Tugs Towing & Offshore Newsletter

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

TUGS & TOWING NEWS

RM MARLIN & RM BARRACUDA SOLD

It is reported that the two 2011 built tugs **RM Marlin** (Imo 9627203) and **RM Barracuda** (Imo 9627198) been sold to Svitzer. Both tug are in Willemstad, Netherlands Antilles for Maintenance and Repairs (M&R). The tugs were managed by Palomar Maritime Inc. – Piraeus; Greece and recently active in Venezuela. The Venezuela registered with call sign YYV3460 **RM Marlin** was owned by Sierra Inc. – Piraeus; Greece. The Panama registered with call sign HP7059 **RM Barracuda** was owned by Pico Bolivar Ltd. – Piraeus; Greece. Both tugs have a grt of 340 tons and a dwt of 170 tons. The **RM Marlin** is the former tug **PW Berguna** and the **RM Barracuda** is the former tug **PW Bahagia**. *(Photo: Kees Bustraan)*

CLONTARF SPOTTED IN CURACAO

The 1963 built Curacao registered tug **Clontarf** (Imo 5426728) was spotted in Curacao last week and

seen laid up for a long time already. The tug is owned by DCT Shipping Curacao and managed by Olieberg Shipmanagers – Curacao. The tug was built by Richard Dunston (Hessle) Ltd. – Hessle under number S801 and delivered to Dublin Port & Docks Board – Dublin as **Cluain Tarbh**. In 1992 renamed in **Clontarf**. In 1999 sold to Seamus Dennehy – Cork; Ireland, together with the Coliemore. In the same year 1999 sold to Roy Kissick ("D.P.S.") – Portsmouth; UK, together with Brandon Bay, Coliemore, Flying Childers, Point James and Tralee Bay. In 200? Sold to Dutch Caribbean Towing & Shipping NV - Willemstad, Curacao; Antilles and managed by Olieberg Shipmanagers NV - Willemstad, Curacao. She has a length of 30.56 mtrs a beam of 8.39 mtrs and a depth of 3.81 mtrs. The two 6 cyl. British-Polar diesel engines developes a total output of 946 kW (1,260 bhp). She has a grt of 178 ton. *(Photo: John Smit)*

KOTUG TUGS ASSISTED WORLD'S LARGEST CONTAINER VESSEL CSCL GLOBE ON HER MAIDEN VOYAGE

World's largest container vessel *'CSCL Globe'* with the capacity at 19,100 TEUs, made her maiden voyage to Rotterdam on 11th January 2015. During the arrival and departure the KOTUG tugs assisted the container vessel. Tuesday 13th January 2015, *CSCL Globe* arrived in the Port of Hamburg, where the vessel was assisted by the KOTUG tugs as well. The vessel, which weighs as much as 14,500 London buses, is designed to deliver cargo between Asia and Europe. The CSCL Globe is operated by China Shipping Container Lines Co., on its "Asia Europe Express" service, but won't be going anywhere too quickly -- the 184,605-ton ship can only travel at a speed of 16 knots (or 18 miles per hour). At 400 meters long, the vessel is around a quarter of a mile in length. The maiden voyage of the ship began in November in China. It stopped at ports in Singapore, Malaysia, Egypt, UK and Rotterdam. Its next stops include ports in Germany and Belgium, before it returns to China in February. *(Press Release Kotug)*

FAIRMOUNT EXPEDITION DELIVERED J-LAY TOWER FOR SAIPEM

Tug **Fairmount Expedition** has delivered the biggest component of the 120 meters high J-Lay tower for one of the world's biggest crane vessels, Saipem 7000, offshore Burgas, Bulgaria. The tower component was loaded on Saipem's cargo barge *S42*. Ocean going tug **Fairmount Expedition** towed the barge from Ravenna, Italy, non-stop to Bulgaria with an average speed of 8 knots. Subsequently, the **Fairmount Expedition** assisted during the off-loading of the J-Lay tower. The barge *S42* is 125 meters long and 30 meters in width, loaded with the J-lay tower weighing 3407 ton. *(Press Release Fairmount)*

OMANDA SANK

One of the Walvis Bay harbour tugs, **Omanda** (281-gt, built 1975), unexpectedly sank in the Namibian port on Tuesday evening (13 January) after 'springing a leak'. Some sort of damage is thought to have been caused below her waterline although at this stage no one is sure what was the cause. No other vessels were involved. The tug was busy with tug operations when water began entering the engine room. Port Control instructed the tugmaster to sail while there was still engine power for the closest available berth, which happened to be on the fisheries quay of Merlus Seafood Processors. After tying up alongside the tug continued to settle before sinking at about 23h00. Namport had meanwhile placed containment booms around the tug

to prevent any oil from escaping the immediate area around the tug. An investigation is underway into the cause of the sinking, after which salvage operations will commence. *(Source: Ports & Ships; Photo: Facebook, news detail courtesy Katja Glöditzsch and Namport)*

NORDIC REPLACED BY BALTIC

The "**Nordic**" needs a longer repair to its towing system. The emergency tug "**Baltic**" was sent from Rostock as a replacement, and the "**Bugsier 9**" sailed from Wilhelmshaven to Rostock to take the position of the „**Baltic**" instead. *(Source: Vesseltracker)*

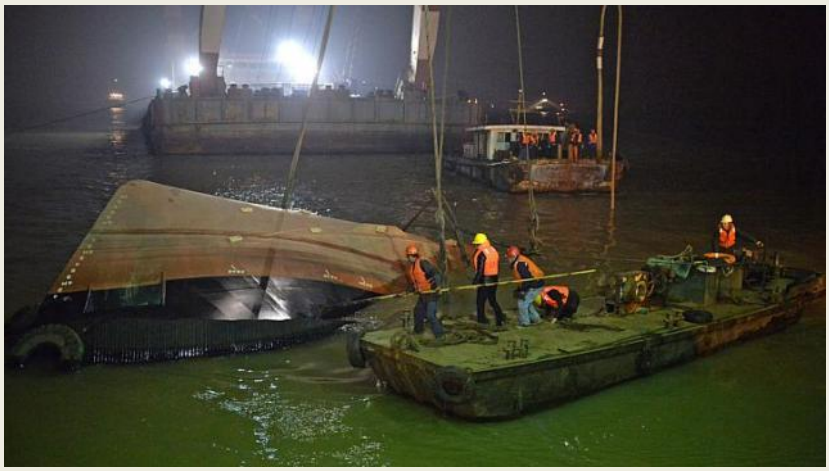
1000 BHP TWIN SCREW TUG FOR SALE

Landworth Ltd. announce the sale of a 1997 built 1,000 bhp twin screw tug. The tug has a length of 21.76 mtrs a beam of 7.00 mtrs and a moulded draft of 2.90 mtrs. The two Cummins KTA19M develops a total output of 764 kW (1,000 hp) at 1,800 rpm. She has a free sailing speed of 10 knots and a bollard pull of 10 tons. The tug carries the Indonesian flag and has a grt of 145 tons and a nrt of 44 tons. Delivery: Indonesia; Delivery to Buyer's location can be arranged at additional cost (if feasible). *(Source and contact: Landworth Ltd; E-mail: sales@landworth.hk)*

NINE BURNED IN TUGBOAT EXPLOSION IN INDONESIA

Nine workers were injured when a gas cylinder exploded in the engine room of the tugboat **Sandia III** in the Indonesian Tanjung Emas Port on Friday, January 9, Metro Semarang reports. The injured men were reportedly freelance welders working on the tugboat's installations, when a welding spark ignited the gasses coming from a leaking LPG hose. Indonesian police said that the nine men suffered burns, and were rushed to a local hospital. Three workers are still undergoing intensive treatment for serious burns. *(Source: World Maritime News)*

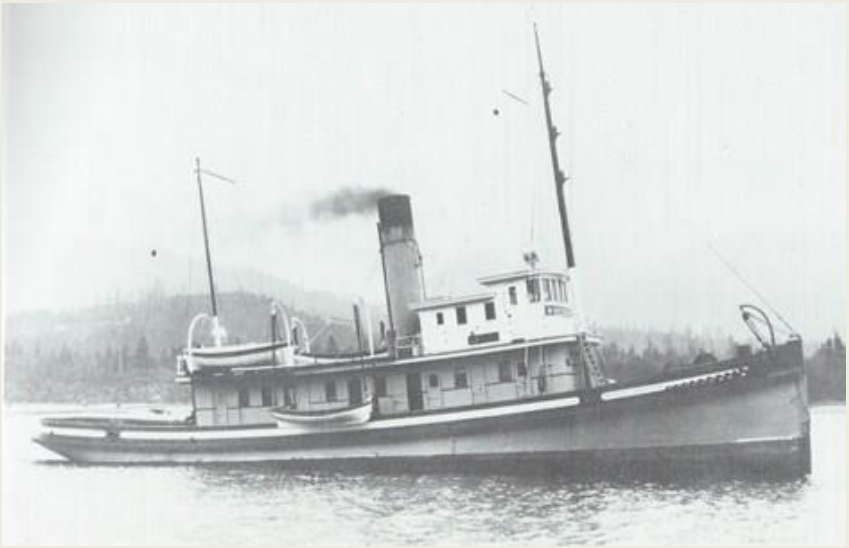
22 PEOPLE INCLUDING 4 SINGAPOREANS ARE MISSING AFTER TUGBOAT SANK IN CHINA'S YANGTZE



Twenty-two people including four Singaporeans were missing after a tugboat sank on a trial voyage in China's vast Yangtze river. The newly built vessel was undergoing testing with 25 people aboard in the eastern province of Jiangsu on Thursday afternoon when the accident happened, state media said. Three people were rescued and 22 still missing, China Central Television reported, adding that around eight foreigners were among those missing. Singapore's Ministry of Foreign Affairs said the tugboat is a Singapore-registered vessel, JMS Delta, and four Singaporeans are missing. Mr Stanley Loh, Singapore's ambassador to China, told The Straits Times that officers from the Shanghai consulate-general, including the Consul-General Ong Siew Gay, are now on site providing help to the families and the companies involved. "Search and rescue is now our top priority. I have spoken with Jiangsu vice-governor Zhang Lei, who is taking charge of rescue operations. He assured me that the Jiangsu authorities are doing everything possible to rescue the crew," said Mr Loh. "I told him Singapore is ready to provide any necessary assistance too. Our prayers are with the crew members and their families." The Japanese and Indian consulates in Shanghai each confirmed to AFP that one of their nationals was among the missing. A microblog posting by a newspaper under China's transport ministry said two of those on board were from Malaysia and Indonesia. Singapore-based marine and offshore engineering group Sembcorp Marine has issued a statement on Friday saying its tug towing subsidiary Jurong Marine Services has three employees - two of whom are Singaporeans and one an Indonesian - on the boat. "The Group has informed their families and has made arrangements for them to travel to Shanghai," said the company. The accident occurred on a stretch of the river between the cities of Jingjiang and Zhangjiagang, which is close to the Yangtze's mouth near the commercial hub Shanghai. "Water entered the boat cabin very quickly, in less than 20 seconds it was completely filled with water," survivor Wang Zhenkai told state television from his hospital bed. He was accompanying a Japanese technician who was testing the engine, though the ship was made and outfitted in China, reports said. A photo carried showed only the bow and part of the hull of the metal ship floating above the waterline, with a salvage barge alongside. Reports said rescue workers were trying to raise the vessel

and the search was continuing, but Xinhua cited rescuers as saying that the work was difficult as the current was swift and the water cold. "As long as we have the slimmest hope, we will give a 100-per cent effort," Wang Shiming, deputy head of the Jiangsu Maritime Safety Administration, told state television. The provincial government said the boat was undergoing trials without properly completing the required procedures and without first reporting the condition of the ship as required by regulations, reports said. The operator "should have reported to the responsible government body for endorsement, but did not," Wang said. *(Source: The Straits Times; Additional reporting by Kor Kian Beng, with inputs from AFP, Xinhua)*

YESTERYEAR TUG ROBERT PRESTON



Unlike tugboats from other foreign countries, Canadian tugs are not substantially different in design from their American sisters. Yet Canada has been one of the world leaders in the use of tugboats for work other than shiphandling and salvage; since World War II, Canadian have spearheaded many innovations in tug design. Since Canada has such close ties with the United States, a large number of photographs of Canadian tug are included. The **Robert Pre**ston is a good example of a Canadian Northwest steam tug. She was built in 1923 at New Westminster, British Colombia, was 100 feet long, and rated at 500 horsepower. She is shown here early in her career, with a nice pulling boat slung in davits over her side and a radiotelephone antenna rigged between her masts. Canadian Pacific Coast tugs share the same characteristics as a tugboat from the Pacific Northwest of the United States. They have long houses and squared-off wheelhouse fronts. Another common identifying mark is the wide sheer stripe – tugboats elsewhere usually have narrow cove strips if they have them at all. *(Source: On the Hawser by Steven Lang and Peter H. Spectre)*

ACCIDENTS – SALVAGE NEWS

MAGELLAN SPIRIT MAY SHED CARGO TO BREAK FREE

A fully loaded 165,000 cbm liquefied natural gas (LNG) tanker **Magellan Spirit**, which ran aground off Nigeria on January 5, might siphon its cargo to another vessel after tugs were unsuccessful in pulling it free from the soft mud, tanker owner Teekay LNG Partners said. According to Teekay, the crew, cargo and vessel are safe. The company's emergency response team continues to be mobilized and to work with all relevant authorities. "Expert advisors are presently on location considering next steps, such as lightening the vessel by way of a ship-to-ship transfer of a part of the cargo, which could occur as early as next week," Teekay said in an emailed statement. Another attempt to refloat the vessel is being planned to coincide with a high tide after the vessel has been lightened. The

vessel is grounded in the Gulf of Guinea area, some 5 nautical miles of Bonny island, Nigeria. The LNG tanker was heading from Bonny to South Korea's Gwangyang LNG Terminal to unload its cargo. So far there have been no reports on the extent of the damage or the cause of the grounding. The 2008-built vessel flies Danish flag and has 104,169 gross tonnage. *(Source: World Maritime News)*

WINCH DAMAGED DURING TOWING OF SILVER CARLA

After the "**Nordic**" was released from the disabled tanker "*Silver Carla*" off the Frisian coast on Jan 13 at 1 a.m., the emergency towing connection was detached and another tug connected safely. During this manoever it was remarked that the towing winch of the "**Nordic**" had suffered a technical damage. To investigated the cause and the amount of damage the tug proceeded to Cuxhaven where she berthed at 6.30 a.m. *(Source: Vesseltracker)*

DISABLED CARGO SHIP NEAR GREAT BARRIER REEF UNDER TOW

The Australian Maritime Safety Authority (AMSA) is continuing to coordinate the response to a disabled general cargo ship which spent about 24 hours adrift near the Great Barrier Reef. Antigua and Barbuda-flagged MV *Thor Commander* reported on Sunday night that it had damaged its main engine, leaving the vessel drifting approximately 235 miles north-east of Gladstone in an area north-east of Perkins Reef and north of Elusive Reef in the protected Swains Reefs group. On Tuesday morning, the AMSA reported that the tug **Smit Leopard** was able to establish a towline to the vessel. The update said that the Thor Commander is now being towed to Gladstone and are expected to arrive in port later this week. On Monday night, a Chinese-flagged ship had established and maintained a towline with the *Thor Commander* to stop the vessel from drifting as they awaited the arrival of the Smit Leopard from Gladstone, according to AMSA. Also responding to the incident was the Queensland Police vessel Lyle M Hoey. *(Source gCaptain; Photo: AMSA)*

GROUNDED MOL EXPRESS REFLOATED

The **MOL Express** which ran aground in Tateyama harbour, Japan on Tuesday has been refloated. The 4,600 teu containership managed by Seaspan Corp and chartered to Mitsui OSK Lines (MOL) grounded in shallow waters on 11 January following a main engine failure. Salvors were able to successfully refloat the vessel at 1055 hrs on 14 January. Seaspan said: "The company is grateful there were no crew injuries and no environmental consequences from this incident." An investigation into the grounding is underway. *(Source: Seatrade Global)*

GENERAL CARGO VESSEL SEA BIRD GROUNDED EAST OF ANTALYA

General cargo vessel **Sea Bird** dragged an anchor on Jan 13 on Anamur road, Mediterranean sea,

Turkish coast, east of Antalya, in stormy weather, and drifted ashore. On photos from denizhaber.com.tr **Sea Bird** high and dry. 14 Syrian crew disembarked and taken to police. Media reported problems with cargo documents of unknown character. *(Source: Fleetmon)*

OFFSHORE NEWS

PETROBRAS CANCELLED AHTS TENDER

Siem Offshore has received information about Petrobras' decision to cancel tender No. 1616226148 for AHTS vessels, comprising, among others, bids from Siem Offshore for four vessels already employed in Brazil and two additional AHTS vessels. Contracts for four of the AHTS vessels with Petrobras in Brazil, as referred to above, have previously had their terms extended up to end of February 2015. Petrobras issued in December 2014 a new tender for AHTS vessels with similar specification. The bid date for the new tender is for end of January 2015, but subject to any postponement. *(Source: Siem Offshore)*

LAUNCHING VOS PRIMROSE AND VOS PRINCE

We are pleased to announce that the launching has taken place, at Fujian Southeast Shipyard (FSES) in Fuzhou, China, of **VOS Primrose** and **VOS Prince**, two multi-purpose platform-supply vessels (MPSV). The vessels were launched on Saturday 10 and Sunday 11 January 2015, respectively. **VOS Primrose** and **VOS Prince**, the third and fourth in a series of ten sister vessels ordered during 2012 and 2013 by Vroon Offshore Services, have an SPS code. All ten vessels are equipped with 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. This unique vessel concept provides a free deck space of 720 sqm and is based on a KCM design. In close cooperation, Khiam Chuan Marine (KCM), Vroon's Newbuilding Engineering Department, the world-renowned yacht designer KER Yacht Design & Engineering and Force Technology in Copenhagen worked 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). Six of these vessels are expected to be delivered by FSES later this year, followed by four sister vessels in 2016. *(Source: VOS)*

SHELL HIRES OCEANEERING'S 'OCEAN ALLIANCE' VESSEL

Oceaneering International, Inc. announced today that it has entered into a two-year, multi-service vessel charter agreement with Shell Offshore Inc. (Shell) for use of the **Ocean Alliance** in the U.S. Gulf of Mexico (GOM) starting January 1, 2015. The **Ocean Alliance** is a U.S. flagged vessel built in 2010. It has an overall length of approximately 309 feet (94 meters), a Class 2 dynamic positioning system, accommodations for 69 personnel, a helideck, a 150-ton active heave compensated crane, and a working moonpool. The vessel is outfitted with two Oceaneering work class remotely operated vehicles and is equipped with a satellite communications system capable of transmitting streaming video for real- time work observation by shore personnel. The vessel is expected to be used by Shell to perform subsea inspection, maintenance, and repair (IMR) projects and hardware

installations. IMR projects are anticipated to include a wide range of intervention tasks, including chemical well stimulation and hydrate remediation. Hardware installations are anticipated to include flowline jumpers, umbilicals, production trees, and flying leads. Under separate installation and IMR frame agreements, Oceaneering may also provide project management, engineering, fabrication, and vessel equipment and service packages to Shell on an as-needed basis to support the **Ocean Alliance**'s operations. M. Kevin McEvoy, President and Chief Executive Officer, stated, "We are extremely pleased that Shell has committed to this term agreement with us to support their deepwater GOM operations. Shell is one of our largest customers for subsea services in this geographic area, where we expect good growth prospects for the next several years." *(Source: Offshore Energy Today)*

VOS RAMBLER CELEBRATES FIVE YEARS LTI FREE

We are pleased to announce that VOS Den Helder's **VOS Rambler** has completed five years LTI (lost-time injury) free. During a short ceremony held last Friday, 9 January, both masters - Captain van de Wal and Captain Koryagin - received the LTI-free award from Marjolein van Gennip,

VOS QHSE Manager. As true leaders in safety, all crew members have worked together to stay safe at sea during challenging weather conditions. We congratulate both crews on an excellent achievement! *(Source: VOS)*

MAERSK MARINER BEACHED

It is reported that the 1986 built Isle of man registered with call sign GFWX Offshore Supply Vessel **Maersk Mariner** (Imo 8409381) was beached at Aliaga on the 14th January 2015. The vessel is owned and managed by Maersk Supply Service A.S. – Copenhagen; Denmark. She was built by Odense Staalskibs A/S – Lindo; Denmark under number 117 for Maersk Supply Ships – Copenhagen; Denmark. The three MaK 8M35AK main engines develops a total output of 14,900 bhp which results in a bollard pull of 179 ton and a free sailing speed of 16,7 knots. She has a length of 82.00 mtrs a beam of 18.40 mtrs and a draught of 9.90 mtrs. Her grt is 3,949 tons a dwt 2,395 tons and a nrt of 1,184 tons and classed Lloyd Register of Shipping *(reported by Vesseltracker)*

BOLLINGER DELIVERS THE CGC ISAAC MAYO THE 12TH FAST RESPONSE CUTTER TO THE USCG

Bollinger Shipyards LLC has delivered the **Isaac Mayo**, the 12th Fast Response Cutter (FRC) to the United States Coast Guard. The announcement was made by Bollinger's President & C.E.O., Ben Bordelon. "We are very pleased to announce the delivery of the latest FRC built by Bollinger, the **Isaac Mayo**, to the 7th Coast Guard District in Key West, FL. We are looking forward to honoring and celebrating the heroic acts of Isaac Mayo at the vessel's commissioning." The 154 foot patrol craft **Isaac Mayo** is the 12th vessel in the Coast Guard's Sentinel-class FRC program. To build the FRC, Bollinger used a proven, in-service parent craft design based on the Damen Stan Patrol Boat 4708. It has a flank

speed of 28 knots, state of the art command, control, communications and computer technology, and a stern launch system for the vessels 26 foot cutter boat. The FRC has been described as an operational "game changer," by senior Coast Guard officials. The Coast Guard took delivery on January 13, 2015 in Key West, Florida and is scheduled to commission the vessel in Key West, Florida during March, 2015. Each FRC is named for an enlisted Coast Guard hero who distinguished him or herself in the line of duty. This vessel is named after Coast Guard Hero, Isaac Mayo. In the spring of 1879 a raging snowstorm blanketed the shores of the Northeastern United States. The perilous seas and weather caused a three-masted schooner, the Sarah J. Fort to wreck on the shores of Cape Cod, Massachusetts. Mayo, a junior surfman at Life-Saving Station 7 displayed exemplary character during the disarray as he and his crew faced the storm to rescue the schooner's sailors. Because of Mayo's exemplary surfman and leadership skills throughout the challenging rescue, Mayo was awarded the Gold Lifesaving Medal on November 10, 1879. *(Press Release Bollinger)*

VBMS EXPANDING IN OIL & GAS MARKET

VBMS, a strategic joint venture of VolkerWessels and Boskalis, has been awarded another contract by Wintershall Noordzee B.V. The scope of work includes the installation, burial, survey and pull-ins of an 18.5km control umbilical which connects the Ravn platform to A6-A, located in the Danish and German sectors of the North Sea. The project will be executed in July and August 2015, using VBMS's installation vessel **Ndurance**. *Expansion* VBMS specialises in offshore flexible installation solutions and is expanding their position in the oil & gas market with Oil & Gas SURF. In August 2014, the Dutch contractor successfully completed the remote platform tie-back project - platform L8-P4 to L6-B, also for Wintershall. *Cost-effective solutions* VBMS CEO Arno van Poppel: "We're very pleased to have signed another contract for Wintershall Noordzee B.V. With the L6-B project we have proven to be a reliable installation partner by offering cost-effective solutions and a safe and efficient execution.

Our team is eager to build further on our track record for Wintershall." (Source: VBMS)

VOS SATISFACTION CELEBRATES FIVE YEARS LTI FREE

In October 2014 VOS Den Helder's **VOS Satisfaction** completed five years LTI* free. Earlier this week, the LTI-free award was presented to Captain Smulders and his crew by VOS QHSE Manager, Marjolein van Gennip. **VOS Satisfaction**, a 2007-built subsea-support vessel, is currently operating out of the port of Sassnitz in Germany on her charter to Boskalis Hirdes. We congratulate all crew members on an excellent achievement! *(Source: Vroon)*

KRISTIANSUND TAUBÅTSERVICE TAKES DELIVERY OF DAMEN STAN PONTOON 4113

Kristiansund Taubåtservice, the Norwegian supplier of coastal and offshore transport services, has taken delivery of a **Damen Stan Pontoon® 4113**. Kristiansund Taubåtservice provides a wide range of offshore services including towage, berthing assistance, salvage and barge operations. 41 metres in length and 13 metres across, the Stan Pontoon joins the company's existing fleet of three barges. Kjetil Kvande Hansen at Kristiansund Taubåtservice AS comments; "We had been in the market for a heavy duty pontoon for a while, but when the timeframe suddenly narrowed, only Damen could deliver a pontoon on time and with the correct specifications." In fact, the 4113 was delivered from stock available in Rotterdam. It was built in China and delivered as part of one of Damen's regular shipments of pontoons of various sizes to Rotterdam. From there they are available at short notice for clients in Europe, Africa and even America. "With vessels in stock in Rotterdam," continues Kjetil Kvande Hansen, "we could inspect and choose from various models, but it soon became clear that the Stan Pontoon 4113 met all our specific requirements." *Main characteristics* The 4113 has a maximum deadweight on 980 tonnes, 536 m² of deck space and a maximum deck load of 10 tonnes/m². Like all Damen products, standardised Stan Pontoons are also designed to take a range of additional options. In this case Kristiansund Taubåtservice AS ordered six ramp panels which add an extra level of accessibility to the pontoon. Measuring 1.5 x 12 metres, each has flaps to ensure a smooth run over the ramps. Before delivery the barge was docked and thoroughly checked to ensure its compliance with Damen's quality standards. Kjetil Kvande Hansen concludes: "The Damen sales department, together with the technical staff, were very professional

and service-minded. This made the purchase and contract process both pleasant and efficient." Damen has delivered 37 pontoons over the past two years, with production taking place at Damen Yards worldwide. The largest custom built pontoon by Damen to date is a 140 x 40 metre version capable of transporting modules up to 17,000 tonnes in weight for a LNG greenfield project in Australia. However, alongside custom projects Damen's real strong point is the building of standardised barges capable of undertaking successful projects like the Stan Pontoon® for Kristiansund. *(Press Release Damen)*

CH OFFSHORE REJECTS FALCON ENERGY'S BUYOUT BID

Offshore support service provider CH Offshore (CHO) has rejected the S$247.4m ($186.2m) buyout bid placed in December by Singapore-listed Falcon Energy Group. CHO said in a statement that it does not consider the offer to be in the best interest of the company, acting on the advice of its independent financial advisor. Provenance Capital, CHO's independent financial adviser, said "the financial terms of the offer, on balance, are not fair and not reasonable" in circular to CHO shareholders on January 8. Falcon placed the voluntary conditional cash offer on December 11, 2014, for all CHO's issued and paid-up ordinary shares for the price of S$0.495 ($0.373) per share via its subsidiary holding company, Energian. *(Source: SeaShip News)*

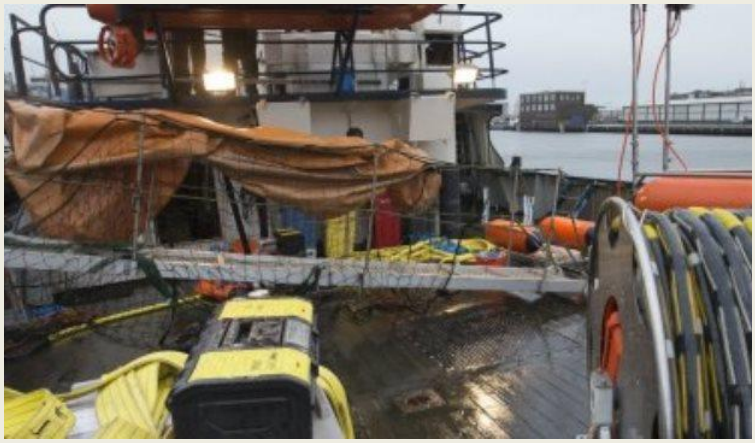
WINDFARM NEWS

SIEMENS, BERNHARD SCHULTE SIGN DEAL FOR TWO NEW SOVS

Siemens has signed a chartering agreement with ship owner Bernhard Schulte for two new service operations vessels (SOV) to be purpose-built for the long-term service and maintenance operations of the Gemini and Sandbank/Dan Tysk offshore wind power plants in the North Sea. Officials from Siemens and Bernhard Schulte together with its offshore wind affiliate WINDEA Offshore met this past week in Brande, Denmark, to commemorate the project start and sign the chartering agreement. The two new SOVs will be built by Ulstein Verft Norway and will become operational

in 2016 and 2017 when both the Gemini and Sandbank offshore wind projects are scheduled to begin operations. An added benefit of the vessel being built for the Sandbank project is that it can also be utilized for Siemens' service operations for the nearby Dan Tysk wind farm already in operation. "Siemens is proud to be the first in the industry to introduce these new purpose-built SOVs as we continue to focus on advancing our offshore service operations for the benefit of our customers," said Mark Albenze, CEO, Siemens Wind Power and Renewables Services Business Unit. "By improving efficiencies in our service operations we can help our customers realize optimal performance from their turbines, thereby contributing to advancing the competiveness of offshore wind energy for the future. Our charter agreement with Bernhard Schulte offers us the opportunity to work with an experienced ship-owning company and we look forward to the start of offshore operations with these new SOVs in 2016." This year, as part of its innovative new offshore logistics concept, Siemens is scheduled to begin utilizing its first two SOVs commissioned specifically for the Butendiek and Baltic II offshore wind projects in Germany. By utilizing these purpose-built SOVs, customers will benefit from Siemens' emphasis on more effective use of resources and personnel, as well as better accessibility with less time lost waiting for suitable weather conditions. They also feature advanced active gangway systems for safe access to the turbines in varying weather and wave conditions. In addition, the Gemini and Sandbank/Dan Tysk SOVs will feature a helideck. The SOV logistics can then combined with the steady ground readiness of a helicopter to provide customers with a customized logistics program designed to meet their specific needs. *(Press release; see yard news also)*

DEEP BV GEARING UP FOR BORSSELE OWF ZONE WORK



On January 12, in the Port of IJmuiden, Deep BV started the mobilisation of the vessels to be used for the geophysical survey of Sites I and II of the Borssele Wind Farm Zone. Depending on the weather, the due date for the survey is mid-March and will be followed by a geotechnical investigation. The geophysical survey is part of the surveys as described in the Project and Site Description of the Borssele Wind Farm Zone on the website of the Netherlands Enterprise Agency (RVO). *(Press Release)*

YARD NEWS

DEME ORDERS NEW MULTI-PURPOSE VESSEL

DEME has ordered another vessel serving the offshore energy market. Following the recent order for the self-propelled jack-up vessel **Apollo**, DEME has also signed a contract with the La Naval shipyard in Spain for a multi-purpose vessel to be named **Living Stone**. Both vessels will be delivered in 2017. Living Stone will join DEME's fleet of fall-pipe vessels servicing the offshore energy market, which currently includes the **Flintstone, Rollingstone** and **Seahorse**. The vessel will be equipped with a fall-pipe system as well as cable/umbilical loading & installation facilities and will have advanced subsea construction capabilities. It will be able to accommodate 100 persons. **Living Stone** has rock installation capabilities and serves transport- and installation projects as well as offshore power cable and umbilical installation for amongst others, interconnectors for the future European supergrid. *(Press Release)*

ULSTEIN BOOKS FIRST X-STERN ORDER

Norway's Ulstein Verft has signed a shipbuilding contract with Hamburg, Germany, based Bernhard Schulte for two vessels that will be the first to be built at the shipyard for the offshore wind industry — and the first vessels to incorporate the X-Stern hull form. The two 88 m x 18 m service operation vessels (SOVs) are being built to the Ulstein SX175 design developed by Ulstein Design & Solutions, with the final detailed arrangements and equipment being developed and specified in cooperation with WINDEA Offshore GmbH & Co. KG, Bernhard Schulte's affiliate for offshore wind projects. "We have had a close and very good cooperation with the owner during the process and are very pleased that WINDEA chose this innovative solution, and that the first vessels with X-Stern will be built," says Kolbjørn Moldskred, Sales Manager Offshore Wind at Ulstein Design & Solutions. The

vessels can accommodate 60 people in single cabins, of which 40 are for wind turbine service technicians. An offshore wind service vessel's most important task is to stay positioned on DP close to the turbines, with as little movements as possible, in order to provide a safe transfer for the technicians from the vessel through a heave compensated gangway to the turbines. In the Ulstein SX175 significant effort has gone into the optimization of the vessel's movements in order to ensure the safe transfer of technicians and equipment to the wind turbines. Another major focus has been the welfare of the technicians living on board with the aim being to position cabins and facilities where the vessel's movements are lowest. The X-Bow, the X-Stern and the integrated DC-based common main drive system, with variable rpm control of the diesel engines for power and propulsion system, are essential design features. The X-Stern design is intended to increase operability through positive effects on station keeping, wave response, comfort and safety in harsh conditions. An X-Stern vessel can stay on position in harsh weather with the stern towards waves, wind and current. Ulstein says that positioning the X-Stern rather than the bow towards the weather will be the Captain's natural choice for vessels where the best possible motion characteristics are vital. The X-Stern has several of the same characteristics as Ulstein's now well proven X-Bow. Ulstein says that the X-Stern's gentle displacement reduces acceleration, pitch and heave, it improves comfort and safety, and the operational window is increased. There will be no sea on deck due to the stern shape and enclosed nature of the aft deck. "Delivery schedule reliability was our number one priority when choosing the shipyard. We considered several yards worldwide, but Ulstein Verft was our final choice. They have a solid reputation, not only on keeping to delivery schedules, but also of delivering innovative vessels of high quality," says Matthias Müller, Business Development Director at Bernhard Schulte. Christian Brozinski, Business Development Manager at WINDEA, says: "After working together very closely and successfully in the design phase with Ulstein Design & Solutions, we are pleased to continue the project with Ulstein by choosing their shipyard. The collaborative design team consisting of Ulstein, WINDEA and Bernhard Schulte created a vessel which perfectly fits the needs of the offshore wind industry." "Sustainable growth is essential for Ulstein and we have previously delivered ship designs within the renewable energy segment. We look forward to cooperating with WINDEA, who are a new and interesting partner for us," says Ulstein Group CEO Gunvor Ulstein. "These are the first service operation vessels for the wind industry to be built at the yard and we look forward to delivering two state-of-the-art vessels in Q2 2016 and Q1 2017," says Ulstein Verft Managing Director Kristian Sætre. *(Source: Ulstein)*

TUCO LAUNCHES NEW 7,5M PROZERO FAST RESCUE CRAFTS - FRC

Tuco Marine Group has just revealed the design of the new 7.5m ProZero FRC as part of the carbon fiber constructed ProZero boat line. The FRC market is a highly specialized market, where the weight saving benefits of the ProZero design can make a difference to the market standards as of today. The ProZero 7,5m FRC has been designed with the highest reliability in mind, and during the

design phase a lot of thought was put into the flexibility of the design. This allows for a high degree of customization according to customer demands, but without compromising the overall reliability of the craft. Tuco Marine Group has just revealed a new FRC design as part of the carbon fiber constructed ProZero boat line. Producing a low-weight rescue craft, results in a faster rescue craft that has a larger operational range, and extended working time on sea. FRC´s are being used as offshore recue crafts - primarily being deployed from larger motherships carrying these smaller vessels. This first new FRC in the ProZero line will be the 7,5m ProZero FRC featuring a single water jet installation. The boat is delivered with a single point hoist system of the owner's choice and can as well be fitted with a twin water jet propulsion installation. Tuco has been working closely with highly experienced FRC customers to secure that the vessel will fit the demands growing in the market. End users have therefore been closely involved in the design and layout of the FRC. The 7,5 meter FRC will shortly after be followed up by sisters of different sizes. And next 6,5 and a 8,5 meter versions are planned. Tuco Marine Group´s ProZero range of boats offers accustomed design features such as multiple choice wheel houses and steering consoles - all to be build in accordance with the specific customers' requirements. Furthermore it is possible to build the vessels of the ProZero series in different lengths and in different widths, from a range of standard and well proven hull designs. The core idea is, to secure that the ProZero vessels outperform the current market in reliability and easy service. But also to be market leaders, when supplying the lightest FRC. Parameters like delivery time and customization according to customer demands are, during the design phase, a focal point, which is why the complete construction system behind the series is module based. The module-based system allows for easy adjusting and customizing. "The module based design makes it possible for us to give our customers a product, that can be customized according to their needs and with a relatively short delivery time compared to the market average, still keeping the high level of reliability that we strive for" says Managing Director at Tuco, Jonas Pedersen. *(Press Release Tuco)*

JENSEN TO SUPPORT FIREBOAT BUILD AT VIGOR FAB

The San Francisco Fire Department has selected Crowley Maritime subsidiary Jensen Maritime to provide detail production engineering and construction management on an 88 ft x 25 ft Super Pumper NFPA Type II fireboat. Jensen completed contract-design for the fireboat for the city in 2012. "We are proud to work with the San Francisco Fire Department again," said Johan Sperling, Jensen vice president. "We've worked closely with them in the past and believe wholeheartedly that this highly capable fireboat will be a real asset to the department." Shipbuilder Vigor Industrial will build the vessel at its 27-acre Vigor Fab facility in Seattle, WA. "Vigor has a long history of working with Jensen and we are proud to be able to continue that relationship with the construction of this new fireboat," said Bryan Nichols, director of sales at Vigor Fab. "Vigor's shipbuilding best practices together with Jensen's considerable design expertise will ensure that the San Francisco Fire Department has a vessel that they can rely on for years to come." Due out in late summer 2015, the state-of-the-art workboat will operate in San Francisco Bay, San Pablo Bay and the Pacific Ocean within five miles of shore and the adjoining inland waterways. The vessel is designed primarily for pumping, firefighting, rescue, emergency medical services and patrol. It will feature CBRNE (chemical, biological, radiological, nuclear, explosives) detection capabilities, as well as SCBAs (self-contained breathing apparatus) and local air supply ports to keep crews safe. It was designed in accordance with NFPA 1925, the National Fire Protection Association's standard detailing requirements for the construction of new marine fire-fighting vessels, and the American Bureau of Shipping's rules for building and classing steel vessels less than 90 m (295 ft) in length, but it will not be classed. The boat will have two firefighting modes. In normal mode, it will pump 18,000 GPM of water at 150 PSI through 2 x 3,000 GPM and 2 x 1,500 GPM deck monitors and 2 x 1,500 GPM under deck monitors and 18 x 3" and 10 x 5" manifolds. In super-pumper mode, it will pump 6,000 GPM of water at 150 PSI through the forward monitors and 8 x 3" manifolds and 6,000 GPM of water at 300 PSI through 10 x 3" & 10 x 5" manifolds. "We have developed a good working relationship with Jensen," said San Francisco Fire Chief Joanne Hayes-White. "They have designed a state-of-the-art, multi-operational vessel for us and we are looking forward to getting our new fireboat into the San Francisco Bay." *(Source: MarineLog)*

KEPPEL SINGMARINE TO BUILD ICE-CLASS VESSEL

Keppel Singmarine, a wholly-owned subsidiary of Keppel Offshore & Marine Ltd (Keppel O&M), has secured a contract from New Orient Marine Pte Ltd, a subsidiary of Luxembourg-based Maritime Construction Services SA, for an ice-class multi-purpose vessel worth about S$265 million ($198.9 million). Scheduled for completion in the middle of 2017, the vessel will be built to the

proprietary design of Keppel O&M's ship design and development arm, Marine Technology Development (MTD). Abu Bakar Mohd Nor, Managing Director of Keppel Singmarine, said, "We are glad to have the opportunity to support new customer Maritime Construction Services by building their first ice-class multi-purpose vessel. Over the years, Keppel Singmarine has built up a strong track record in specialised vessels, and we are pleased that Keppel's proprietary design in ice-class vessels remains in high regard within the industry. Moving forward, we will continue to invest in technology and work with MTD to be a leading solutions provider in this market." Knut Reinertz, Director of Maritime Construction Services, said, "There is a demand for modern ice-class multi-purpose vessels in the market and we believe this new state-of-the art vessel we are building with Keppel Singmarine is ideally suited to meet this need. We are able to leverage our experience as operators and charterers, together with Keppel Singmarine's expertise and track record in the design and construction of ice-class vessels, to expand our service offerings with this kind of specialised vessel." *Ice-class vessel* Designed to operate in ambient temperature as low as minus 30 degree Celsius, the vessel will have an Ice Class Arc 5 notation and capabilities such as Class 3 dynamic positioning and diving support functions. According to the press release, Keppel Singmarine has built seven ice-class vessels for the Arctic and Caspian regions. In addition to the contract from Maritime Construction Services, it currently has three more on order, bringing the number of ice-class vessels in its orderbook to a total of four.

FIRST DAMEN FCS 5009 PATROL VESSELS TO BE BUILT IN SOUTH AFRICA NOW COMPLETED

Damen Shipyards Cape Town (DSCT) has completed the build of two FCS 5009 Patrol vessels, the first of their type to be built in South Africa. Another of the same class is already in operation with the Cape Verdean Coast Guard. "This continues our policy of building in Africa for Africa," said Friso Visser, Sales Manager Africa for Damen, "and its makes us very proud to see our South African facility maintaining the Damen tradition of building technically advanced vessels to the highest

standards. The versatile FCS 5009 Patrol boats have consistently shown themselves to be an ideal solution for patrolling an EEZ. They have low operational costs, are very fuel efficient, have a competitive purchase price and, crucially, are easy to maintain. Overall, they provide a reasonable Total Cost of Ownership, making them attractive to countries that have a requirement to patrol an EEZ." DSCT has prepared the vessels for outfitting with Sea Rogue weaponry; a system that includes a 20mm cannon forward of the wheelhouse and two 12.7mm Browning guns fitted respectively port and starboard of the wheelhouse. The Sea Rogue can be operated by a hand controller and has an accurate target-tracking feature. Working with manufacturer Reutech, DSCT can install the weaponry in a matter of days. "The FCS 5009 is deliverable in two formats. It can be either a fast crew supply ship or a security patrol vessel," says DSCT Chairman Sam Montsi, explaining that, though the vessels are complete and ready to go, they still possess flexibility. DSCT is able to carry out the final conversion for either option within a matter of weeks. They are also the first in their class to be outfitted with MTU engines that offer a lighter weight-to-power ratio for increased speed. "What this shows is the flexibility of Damen vessels," continues Mr Montsi. "Even though we build for stock, the design of the vessels means they are capable of accommodating a range of different features to match specific requirements." *Proven designs with full customisation potential* Damen builds a wide range of both inshore and offshore patrol vessels and maintains stocks of many of the most popular models, enabling it to supply them to customers on a commercial off-the-shelf basis. This allows it to deliver vessels that take advantage of proven, standardised designs and technology, while at the same time enabling clients to specify custom features that can be added prior to delivery. The group's longstanding reputation for reliability and its ability to offer lifecycle management and support makes Damen the ideal partner for vessel owners and operators. Its size and global presence also enable it to offer its customers the benefits and cost savings that come from its economies of scale and the synergies generated between the companies that make up the group. *Enhanced capabilities* DSCT is also continuing to invest in its facilities. The latest addition is Shed 9; its largest production hall yet that will allow it to work on vessels of all types up to 90 metres in length with full protection from the weather, dust and other adverse environmental factors. The completion of the FCS 5009 Patrol boats and the opening of Shed 9 with its additional capabilities mark the start of a new phase for Damen Shipyards Cape Town and demonstrate the strength that comes with being a member of one of the world's leading shipbuilding groups. *(Press Release Damen)*

MACGREGOR WINS AHTS DECK MACHINERY ORDER FROM FUJIAN SOUTHEAST SHIPYARD

MacGregor, part of Cargotec, has won a contract from Fujian Southeast Shipyard in China to supply deck equipment packages for two **78m anchor-handling/offshore support** vessels under construction for Singapore-based Adhart Shipping Pte Ltd. The order was booked into fourth quarter 2014 order intake. The 12,000 bhp, 150 tonne bollard pull vessels are intended for operations in Asia/Pacific, the Middle East and West Africa. Delivery is scheduled for October and November 2015, with options for six further vessels. According to the company, each MacGregor equipment package includes a medium pressure anchor windlass/mooring winch, capstans, tugger winches, storage reels, a provisions crane and power packs. From its Hatlapa range, MacGregor will supply each vessel with a 350 tonne line pull/450 tonne brake holding capacity low pressure anchor-handling/towing winch. This will be equipped with friction clutches to enable quick release within three seconds in an emergency. "This contract is further evidence of MacGregor's breakthrough into the mid-size anchor handling winch package market," says Francis Wong, head of Sales and Marketing at MacGregor Offshore Deck Machinery. "This continuing success is facilitated by synergy orders that combine Hatlapa and MacGregor technologies to offer very reliable, economical solutions with significantly shorter return on investment. "Product reliability and strong life cycle support, assured by our worldwide presence, were also important factors in winning this contract." MacGregor recently received an order from Colombo Dockyard for two shipsets of complete Hatlapa low pressure deck machinery for installation on two 150 tonne bollard pull, 12,000 bhp, 78m anchor-handling/offshore support vessels intended for Executive Offshore, a sister company to Adhart Shipping Pte Ltd. *(Press Release)*

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Last week there have been new updates posted:

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

Be informed that the mobile telephone number of Towingline is: +31 6 3861 3662

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