and fuel around Point Barrow, Alaska and later wintering over at Prudhoe Bay. '**Spartan**' and '**Saturn**' were built as slightly larger and higher horsepower versions of



the '**Apollo**', '**Jupiter**' and '**Hercules**' built by Mangone two years earlier which also featured a low profile house and large aft deck. The 91.0' x 29.0' x 13.3' depth tugs are each powered by a pair of CAT 3516s totaling 3,500BHP at 1,800RPM with Lufkin 7:1 gears and fixed pitch, 5-blade stainless steel open props developing a bollard pull of abt. 54,800lbs. ahead and 40,900lbs. astern. Both boats were repowered from CAT

D399s in 1994. Towing gear consists of a Skagit RB-90 double drum waterfall winch with a capacity for 1,600' of 1.75" wire on each drum plus a 600' 9" circ. emergency tow line. 'Spartan' and 'Saturn' were working in San Diego, California at the time of the sale and are being replaced by more modern tugs. Marcon International, Inc. of Coupeville, Washington acted as sole broker in the sale and has handled a number of sales and purchases for the buyer plus over a hundred sales and purchases for seller. Marcon has sold or chartered a total of 37 vessels and barges in 2014 including 9 tugs totaling 29,734BHP, and 305 tugs with an aggregate horsepower of 951,329BHP since first opening their doors. Four additional sales are pending and expected to close shortly after the New Year. *(Source: Marcon Int.; Photo's: Wil Weijsters)*

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ACTA MARINE WRAPS UP CPT JOBS IN UK AND GERMANY

Coastal Chariot has successfully finished two cone penetration testing (C.P.T.) projects in U.K. and Germany. **Coastal Chariot** assisted a well-known geophysical services company in Liverpool waters and she has assisted a Swedish survey company in German waters. C.P.T. provides a rapid and cost effective means by which to quantify geotechnical and geo-environmental properties of sediments. The projects, even while experiencing heavy weather, are both finalized as scheduled. After already having independently completed a cable laying project in Scotland for a telecom company, 2.4m shallow drafted **Coastal Chariot** has proven her value for the survey industry as well. During the operation in the U.K. **Coastal Chariot** accommodated 17 crew. Especially the presence of the newest design of DP1, with minimum fuel consumption while operating, made the project successful. *(Source: Acta Marine)*



A NEW TUG ON THE THAMES

London, UK-based marine services provider Livett's Group have a new addition to their fleet of tugs and workboats in the form of the Delta Tug 'Gray Vixen'. While the media radar naturally picks up on the glamorous world of high-tech new build tug deliveries, it is also important that developments

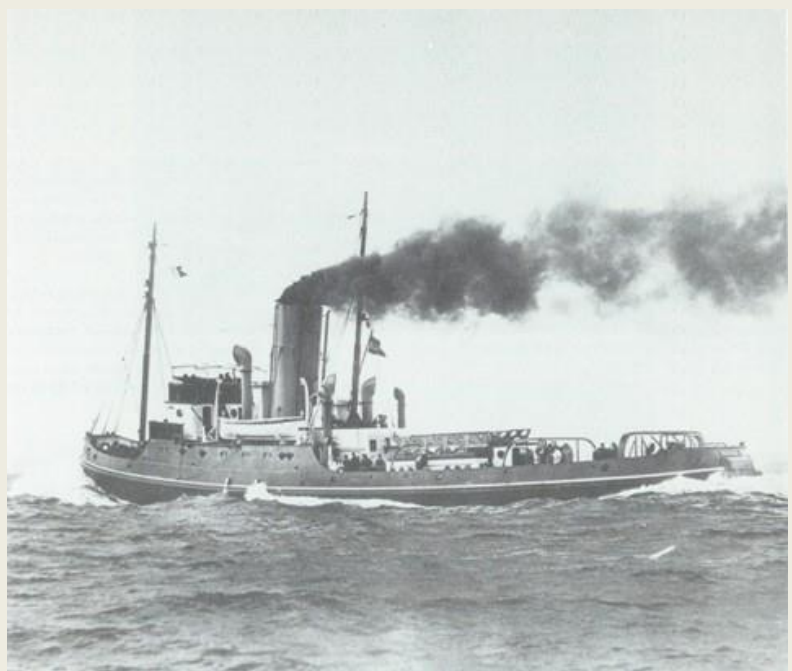


for smaller operators are not overlooked. It may not be so glamorous, but for companies such as Livett's, news of their recent acquisition is nonetheless worthy of mention. **Gray Vixen** was until recently part of Svitzer's Felixarc fleet, based just along the coast at Ipswich in Suffolk. Built by Delta Shipyard Sliedrecht in 1991, the vessel has an overall length of 16.5m (waterline length 15.74m), beam 5.18m, depth 2.4m and a deadweight of 19.06t on a draught of

2.3m. Two Cummins KT19M engines deliver a total of 850bhp producing a useful 13 tonnes bollard pull. The vessel meets the requirements of MCA Coded Cat 2: 60 miles from a safe haven. Now based in London, the soon to be renamed **Gray Vixen** will join in the diverse range of activities Livett's are engaged in on the Tidal Thames and associated waterways. As well as traditional towage and civil engineering work the high-profile nature of the London river attracts equally high-profile and complex marine projects including PR and filming events. Livett's have played 'supporting roles' in projects including the James Bond film *The World is not Enough* and *Harry Potter and the Order of the Phoenix*. Their diverse fleet of owned and chartered vessels includes tugs, barges and pontoons. The opportunities provided by the unique location of the Thames is reflected in Livett's activities which includes: luxury party boat charter, PR and consultancy, marine logistics, super yacht agency and the owning and operation of a number of private moorings and piers. **Gray Vixen** will clearly be kept busy in its new career. Chris Livett, managing director said: "**Gray Vixen** is leaving one reputable stable to another. She is versatile, powerful and an excellent addition to our London fleet. **Gray Vixen** will be engaged in all areas of our business in particular completing high profile, large tows in Central London and beyond." (Source: *Maritime Journal*; Photo: *Photo: Mercator Media*)

YESTERYEAR TUG JOHN DOCK

The big South African steam tug **John Dock** punches into a sea off Port Elizabeth. She was 154 feet long and was built in 1934. Her steam engines drove twin screws. As large as she was, the John Dock did shiphandling as well as offshore towing. The open hatches over her engine room provided ventilation. In this photograph, the size of her towing thwarts on the after deck gives good idea of their size relative to the crew members standing nearby. Because of her great reserves of coal, South Africa was one of the last countries to operate large



coal-fired steam tugs. Between 1950 and 1961, the coal burners were replaced by oil-fired furnaces, and today these steamers are being phased out in favour of diesel vessels. The **John Dock**, for instance, went to the shipbreakers in 1978. Since the early years of modern shipping, South African tugs have handled ships from the world's trade routes: Capetown is halfway between Europe and the far East, South African tugs are all controlled by the federal Railways and harbours Administration, and they have been named after political figures. In the past, almost all of their tugboats were built on the River Clyde in Scotland. *(Source: On the Hawser by Steven Lang and Peter H. Spectre)*

ACCIDENTS – SALVAGE NEWS

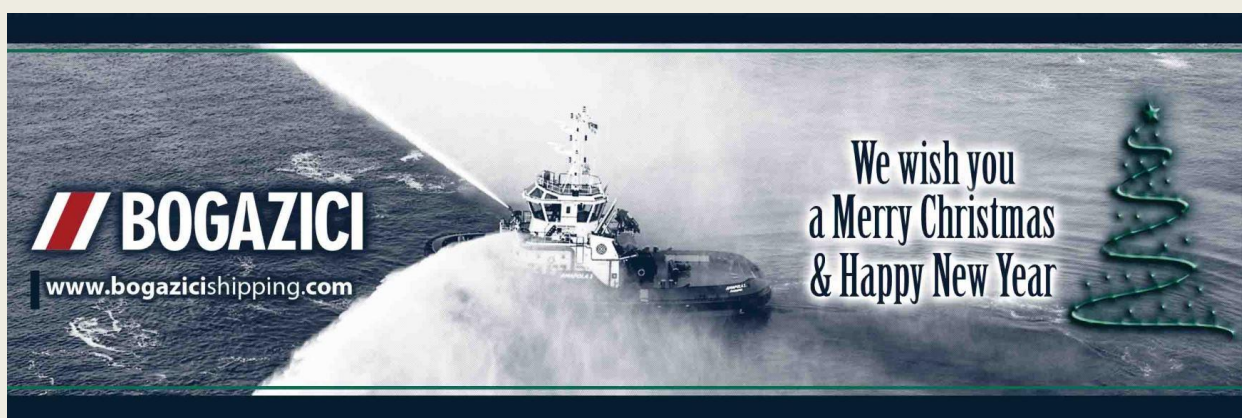
TUG SANK OFF PERU, ONE MAN MISSING



The "**Pachacamac**" (Imo 9571480) sank on Dec 26, 2014, after colliding with an underwater rock off Mollendo port. Two of the crew rescued, one was missing, he has presumably been trapped inside the sunken vessel. Divers searched the vessel and area around for a missing man on Dec 27. *(Source: Vesseltracker)* The ASD tug arrived safely in Callao – Peru, as new building, after a delivery voyage of approx 9.700 nautical miles which started on

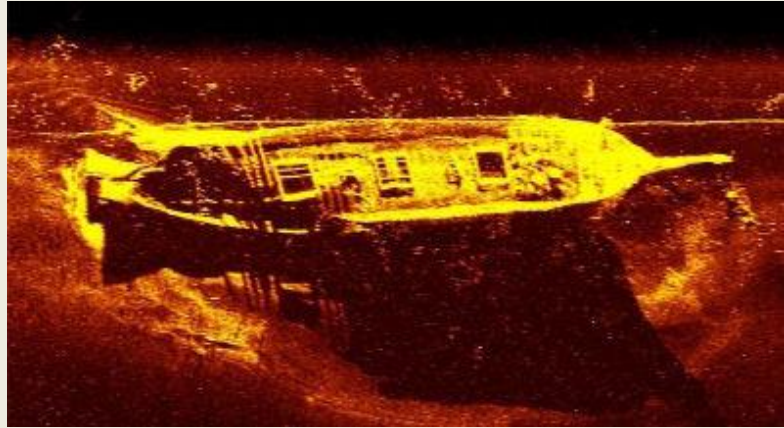
May 8th, 2010 from Zhenjiang Shipyard; China under management of Redwise Maritime Service B.V. the Netherlands. The tug is owned by Scotiabank Peru SAA – Callao; Peru and managed by Tramarsa. She has a grt of 272 tons and a dwt of 123 tons and classed American Bureau of Shipping. *(red;towingline.com)*

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SHIPWRECKED! SPEAKER SERIES BEGINS IN ST. MICHAELS FEBRUARY 5, 2015

The Chesapeake Bay Maritime Museum begins a new *Shipwrecked!* Speaker Series on Thursday, February 5, which continues February 11 and 24. The three-part series will have experts in the field sharing and exploring the Chesapeake Bay's stories of sunken vessels, from Baltimore's privateers to salvaged skipjacks and other vessels around the bay.



Seating is limited, with advanced registration needed. On Thursday, February 5 from 2 to 3:30 p.m., *Clear as Mud: an Introduction to Maryland's Underwater Archaeology* features Maryland State Underwater Archaeologist Susan Langley as she explores the cultural and historical heritage lying beneath the waters of the Chesapeake Bay, while sharing stories of some of the most exciting finds from her years in the field. Langley will also discuss how archaeologists use technology to locate and record shipwrecks and other submerged sites in low-visibility waters. An adjunct professor at St. Mary's College of Maryland and Johns Hopkins University, Langley also serves as Archaeological Research Chair for the Monitor National Marine Sanctuary's Advisory Council, and on the Advisory Council on Underwater Archaeology. On Wednesday, February 11 from 2 to 3:30 p.m., *Abandoned and Salvaged: A Traditional End for Traditional Vessels on the Chesapeake* features CBMM Chief Curator Pete Leshner as he discusses the disintegrating bugeyes, skipjacks and other work boats once left by Chesapeake Bay watermen along remote tributaries. Using images, artifacts and oral histories, Leshner will share fascinating stories of these abandoned vessels and what these stories tell us about the past and preservation of Chesapeake Bay cultures. On Tuesday, February 24 from 2 to 3:30 p.m., *The Monterrey Wrecks: Unraveling the Mystery of a Baltimore Privateer Discovered in the Gulf of Mexico*, features NOAA's Maritime Heritage Program Director Dr. Jim Delgado, as he explores the story of three early 19th-century shipwrecks discovered in the Gulf of Mexico in 2011.



Marine archaeologists believe the wrecks may be that of an 1812-era Baltimore privateer and its two captured ships. Ghostly "time capsules" in the deep, the wrecks contained weapons, navigational instruments, ceramic and other artifacts. The "Monterrey Wrecks" project has merged history, archaeology, marine science and public outreach with more than 700,000 people tuning in to a live website feed to watch the investigation unfold. An upcoming

expedition in 2015 may find even more. Delgado is an author, scholar, archaeologist and fellow of both the Royal Geographical Society and the Explorers Club, and has led or participated in shipwreck expeditions around the world. Delgado's undersea explorations include *RMS Titanic*, the discoveries of *Carpathia*—the ship that rescued *Titanic's* survivors—and the notorious "ghost ship" *Mary Celeste*, as well as surveys of *USS Arizona* at Pearl Harbor; the sunken fleet of atomic-bombed warships at Bikini Atoll; the polar exploration ship *Maud*, wrecked in the Arctic; the 1846

wreck of the United States naval brig *Somers*, whose tragic story inspired Herman Melville's *Billy Budd, Sailor*, and the submarine *Explorer*, a civil war-era find and the world's oldest known deep-diving submarine. The cost for each session in the *Shipwrecked!* Speaker Series is \$6 for CBMM members, \$9 for non-members, or register for all three sessions for \$15 for CBMM members and \$21 for non-members. Pre-registration is required by calling 410-745-4941 or emailing aspeight@cbmm.org. For more information, visit www.cbmm.org

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HUNDREDS TRAPPED AS FERRY BURNS IN HEAVY SEAS OFF GREECE



Italian and Greek helicopter crews worked into the night to airlift passengers off a burning ferry adrift in the Adriatic Sea, battling darkness and bad weather that hampered rescue efforts by other ships throughout Sunday. Helicopters were plucking passengers off the Italian-flagged *Norman Atlantic* and transferring them to a nearby vessel, after a dramatic day that began when a fire broke out on its lower deck in the early hours. Authorities said one Greek man had died and there were reports of four injured among 478 passengers and crew and as night fell. The Italian navy said 190 people were clear of the danger zone, with 287 still on board. The Italian coastguard said the fire on board had been “tamed” and the ship was being stabilised by cables attached to a tug in order to assist rescue operations which remained extremely difficult in rough seas and strong winds. The ship will

be towed to a nearby port after cables are securely attached but an official from the Italian navy said it had yet to be decided whether this would be in Italy or Albania, following conflicting statements from officials in Greece, Albania and Italy. The ferry is just 13 miles (21 km) from the Albanian port of Vlore but an Italian navy spokesman said it may be towed to either Otranto or Brindisi in the south-eastern heel of Italy. The airlifts would continue while the boat was being towed towards port, and rescue workers would try to get closer by boat to bring people off if conditions allowed, Greek Shipping Minister Miltiadis Varvitsiotis told reporters. "It will be a very difficult night and I hope that everything will go well and we will rescue all passengers and all crew members," Varvitsiotis said. The Italian navy said two Italian air force helicopters, one Greek Superpuma helicopter and an Italian plane were taking part in the rescue, winching up passengers in small groups. Other aircraft and 10 ships were also taking part in the operation in support roles. Earlier, Greek coastguard spokesman Nikos Lagkadianos said the heavy rain that was hampering the rescue had helped contain the fire although the ship was still burning. Terrified passengers told how they had to move higher and higher in the ship to escape the flames. "We went to the deck where there were life boats, but at some point we felt the floor burning and we went higher up to the heliport," Rania Fireou told Greek television by phone before the airlifts began. "There are many children and elderly people aboard," she said. "We have gathered all together and we are trying to warm ourselves." *Complicated Rescue* Varvitsiotis said the bad weather, with winds of up to 55 mph (88 kph) earlier, made the operation one of the most complex Greek authorities had been involved in and vowed that no one would be left behind. Coastguard officials said the Norman Atlantic, which was also carrying more than 200 vehicles, was 44 nautical miles northwest of the island of Corfu when it radioed for help. It had been travelling from Patras in western Greece to the Italian city of Ancona. Command of the operation was transferred to Italy after winds took the helpless vessel out of Greek waters but officials were coordinating closely and an Albanian coastguard vessel was also taking part. A coastguard official said nearby passenger and container ships had attempted to form a ring around the burning vessel to try to form a windbreak to allow small rescue boats to approach. Officials said most of the passengers were Greek but the passenger list included names from several other countries including Germany, Italy, Austria, Turkey, France and the Netherlands. Many appeared to be truck drivers. The fire broke out in the lower deck garage of the vessel but there were differing accounts of when it started. Initial reports said the fire began at around 6.00 a.m. (0400 GMT) but Italian officials put the time at 4.30 a.m. The Norman Atlantic is a 26,900-tonne, roll-on roll-off ferry chartered by Greek ferry company ANEK. According to marine traffic data, it was built in 2009 and previously operated in Italy. ANEK said in a statement it was cooperating with rescue authorities. (Additional reporting by Angeliki Koutantou, Alkis Konstantinidis, Lefteris Papadimas and Benet Koleka in Vlore and Gavin Jones in Rome; Writing by James Mackenzie; Editing by Alison Williams and Eric Walsh) *(Source: gCaptain; (c) 2014 Thomson Reuters, All Rights Reserved by Renee Maltezou and Gavin Jones: Photo (c) Guardia Costiera)*

TROIS RIVIERES TUGBOAT SINKS, LEAKS 22 TONNES OF FUEL INTO WATER

No one was in the boat when it sank into the St. Lawrence River on Friday afternoon. Pumping operations continue this morning at the Trois-Rivières port after a tugboat **Chaulk Determination** sank on Friday, leaking fuel into the St. Lawrence River. Government agencies have been on site since Friday afternoon, working to limit the damage caused by the leak. It's estimated at least 22 tonnes of fuel spilled into the water. Yves Lahaie, spokesperson for Quebec's environment minister, told CBC/Radio-Canada that the situation is under control and no contamination of water sources have been identified so far. The Canadian Coast Guard, Transport Canada, and the shipping company

Seamec are removing the oil using booms and other tugboats. The cleanup will take at least several days, according to Canadian Coast Guard spokesman Michel Plamondon. "The priority is really to conduct oil containment and recovery operations," he said. "We have no clue to how long it'll take to pick everything up." *Boat owner to pay for spill costs* Lahaie said the owner of the boat will foot the bill for the cleanup.



However, according to the port authority in Trois-Rivières, the leak could have been avoided. Port authority president and CEO Gaétan Boivin said the owner of the boat had been notified several times about its precarious condition. He said the owner was warned it could sink if not cared for. No one was on board the boat, moored in the port for several weeks, when it sank. The environment ministry is still investigating the cause of the sinking and spill. *(Source: CBC News/Montreal; Photo: F. Gervais)*

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		<p>ART80-32 NEW INDUSTRY BENCHMARK</p> <p><i>By Rotortug</i></p> <p>ROTORTUG.COM</p>
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SEAMAN KILLED BY TOW CABLE TO NORMAN ATLANTIC CAR FERRY

Two Albanian seamen were killed during an operation to salvage a multideck car ferry that caught fire off Greece's Adriatic Coast when a cable connecting their boat to the ferry snapped and hit them, an Albanian port authority official said on Tuesday. The deaths add to a toll of 10 confirmed victims of the disaster, but there was continuing uncertainty over how many might still be unaccounted for on the smoldering hulk of the Norman Atlantic. More than 400 people airlifted from the vessel in a 36-hour rescue operation by Italian and Greek helicopters. The aftermath of the rescue has been marked by confusion over the number of victims, with dozens of names on the ship's manifest unaccounted for and no clarity over whether they had drowned or were not on board in the first place. With the ferry now fully evacuated, the Italian navy has said 427 people had been rescued, leaving the total accounted for well short of the 478 originally thought to be on board. The two Albanian seamen killed on Tuesday were part of an eight-strong crew which had been towing the



guttled ferry overnight. A cable connecting their tugboat to the wreck broke under high tension and hit the two men. “One man died on the spot when one cable broke after it got stuck in the propeller. The other died on board a few minutes ago when being assisted by a helicopter medical team,” a port authority official in Vlore told Reuters. The Italian navy tweeted: “during towing, the

cable broke and hit two Albanian civilian seamen,”. Italian Prime Minister Matteo Renzi was due in Tirana on Tuesday for a visit which was planned before the incident. Italian and Albanian magistrates have ordered the Italian-flagged ferry, which was chartered by Greek ferry operator Anek Lines, to be seized to investigate the cause of the fire. Italy’s Transport Ministry said on Monday Italy and Albania were deciding together where the vessel should be towed. Transport Minister Maurizio Lupi refused on Monday to confirm a Greek report saying 38 people were still missing, saying to do so would be premature. Some of those rescued were not on the ship’s original manifest, and Lupi said Italian authorities are looking for a definitive list of passengers to cross-check it with the names of the survivors, adding illegal migrants may have been on board. *(Reporting by Benet Koleka, writing by Isla Binnie; editing by Ralph Boulton (c) 2014 Thomson Reuters, All Rights Reserved)*

OFFSHORE NEWS

CHINA’S FIRST DEEPWATER MULTI-PURPOSE VESSEL OPERATIONAL

China’s first multi-purpose offshore vessel capable of operating in 3,000m water depths commenced operation on Sunday. The DP-3 capable Offshore Oil 286 ship cost \$163m and belongs to Offshore Oil Engineering, an affiliate of China National Offshore Oil Corporation (CNOOC), the country’s largest offshore oil and gas producer. Xinhua reports that the ship is 141 meters long, 29 meters wide,

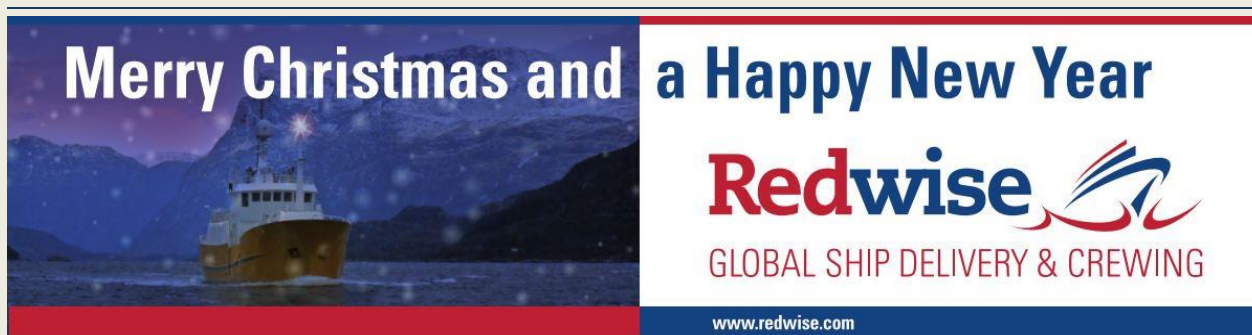


has a maximum loading capacity of 11,228 tons and can accommodate 150 crew members. It has a 400-ton crane and is suitable for subsea installation, lifting, pipe-lay, dive support and inspection, maintenance and repair work. The ship was built by CSSC Huangpu Wenchong Shipbuilding. In 2014, CNOOC made a range of breakthroughs in oil and gas exploration. “Domestic, overseas and

unconventional fields all bloomed, a series of fat gas structures were assessed as successful in succession and self-run exploration of deepwater field witnessed great breakthrough, laying solid resource foundation for second leap,” says CNOOC in a press release. The Lingshui 17-2 Gas Field is China’s first self-run deepwater project, and the company also successfully tested the Offshore Oil 981 deepwater drilling platform. In 2014, CNOOC made a series of new exploration discoveries including Lingshui 17-2, Lvda 16-3 South, Kenli 16-1, and Lufeng 14-4. Among its overseas projects, the large-scale deepwater natural gas was discovered at Leopard in Gabon waters. Looking forward, CNOOC aims to make new breakthroughs in crude oil exploration in 2015; continuously push forward integrated exploration and development; work out more effective measures for domestic unconventional oil-gas exploration and further optimize its overseas strategic layout, says CNOOC.

(Source: Marex)

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BOURBON SELLS MORE VESSELS



BOURBON has completed the transfer of ownership under the agreements with ICBC Financial Leasing (ICBCL) and Standard Chartered Bank (SCB) as part of the sale and bareboat charter agreements signed in 2013. During 2014, the ownership of 25 vessels was transferred to ICBCL in accordance with the agreement signed in April 2013. Combined with the 21 vessels transferred in 2013, this brings the total number of vessels transferred to ICBCL to 46 for a total value of

approximately US\$1,435 million. BOURBON has also completed the transfer of vessels to SCB under the agreement signed in November 2013. The ownership of the remaining 3 vessels have been transferred as scheduled and combined with the 3 vessels transferred during 2013, totals 6 vessels for an approximate amount of US\$151 million. At the beginning of December 2014, BOURBON signed an agreement with Minsheng Financial Leasing Co. (MFL) for the sale and bareboat charter of 8 vessels for a total amount of approximately US\$202 million. The ownership of the first 3 vessels has been transferred for approximately US\$57 million. The remaining 5 vessels will be transferred to MFL during 2015. This agreement provides for a bareboat charter rate of 9.68% of the sale price per

year for 10 years. *(Press Release)*

LAUNCHING VOS GRACE

We are pleased to announce that last week, Tuesday 23 December, the launching of **VOS Grace** took place at Fujian Southeast Shipyard in China. **VOS Grace** is a 60-m field-support vessel (ERRV/FSV), currently under construction at the Shipyard for Vroon Offshore Services. The vessel is the last in a series of four FSVs being built at the Shipyard for Vroon and featuring a revolutionary, wave-piercing



bow shape. The company has a total of 22 offshore-support vessels on order at Fujian Southeast, with delivery planned between 2014 and 2016. *(Press Release Vroon)*

OTTO SELLS AHTS FOR \$100M



Singapore's Otto Marine Limited has sold an Anchor Handling Tug Supply Vessel for a \$100 million. The vessel is currently under construction at Otto's shipyard in Batam, Indonesia and will be handed over to the undisclosed buyer following the completion of legal documentation and a final inspection. DNV classed and Norwegian-designed, the VS491 21,000bhp AHTS is a hybrid propulsion diesel electric driven

vessel with dynamic positioning 2 (DP2) technology. It measures 91.5m in length and 22.5m wide and has a bollard pull of 240 to 260 tonnes. The Vessel can also operate and handle large rigs in the ultra-deepwater region including the harshest environments of the North Sea region. This AHTS is the 4th and final of the VS491 series the Group has built in this batch. The AHTS is expected to be completed in 2Q2015. Upon the completion of the vessel, the vessel will be chartered by Otto's subsidiary, GO Offshore (L) Private Limited, for a period of 8 years. *(Source: Offshore Energy Today)*

NAM CHEONG SELLS TWO OFFSHORE VESSELS

Malaysia's Nam Cheong Limited has sold two vessels worth approximately \$45 million. An Anchor Handling Towing Supply Vessel ("AHTS") was sold to a Netherlands-based repeat customer, Vroon

B.V., an international shipping company. Nam Cheong also sold a Platform Supply Vessel (“PSV”) to a repeat customer, E.A. Temile Development Company of Nigeria Limited (“Temile”) based in West Africa, an established engineering and construction company. Leong Seng Keat, Nam Cheong’s Chief Executive Officer



said: “Despite the recent volatility in global oil prices which has affected investor sentiments across the industry, the securing of these orders from our repeat customers evidently reveals the continued interest in oil and gas activities, our strong reputation in the market for quality and reliable vessels as well as our customers’ confidence in Nam Cheong’s capabilities.” The two vessels are both of American Bureau of Shipping (ABS) class and are being constructed as part of Nam Cheong’s built-to-stock series in the Group’s subcontracted yards in China. These vessels are scheduled for delivery in 2015 and are expected to contribute positively to the Group’s earnings for the financial year ending December 31, 2014 and December 31, 2015. *(Source: Offshore Energy Today)*

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NELSON IN CAPE TOWN



(Photo: Aad Noorland)

Last week was seen the 1982 built Tanzania registered with call sign 5IM468 Offshore Support Vessel **CSC Nelson** (Imo 8108107) at the H-Berth in the South African port of Cape Town. The vessel is the former **Maersk Rover**. She has a grt of 1,924 tons a dwt of 1,880 tons and is classed Lloyd's Register of Shipping.

N-SEA OFFSHORE CHARTERS 'SIEM N-SEA'

Siem Offshore and N-Sea Offshore Ltd have entered into a charter agreement for the Offshore Subsea Construction Vessel "**Siem N-Sea**" (ex. "Siem Stork"). The agreement is made at market terms and is for a firm period of three years. The charter will start on January 1 2015. The ship is equipped with azimuth thrusters and a DPII dynamic positioning system. The vessel is fitted with complete air and nitrox diving spread and daughter craft. The ship, with its



diesel electric propulsion system and optimized hull lines, is designed for low fuel consumption and excellent sea-keeping. *(Source: Offshore Energy Today)*

BOURBON, TANJUNG DEAL OFF



Malaysian Group Tanjung Offshore and France's Bourbon earlier this year entered into exclusive discussions for the sale of 51% ownership in Bourbon's 9 Offshore Supply Vessels (OSV) operating in Malaysia. In parallel, Tanjung then invited Bourbon to become a shareholder in their company. However, the companies today issued statements saying the deal is off. The companies have terminated by joint agreement exclusive discussions initiated in spring

2014. According to the companies, the economic and financial conditions for an agreement satisfying both parties have not been met, in view of the declining oil prices. Bourbon, based in France, has said it remains attentive to future developments on the Malaysian market. *(Source: Offshore Energy Today)*

YARD NEWS

WILL VIETNAM SELLS ITS BEST SHIPBUILDER TO THE NETHERLANDS?

Experts have warned that Vietnam will fail to develop its shipbuilding industry if it sells Song Cam – the best and only profitable shipbuilder – to Damen company of the Netherlands. The Dutch group, which is now a partner in the Song Cam Shipbuilding joint venture, has officially asked to buy at least 70 percent of the company's shares, according to the Shipbuilding Industry Corporation (SBIC), previously known as Vinashin, which said



it had reported the request to the Prime Minister and Ministry of Transport for consideration. Choosing Damen as a strategic partner is part of the SBIC holding company's equitization plan made public earlier this year and a Song Cam restructuring plan released last August. The managers of SBIC, advocating the share sale to Damen, said this would not only help attract more capital for the restructuring of SBIC, but also would help improve corporate governance skills, upgrade technology and give opportunities to Vietnam to approach the world market. However, under current laws, the sale of 70 percent to one single foreign investor is impossible. The Prime Minister's Decision No 55 dated in 2009, foreign investors must not hold more than 49 percent of shares in joint stock companies. Therefore, in a document to the Prime Minister and relevant ministries, SBIC proposed

to sell 70 percent of Song Cam shares in an exclusive case. If the sale gets the nod from the Prime Minister, SBIC's spokesman said, the two sides would finish the negotiations about the price by mid-January 2015. Song Cam is the only profitable subsidiary of SBIC with a steady growth rate of 11 percent per annum. Though Vinashin, its "parent company", is widely known for its ineffective use of state capital and heavy losses, Song Cam still has been "living well". Thus, experts have called on the government and SBIC to think carefully about the deal. "If Vietnam sells Song Cam, it will have nothing left for the shipbuilding industry," an economist said, adding that Vietnam wants to develop shipbuilding into a key industry. Do Thai Binh from the Vietnam Shipbuilding Industry Science & Technology Association, a renowned shipbuilding engineer, noted that in general, Vietnam should not look forward to technology transfer from foreign partners. "Foreign investors come to Vietnam to take full advantage of the cheap Vietnamese labor force. Meanwhile, the benefit Vietnam can get is really very modest," Binh said in an interview with Dat Viet newspaper. "It seems that SBIC just wants to sell stakes to get money to pay Vinashin's debts, while it does not think about what the nation, laborers and the shipbuilding industry can obtain from the deal," Binh said. *(Source: Vietnam Bridge)*

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CASPIAN SWAN AGAIN AFLOAT AFTER DRY DOCK AT BAKU

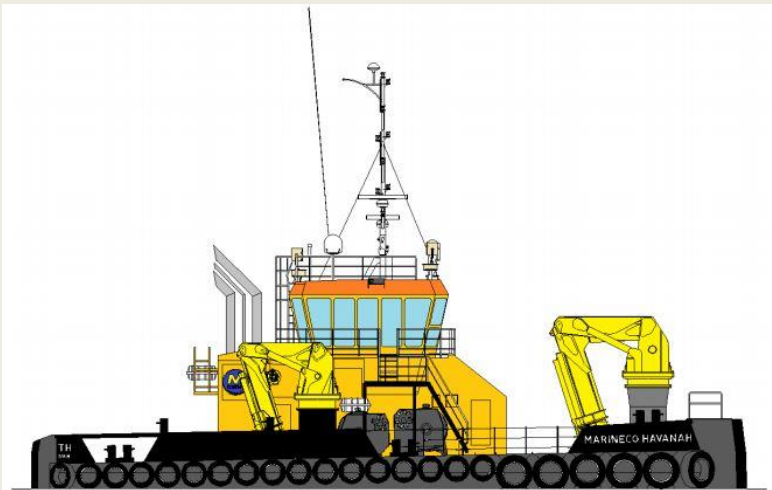


Floating Hostel "*Navruz*" departed today from A&S Shipyard, on 27.11.2014 from Baku Port, Azerbaijan to Bautino Port, Kazakhstan (Caspian Sea) after successfully completed dry docking services. The F/H "*Navruz*" is towed by AHT "*Aral*" and escort tug AHT "*Meric*" (sister ship). All 3 vessels are being operated by Enka Insaat ve Sanayi A.S, Kazakhstan. F/H "*Navruz*" was build in Finland, in 1986, offshore personnel capacity

400 person, there is a helideck available on deck. AHT "*Aral*" and AHT "*Meric*" (sister ship) were built at Kooiman shipyard, The Netherlands, in 2003 and 2004. Capacity 30 BP. *(Source : ENKA)*

MARINECO ORDERS NEWLY DESIGNED DAMEN MULTI CAT 2712

MarineCo UK has contracted Damen Shipyards Group for a Multi Cat 2712. The vessel will be delivered in April 2015. Mr. Mike Conafray, Managing Director at MarineCo stated that, after a long evaluation, with alternative builders, Damen came through with the right vessel at the right cost, the new vessel will comfortably sit alongside our existing all-Damen Fleet. Marineco UK is one of the few UK operators



with an all-Damen fleet. The new vessel is to be named **Marineco Havanah**, after the arrival of Mike and Kaye's twin granddaughters Ava and Hannah. The Multi Cat 2712 is the second contract for this new type in the Damen Multi Cat Series, It measures 27 metres in length and 12 metres in width. The vessel is equipped with two engines and has a maximum bollard pull of 35 tonnes. *The Damen Standard* Because of its measurements, the Multi Cat 2712 is a vessel that can be used for many purposes. A decision about the working area of the Multi Cat will be made later. The vessel is very flexible and developed according to the Damen Standard, with attention for a logical, functional and maintenance friendly design of wheelhouse and deck layout. Damen has a long standing relationship with MarineCo, previously delivering high speed support vessels, Multiple FCS 2610 Twin Axes, a Damen Stan Tug 2608, Multi Cats and Damen Shoalbusters to the flourishing company. As MarineCo Managing Director Conafray says himself: "We have an entire Damen fleet". MarineCo is an offshore industrial company, currently, their Stan Tug 2608 is operating in Abu Dhabi, towing rock barges 24 hours a day. *Damen Multi Cat – a versatile workboat* The Multi Cat, another Damen invention dating four decades back, is a highly successful all-round workhorse. Today, Multi Cats around the world with Bureau Veritas Unrestricted Navigation and IVW/MCA service notation steadily perform the duties they are designed for in a variety of markets, such as dredging, towing and offshore wind. From anchor, pipeline or cutter-head handling and repair, to transporting fuel, supplies, spare parts and crew transport to wind turbines. Multi Cats have a large working deck, one or two cranes and both a stern and bow roller. The larger Multi Cats can be equipped with Dynamic Positioning e.g. DP2. From shifting dredgers from one location to another, to assisting cable-laying barges – a Multi Cat can be deployed for many river, inshore and offshore tasks. *Marineco UK* Marineco UK is an Edinburgh based operator, established in 1996 who operates various types of Damen-built vessels working throughout the world 24/7. Marineco UK employs over 70 staff and crew from as far afield as Mexico to Singapore. *(Press Release Damen)*

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SAINTY MARINE IN ARBITRATION OVER PSV ORDER



Sainty Marine has been brought to arbitration by Norwegian owner Boa Offshore in relation to an order for two multi-purpose offshore platform supply vessels (PSVs). Sainty Marine signed the shipbuilding contract with Nantong Mingde Heavy Industry, China Chengdu Import & Export Group and Boa Offshore for the two PSVs in May 2013. The Norwegian owner has made the

payment for the vessels; however, the shipyard has delayed construction as Mingde has not settled the payment of the ship parts on time. The details of the arbitration requests are not yet clear, Sainty Marine said. The company announced the cancellation of four newbuildings last week, which is expected to greatly affect the company's financial results for this year. Mingde Heavy Industry, a major shipyard in Nantong, has been unable to repay debts and its assets are not worth enough to repay its creditors. As the largest creditor of Mingde Heavy Industry, Sainty Marine plans to take over the shipyard through transferring debts to an equity share. *(Source: SinoShip)*

SHIPDOCK REPAIR & CONVERSION YARDS ADOPT NEW DAMEN NAMES

Amsterdam and Harlingen successfully integrate into worldwide network. On 1 January 2015 Shipdock Amsterdam and Shipdock Harlingen changed names to Damen Shiprepair Amsterdam (DSA) and Damen Shiprepair Harlingen (DSH) respectively. During the last two years, both yards have successfully integrated into Damen Shiprepair & Conversion (DSC), itself part of the Damen Shipyards Group. For example, the close collaboration between DSH and Damen



Shipyards Den Helder (DSDH) strongly highlights how customers benefit from the network of yards. Damen Shipyards Group acquired the two Shipdock yards in February 2013. The new DSA and DSH names reflect the yards' positions within the DSC network of 15 yards worldwide. "Changing our name tells the market that we have a strong vision for the future within Damen," says DSA Managing Director Flip van der Waal. "After a period of getting to know each other, we've really seen how the supporting activities within DSC deliver benefits for the customer and we are proud to be part of the team." The name changes have no direct consequence for the structure, organisation or employment situation at the two yards, nor for any contracts or obligations entered into with their customers. Collaboration between Harlingen and Den Helder yards. Since joining the group, DSH has worked very closely with DSDH, located approximately 45 kilometres away in Den Helder. "The port of Den Helder is a major base for the Royal Netherlands Navy as well as offshore support vessels for North Sea oil and gas operations," explains DSDH Managing Director Jelle Loosman. "That can lead to periods of intense ship repair activity, so having DSH nearby is an enormous benefit. The close collaboration between our yards ensures we can provide our customers with fast, reliable and cost-effective maintenance and repair work on all vessel types." Frank Seinen, Director of DSH, says



working together with DSDH has kept the yard very busy since joining the group. "We're proud of this collaboration. I think the name change helps broadcast more clearly that we are part of a strong group of shipyards with a lot of expertise and experience in ship repair and conversion projects." DSC's worldwide network of shipyards handles 1,500 repair and maintenance jobs annually. In addition to this knowledge base, DSC has built up long-lasting

partnerships with its Supporting Companies. *Rich history* DSA services vessels up to 250 metres in length at its facility in the heart of the seaport of Amsterdam, one of the largest industrial areas in the

Netherlands. With roots dating back to 1877, the shipyard has a rich history in ship repair and maintenance. DSH can service ships up to 120 metres in length at the yard located directly on the North Sea in the north of the Netherlands. Dating back to 1600, the Harlingen shipyard has one of the longest histories of the Damen Shipyards Group. *(Press Release Damen)*

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MACGREGOR OFFSHORE CRANES FOR TOISA DSV

MacGregor, part of Cargotec, has received an order from Shanghai Zhenhua Heavy Industry Co Ltd (ZPMC). The contract is for four offshore cranes, including a 400-tonne SWL active heave compensated crane capable of deploying 3,000m of wire rope. All four cranes will be fitted to a new 145m dive support vessel (DSV) under



construction at the yard for UK-based operator Sealion Shipping. Delivery of the cranes to the Chinese shipyard is scheduled during third quarter of 2016. Sealion is an offshore support company that manages and operates offshore support vessels for Toisa. The DP3 vessel is equipped for worldwide operations in the oil and gas sector and on ultra-deepwater projects. Delivery is planned for early 2017. *(Source: Macgrogor; Images by Sealion Shipping)*

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1. Several updates on the News page posted last week:
 - [First Crane/workboat successfully delivered to KOC](#)

- [Multraship and Damen agree deals for three more ASD Tugs](#)
- [Kotug and Boskalis sign MOU to merge European Harbour Towage Operations](#)
- [Pacific Basin Sells Harbour Towage Business to Smit Lamnalco](#)
- [Kuwait Oil Company names latest ASD 3212 tug in Romania](#)

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