Tugs Towing & Offshore Newsletter

16th Volume, No. 07 *1963 – "51 years tugboatman" – 2014* Dated 25 January 2015

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

TUGS & TOWING NEWS

RT ENDEAVOUR DEPARTED FROM HONG KONG

Today, 22nd January 2015, is reported that the new building Rotor tug **RT Endeavour** departed from Hong Kong and bound for Port Hedland. The tug is the first departed from Hong Kong in a series of four for Rivtow. Rivtow Marine is a new and innovative operator in the Australian harbour towage market. Rivtow Marine has been awarded a contract to manage four new Rotor Tugs for BHP Billiton in Port Hedland. These state of the art vessels will be delivered into Port Hedland early in 2015. The Rotortug® Art 80-32 models are exclusively designed by Robert Allan Ltd. – Canada. They have thre Caterpillar 3512C engines each developing 2,365 hp, coupled to Schottel SRP3000FP fixed pitch azimuth thrusters via Twin Disc MCD3000-3LD slipping clutches. As the series name implies, the 32 mtrs long vessels delivers a bollard pull of over 80 tons, both ahead and asternwith a free running speed of 12.5 knots.*(Photo: Jacco van Nieuwenhuyzen)*

TRANSNET ADVERTISES TENDER FOR NEW BED LEVELLER DREDGER

FOR DURBAN

TNPA has begun advertising a Request for Proposal (RFP) tender for a new bed leveller (plough tug) for dredging services at the port of Durban. The particular dredger is presumably to replace an existing bed leveller dredger in service at the port. The existing dredger is named **Impisi** (ex LL VARLEY) and this operates by dragging a plough across the seabed to move accumulated silt against the wharf side into the adjacent channel. The channels are kept clear by means of the port's grab dredger *Italeni* (1792-gt, built 2014) which has recently entered service. According to the TNPA advertisement, only bidders who meet certain criteria are eligible to submit tenders. This criteria includes: 'Have a ship building facility in South Africa (or intend to enter into a subcontracting or joint venture agreement with a local ship building facility), suitable for the construction of a bed leveller with sea going capability. 'The bidder must also be in compliance with minimum technical requirements.' A compulsory RFP briefing session is to be held on Thursday, 29 January 2015 at 10h00 for a period of four hours. Details of this will be available in the RFP documents. *(Source: Ports & Ships)*

UP THE CREEK, BUT WITH A PADDLE

Summer trips through Quebec in the 1980s turned up a number of old tugs, many no longer in service. A company called Marinex (formerly Canadian Underwater Works) operated a dredging and marine construction operation out of Cap-de-la-Madeleine, QC, based was on the easternmost of the three branches of the St-Maurice River that exits into the St.Lawrence at Trois-Rivières. Hauled out on the shore alongside the base was the old tug **D.Robidoux**, obviously retired from service. It dated from 1912 when it was built in Sorel, and been named **Denise S**. On the picture the **D.Robidoux** on the bank of the river. Inexplicably there is a paddle tied off above the visor on the wheelhouse. *(Source: Mac Mackay-Tugfax)*

1600 BHP TWIN SCREW TUG FOR SALE

Landworth Ltd. announce the sale of a 2005 built 1,600 bhp twin screw tug. The tug has a length of 24.29 mtrs a beam of 7,32 mtrs and a moulded deptht of 3.35 mtrs and a design draft of 2.75 mtrs. The two Yanmar 6LAYM-ETE develops a total output of 1,220 kW (1,636 hp) at 1,900 rpm. She has a free sailing speed of 10 knots and a bollard pull of 17.2 tons. The tug carries the Indonesian flag and has a grt of 150 tons and a nrt of 45 tons. She has a dual class at Bureau Veritas and BKI. 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)*

ALP IS HIRING! TO BECOME THE MARKET LEADER IN WORLD-WIDE OCEAN TOWAGE WE ARE LOOKING FOR YOU.

With the acquisition of 6 modern Anchor Handling Tugs, to be delivered to ALP in the first quarter of 2015, and the upcoming delivery of 4 newbuild 300 tonnes Bollard Pull ultra-long distance Anchor Handling Tugs in 2016, ALP is growing to become market leader in the worldwide ocean towage market. These developments demand us to strengthen our organization and therefore we currently have the following vacancies: • QA-HSSE Project Manager; • Assistant Commercial & Operations Department. ALP is a world-wide povider of Ocean Towage, Heavy Transport and non-conventional Marine Contracting services with a total fleet of 10 vessels in 2016, all managed from

the ALP head-office in Rotterdam, the Netherlands. If you are interested in a position as QA-HSSE Project Manager or Assistant Commercial & Operations Department we kindly request you to send your resume to alphr@alpmaritime.com

NEW CASCO ARRIVED FROM POLAND IN ROTTERDAM

On Tuesday the new building Damen Shoalbuster with yard number 571723 arrived in Rotterdam towed by the Polish tug **Cyklop**. The tug towed the new building to Dordrecht. The other day the casco was transferred from Dordrecht to the Damen Hardinxveld Shipyard for outfitting and completion. On the picture is seen the Casco pushed by the tug **Broedertrouw XV** with the assistance of the tug **Gepke III** to their final berthing place. *(Photo: Hans Lingbeek)*

KIM AN 06

Attached a shot of **KIM AN 06** taken at Ho Chi Minh City in 2012. We are looking for vessels specifications. Any of our readers can help? *(Photo: Simon Smith)*

BEST HARBOUR TUG DESIGNER

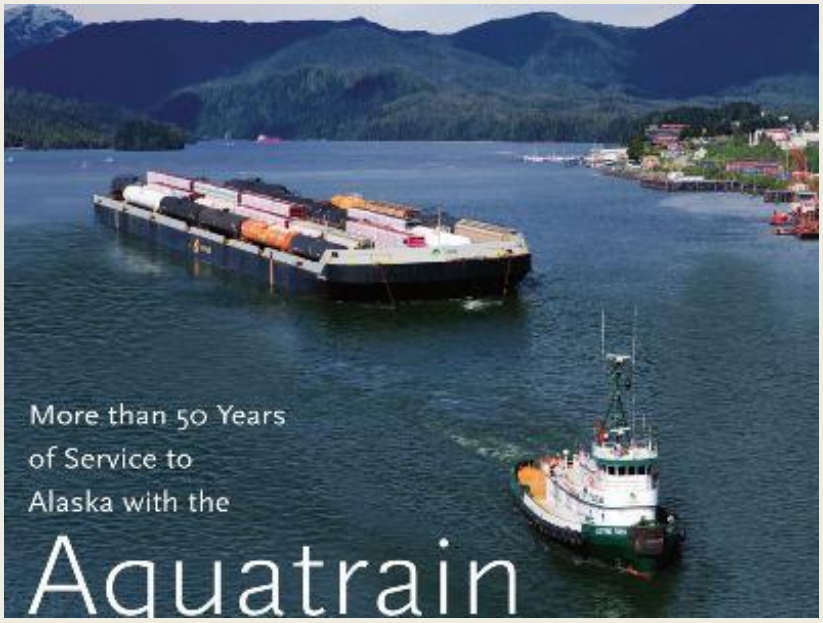
Work Boat World - the best of 2014 awards Issue - has given Macduff Ship Design the "Best Harbour Tug Designer, 2014" and "the Best Harbour Tug, 2014" awards. The best Harbour tug award was given for the "**Elieen McLoughlin**" a 16m Harbour tug designed to carry out tug, line, pilot, survey and workboat duties for the Belfast owner John McLoughlin and Sons. *(Press Release Macduff)*

VANE BROTHERS ORDERS TWO TUGS FROM CHESAPEAKE

Chesapeake Shipbuilding has signed a contract with Vane Brothers to build two new tugs, marking the 13th and 14th tugs that Chesapeake will have built for Vane Brothers in the last several years. The two new tugs will fit into Chesapeake's existing order book, which currently consists of a number of tug boats and commercial vessels, the shipyard noted. Designated **Hull 123** and **Hull 124**, the new tugboats will be nearly identical to the previous 12 built for Vane Brothers, equipped with twin Caterpillar 3512 main engines producing a combined 3,000 horsepower, and a single drum hydraulic winch. Similar to the previous tugs, the new boat will have comfortable accommodations for crew members, Chesapeake Shipbuilding said. Chesapeake Shipbuilding said it

has recently upgraded its facility to increase production capacity and efficiency. Each Chesapeake Shipbuilding tug is built in a controlled indoor environment, before being moved and launched into Maryland's Wicomico River. *(Source: MarineLink)*

MORE THAN 50 YEARS OF SERVICE TO ALASKA WITH THE "AQUATRAIN"



Foss tugs transport the world's largest railcar barge, the *Aquatrain*, on a 12-day cycle (30 times a year) from Prince Rupert, B.C. to Whittier, Alaska, where it links with the Alaska Railroad for daily service to Anchorage and Fairbanks. The Foss equipment is under charter to the Canadian National Railroad, which has been offering the service since 1962. Foss assumed the operations when it purchased Portland-based Brix Maritime in 1993. The **Justine Foss** and the **Barbara Foss** are the assigned tugs for the *Aquatrain*. Each of the 116-foot tugs was built in 1973 at McDermott Shipyard in Louisiana and is rated at 4,300 horsepower. The current barge measures 100 by 400 feet and has a capacity of 45 rail cars. It was built in 1982 by Shin-A Shipbuilding in South Korea. CN recently upgraded its terminal capability in Prince Rupert with an investment of more than $5 million in improvements. This reflects CN's confidence and commitment to the market in the years going forward. *(Source: Foss Tow Bitts)*

ARCTIC CLASS TUG CONSTRUCTION PROGRESS AT RAINIER SHIPYARD

The **Michele Foss**, the first of three Arctic Class tugs being built at Foss Rainier Shipyard, was launched and received its new house in November at Foss Rainier Shipyard on the Columbia River in Oregon. The vessel is named for Michele Seaver, and the subsequent boats will be named for her sisters, Denise Tabbutt and Nicole Engle. The three women are the principal owners of Foss parent company Saltchuk and are the daughters of co-founder Mike Garvey. The Michele Foss is scheduled to be delivered in March 2015. *(Source: Foss Tow Bitts)*

MICHEL AT DAMEN PERNIS; NETHERLANDS

On the 22nd January 2015 the new building Damen ASD 2913 **Michel** (Imo 9689081), was seen in alongside the dry dock at the Damen Pernis Shipyard, the former Niehuis & van den Berg Shipyard. The **Michel** is built for Peters and Alpers *(Photo: Marijn van Hoorn)*

BOUCHARD TRANSPORTATION CO. INC. NOMINATED FOR LLOYD'S LIST NORTH AMERICAN MARITIME AWARD FOR INLAND, COASTAL, OR LAKE SHIP OPERATOR OF THE YEAR

Bouchard Transportation Co., Inc. has been nominated for a prestigious Lloyd's List North American Maritime Award in the category of "Inland, Coastal, or Lake Ship Operator of the Year." The award recognizes the shipowner or operator that has demonstrated excellence in the operation of its ships over the past year in the inland, coastal, or lake sectors. "Bouchard Transportation is pleased to have been named to the shortlist of nominees selected for this prestigious award," said Morton S. Bouchard III, President and CEO of

Bouchard Transportation Co., Inc. "As our fleet expands, Bouchard's commitment to excellence remains unwavering. The Bouchard team is truly honored to be recognized by Lloyd's List for that commitment." The Lloyd's List North American Maritime Awards recognize the best in shipping during the last year in the North American region. Winners in each category will be announced on Wednesday, February 18 during a gala evening at the Houstonian Hotel, Club and Spa in Houston, TX. For a complete list of categories and nominees, visit www.lloydslist.com and click on the awards link. *(Press Release Bouchard)*

YESTERYEAR TUG ISLAND SOVEREIGN

The Canadian tugboat **Island Sovereign** is a hybrid; a steam tug purchased from the United States after World War II and modernized as a diesel tug. She was originally built in 1944 as the US. Army **LT 62** and was converted in the 1950's by the Canadians. Her owner is Island Tug and Barge, Ltd., of Victoria, British Columbia. Rated for oceangoing use, she is 117 feet long and powered by a 2400 horsepower diesel. After World War II and continuing into the 1950's many of the tugboats added to the Canadian fleet were American war-surplus tugs. They were modernized and have since constant service. * A group of Canadian coastal tugs (showed in the other picture) tied up at a pier on the Fraser River in British Columbia. Floating on their marks, they probably have just taken on coal. The standard colour scheme on Canadian Northwest tugs at this time – the – 1920's was black hull, white wheelhouse and buff house. Most of the tugs here are coal burners; it was not until the 1930's that Canadian tugs began to converted to oil. Today, tugs of this size are never seen on the Fraser River; the big tugs drop off their tows at the mouth of the river, were they are relieved by small, powerful tugs. *(Source: On the Hawser by Steven Lang and Peter H. Spectre)*

ACCIDENTS – SALVAGE NEWS

SALVAGE TURNS INTO NIGHTMARE

Salvage operations to recover the sunken tugboat, **Omanda**, in the fisheries harbour of Walvis Bay turned into a nightmare yesterday (Friday, 16 January) when the vessel capsized as a team of salvage experts brought her to the surface. To add more salt to the wound, one of Namport's additional tugboats assisting with the salvage caught a rope in its propellers and is currently incapacitated. The

Omanda sank on Tuesday night alongside the fisheries jetty of Merlus Seafood Processors, shortly after hitting an unknown object on the seafloor. The vessel started to take in water fast and the tug was ordered to sail to the nearest quay, which, at the time, was that of Merlus Seafood Processors. The crew evacuated the vessel orderly and safely, but despite all efforts to save the **Omanda**, she sank at around 23:00. The **Omanda** is one of Namport's four tugboats serving the port of Walvis Bay. By Friday morning divers prepared the vessel sufficiently for the water to be pumped out and for the vessel to rise to the surface. The salvage went smoothly, but at 14:20 - with a large part of the vessel already afloat - the salvage turned horribly wrong when the Omanda capsized. A part of the vessel came to rest on the fisheries quay. The salvage operation will now become even more dangerous and complicated and can take several weeks, a salvage expert told Informanté. Namport is yet to make an official announcement on the new turn of events. *(Source & Photo: Namib Independent)*

HOEGH OSAKA SET FOR TOWAGE

Salvage crews have managed to move the grounded car carrier **Hoegh Osaka** to the almost upright position, with the vessel now listing only by 5 degrees, the UK Maritime and Coastguard Agency (MCA) said. This means that the vessel will move from Alpha Anchorage at approximately 15:45 local time. It will be turned in the right direction. The **Hoegh Osaka** is scheduled to arrive at Berth 101 in Southampton Port at around 19:00 local time. During the towing operation to bring the car carrier in to Southampton Port, a Restricted Airspace (Temporary) (RAT) will be placed 1 mile either side of the navigation route and up to 2000 feet. This is designed to provide essential safety during the towing operation. There will also be an exclusion zone around the vessel itself of 1,000 metres ahead and behind and 100m either side. The journey is expected to take four hours. Four tugs will

help bring the ship in and the salvor will be assisted by two pilots and the ship's master. The vessel was originally lying at 52 degrees. The vessel grounded on the Bramble Bank in the Solent, January 3, having departed from Southampton for Bremerhaven, Germany. **Hoegh Osaka** self-floated at 1.55pm on Wednesday, January 7 at high tide, and was towed to a preferred holding position 2 miles east of the original grounding position, close to the area called Spitbank. *(Press Release MCA)*

NTSB REPORTS ON OSV ALLISION AND SINKING

The National Transportation Safety Board has issued a Marine Accident Brief on the June 14, 2013 allision and sinking of the offshore supply vessel **Celeste Ann** in the Gulf of Mexico, 20 nautical miles southeast of Grand Isle, LA. **Celeste Ann** was receiving passengers from West Delta oil platform 73 about 20 nautical miles southeast of Grand Isle when the vessel allided with the platform about 08:36 AM. The allision punctured the hull, and the Celeste Ann subsequently flooded and sank. All passengers and crew evacuated to another vessel, and no one was injured. The vessels crew consisted of two credentialed masters, one senior and one junior, and two deckhands. The junior master and a deckhand stood a 12-hour watch from midnight to noon. From 06:00 to 08:00, the **Celeste Ann** made several runs between West Delta 73 platforms A, B, and C to transport passengers and other materials. About 08:10, the vessel arrived at West Delta 73 platform A to pick up passengers. The junior master backed the vessel into the landing area and held position for the transfer. The vessel was positioned stern in to the platform with its bow into a northwest wind of about 15 knots in 2- to 4-foot seas. Between 08:20 and 08:30, eight passengers boarded using the crane and man-lift on the platform. Shortly after taking on the passengers, the bow began to swing to starboard and the wind pushed the vessel sideways towards the platform. The junior master attempted to maneuver the vessel away from the platform, but he was unable to overcome the wind on the vessel's beam. Celeste Ann allided with the platform. The

junior master sent the deckhand to the engine room to check for damage, and the deckhand found flooding from a 2-foot gash on the starboard side. The junior master sounded the general alarm and went to the engine room to assess the damage, passing through a watertight door on the portside main deck, down a ladder into the pump room, and through a second watertight door to reach the engine room, which was aft of the pump room. The junior master told Coast Guard investigators he saw water in the bilges approaching the deck plates. He turned on both dedicated bilge pumps and a fire pump capable of bilge suction, but he did not close any of the watertight doors before returning to the bridge. The Coast Guard determined that even if the pumps had been operating properly, the likely rate of flooding would have exceeded their capacity. About 09:00, another offshore supply vessel, the **Oddysea Endeavor**, pulled alongside the **Celeste Ann** to assist. By 09:10, the **Celeste Ann** lost electrical power and, as a result, lost steering capability, and all passengers and crew evacuated to the **Oddysea Endeavor** by 0915. With watertight doors left open, progressive flooding ensued, and the Celeste Ann sank about 10:00. About a month later, the owners of the **Celeste Ann** decided to salvage the vessel, and it was raised and brought to Morgan City, LA, for repairs. A damage survey determined that the initial impact with the landing platform resulted in a 2-inch-wide hole about 7 feet below the waterline near the pump room. The second impact resulted in two holes in the engine room␣one about 1 inch in diameter located 6 feet below the waterline and another about 12 inches by 1 inch about a foot below the first. The Coast Guard estimated the total flooding rate to be greater than 1,000 gallons per minute. Estimated costs to salvage and repair the vessel were $1 million. The platform owner conducted an underwater survey of the landing area on the West Delta 73A platform after the accident. The survey noted that a vertical pipe on the platform was arranged with a clamp attaching the vessel landing to the platform. The clamp had two horizontal protrusions that extended off the vertical pipe that likely punctured the hull of the **Celeste Ann**. *Probable Cause* The National Transportation Safety Board determines that the probable cause of the allision of the offshore supply vessel Celeste Ann with West Delta 73 platform A was the inability of the junior master to compensate for and overcome wind forces that pushed the vessel into the platform. Contributing to the hull breach and subsequent sinking of the **Celeste Ann** were underwater protrusions from the platform and open watertight doors on board the vessel. Download the Marine Accident Briefing here *(Source: MarineLog)*

HOEGH OSAKA TOWED TO SOUTHAMPTON

Grounded car carrier **Hoegh Osaka**, loaded with millions of dollars' worth of cars, has been towed to the Port of Southampton after being stranded for 19 days in the Solent. The towing operation started yesterday 22nd January 2015 at 14.45 GMT with the assistance of four tugs and by 18.15 GMT she was safely alongside at berth 101 in the Port of Southampton, owner of the vessel, Hoegh Autoliners said. "In the next 24-48 hours the vessel will be inspected and made safe for surveyors to come on

board. Once the necessary on board surveys are completed the cargo discharge will begin. It is today however too early to say when this can start," the company said. The vessel grounded on the Bramble Bank in the Solent, January 3, having departed from Southampton for Bremerhaven, Germany. **Hoegh Osaka** self-floated at 1.55pm on Wednesday, January 7 at high tide, and was towed to a preferred holding position 2 miles east of the original grounding position, close to the area called Spitbank. "When the list had developed, difficult decisions were made by the pilot and master in the Solent on the night of January 3. Without those decisions we might not have had the vessel alongside," Hoegh Autoliners said in a release. Salvage crews have been working for almost three weeks to upright the vessel which was originally lying at 52 degrees. Over 3,000 tonnes of water have been pumped out of the vessel during the uprighting activities. Having managed to move the grounded car carrier **Hoegh Osaka** to the almost upright position, with the vessel listing only by 5 degrees, the salvage crews were able to proceed with the towage. "A lot of work remains, physical as well as legal, but the main thing is that the crew is safe, that no pollution to the environment has occurred, that the traffic in and out of the port has been largely uninterrupted, and the cargo soon can be accessed so our customers can get some clarity in their business continuity plans," the company added. The cause of the accident is under investigation by the Maritime Accident Investigation Branch, however; Hoegh Autoliners has also launched its own investigation into the cause. A small video film of the towage to Southampton can be viewed here *(Source: World Maritime News)*

OFFSHORE NEWS

OFFSHORE ENERGY BOOSTS BUSINESS AT PORT OF DEN HELDER

The number of offshore-related sea ships mooring in the Port of Den Helder rose in 2014 to 2,776, representing a 7 % growth compared to 2013. These numbers were revealed in the annual report of the Port of Den Helder. "Thanks to sound agreements with the offshore companies, the fishery sector and the Royal Dutch Navy, we were able to make optimum use of our port capacity. Over the next few years, we aim to further expand our capacity and develop the port into the hub for offshore activities in the southern part of the North Sea," explained Port of Den Helder CEO Piet-Hein Kolff. The offshore industry (oil, gas and renewable energy) is the most important economic factor for the Port of Den Helder. The majority of sea ships visiting the port are offshore-related. The region is also well-populated with support and facility services for this sector. Kolff continued: "Over the past year, we saw growth in activities and employment opportunities in the offshore sector. Peterson, for

example, supplied more oil platforms, DHSS generated more turnover and Seamar put a new ship into service. Den Helder is developing into a true job creator for the region." The Port of Den Helder has announced the ambition, over the next few years, of continuing to grow through cooperation and innovative development. "Our mission is crystal clear. The Port of Den Helder will become the knowledge and service hub for the growing offshore industry in the southern section of the North Sea," concluded Kolff. Last year, during the Offshore Energy trade fair in Amsterdam, a collaboration agreement was entered into with the industry to make optimum use of the port infrastructure, thereby creating more space for the commercial operation of quaysides and dockland. Finally, the development of the new Kooyhaven inner harbour offers additional support for the seaport and inland shipping. For some time now, the Port of Den Helder has been developing as an offshore and defence port of regional, national and international importance. In 2013, the port authorities signed an agreement with the Royal Dutch Navy for the mooring of non-naval vessels in the Naval Dock. The annual figures reveal that in addition to growth in offshore activities, the number of fishing vessels visiting the port also grew, from 1,905 in 2013 to 2,000 in 2014. At the Hollands Noorden fish auction in Den Helder, 705 fishing boats unloaded their catch, last year. The number of port calls by inland shipping vessels fell in 2014 from 229 to 110. *(Press Release; Photo: Port of Den Helder)*

TANJUNG OFFSHORE INVESTIGATED BY ANTI-CORRUPTION COMMISSION

Tanjung Offshore has announced that The Malaysian Anti-Corruption Commission (MACC) is probing the company in an on-going inquiry, in which the company is extending its full cooperation. "The company received a request for more information from the MACC, and has fully complied," Tanjung Offshore said in a statement. Earlier this month, a group of minority shareholders stated that Tanjung Offshore's acquisition of a UK property should have been put to

shareholders for approval as the deal exceeds the maximum 25% threshold. "The company to date has not received an official complaint from any shareholder on any matter. Without a specific complaint to focus on, the independent committee has no choice but to conduct a broader review of recent developments," Tanjung Offshore said. However, Tanjung Offshore is determined to complete the internal inquiry according to its mandate to ensure full transparency and accountability to its shareholders, in particular its minority shareholders. *(Source: SeaShip News)*

CORRECTION

In the last Tugs Towing & Offshore Newsletter issue 06 page 16, was made a typing mistake on the tittle and should be read "**SHAH 1**" Not SHAN 1. Sorry for the inconvenience.

DAYA HAS UNTIL APRIL TO FIND CASH FOR SIEM DEPOSIT

Norway's Siem Offshore and Malaysia's Daya Materials Bhd. entered into an agreement in August 2014 for the sale of the two 2013-built Offshore Subsea Construction Vessels ("OSCVs") "**Siem Daya 1**" and "**Siem Daya 2**" at a total price of $282 million. Daya has paid a deposit of USD 1.4 million in aggregate on the vessels, and has been given until mid-April to arrange for financing and pay the remainder of the deposit on the two vessels. The deposit will equate to 10% of the purchase price. The vessels will be delivered by mid-July 2015. Both vessels are on long-term charters to Daya and the charter agreements will continue until deliveries are concluded. *(Source: Offshore Energy Today)*

FORMER GOOGLE BARGE PURCHASED

After concluding two 3,500HP tug sales on 30th December, Marcon International Inc. is pleased to start off the New Year already with three ocean barge sales. We hope to report on several additional sales before the end of this month. Five 4,500 – 6,000HP tugs, one 5,150BHP AHTS and two 3,200 –

5,500dwt ocean barges continue to be fixed on previously arranged long-term charters. The most recent transaction is the purchase by private U.S. West Coast Buyers of the former "Google" barge "JMC 262" (ex-BAL0001, CIB 721) from Cashman Equipment Corp. The 260' x 72' x 16' ocean deck barge was built in 2010 by C & C Marine & Repair of Belle Chasse, Louisiana and best known as one of the four proposed four-story "mystery" barges owned by By and Large LLC, a company affiliated with Google. The barges were reportedly being outfitted as floating "studios" and "temporary technology exhibit spaces" providing an interactive experience where people could learn about the tech company's newest technology and products. After various questions arose regarding building permits and U.S. Coast Guard safety concerns, the project was put on hold and conversion halted. The double-raked, ABS +A1 Ocean Deck barge can carry abt. 5,107 long tons on a 12.58' draft and has a 9/16" plate deck with a uniform deck load of 5,000PSF. The ½" plate hull is divided by six transverse watertight, two longitudinal watertight and one centerline mid-body non-watertight bulkheads forming 15 epoxy coated watertight compartments. Marcon International acted as sole broker in the sale. In 2014 Marcon brokered six ocean and inland deck barges totaling 25,658dwt capacity. Over the past 34 years Marcon International has sold or chartered a 216 ocean and inland deck barges with an aggregate deadweight capacity of over 1 million tons. *(Press Release Marcon)*

SEISMIC SURVEY COMPLETED OFFSHORE BANGLADESH

KrisEnergy Ltd., an independent upstream oil and gas company, announces that the Binh Minh 2 vessel has completed a 3,146 km 2D seismic acquisition program in the SS-11 exploration block offshore Bangladesh. The 22-day program was conducted by CGG Services SA. Block SS-11 covers an area of 4,475 sq km in the Bay of Bengal over the Bengal Fan. The majority of the block lies in shallow waters of up to 200 metres. Chris Gibson-Robinson, KrisEnergy's Director Exploration &

Production, commented: "The existing 2D data sets were acquired in the mid-1970s and this program will provide higher resolution data to confirm existing prospects and leads and assess the overall prospectivity of the block. It will also help us determine potential locations for a planned 3D seismic program, to which we are committed under the work program obligations." Santos Sangu Field Ltd is the operator of SS-11 with 45%. KrisEnergy (Asia) Ltd., a wholly owned subsidiary of the KrisEnergy group of companies, holds 45% and Bangladesh Petroleum Exploration & Production Company Limited has a 10% working interest. *(Source: Offshore Energy Today)*

7-STARS ON TRAILS

This week was seen the Maaskant – Stellendam; Netherlands (Damen yard) new building with yard number 614 Panama registered with call sign HP6219 research vessel **7-Stars** (Imo 9721956) on her technical sea trails. The vessel will be owned and managed by Groen BV – 's-Gravenhage; Netherlands. She has a grt of 370 tons. *(Photo: Wim Kosten – maritimephoto.com)*

UOS PATHFINDER FOR DRY DOCKING

On the 21st January 2015 the 2010 built Antigua and Barbuda registered with call sign V2EZ3 Offshore Tug Supply Vessel **UOS Pathfinder** (Imo 9439955) arrived at the Caribbean Island Curacao for her dry docking repair/survey at the Curacao Droogdok Maatschappij – Willemstad. The vessel is owned by Isle of Memmert – Leer; Germany and managed by Hartmann Offshore GmbH & Co KG –

Leer; Germany. She has a grt of 2,922 tons a dwt of 2,900 tons and is classed by American Bureau of Shipping. *(Photo: Kees Bustraan)*

COASTAL CONTRACTS SETS UP IN MEXICO

Another Southeast Asian offshore operator is looking to get in on the booming Mexican energy scene. Malaysia's Coastal Contracts has incorporated Coast Oil (COSA) in Mexico. The subsidiary will lease and sublease a range of offshore assets. Not all Southeast Asian entrants into Mexico have found it easy however. Last October PACC Offshore Services Holdings (POSH) canned its planned Mexican tie up. *(Source: SeaShip News)*

WINDFARM NEWS

ANTS OFFSHORE ESTABLISHES NEW SHIP SERVICE FOR NORTH SEA OWFS

ANTS Offshore will open a 24/7 available Cargo Run Service to reach all North Sea wind clusters. The service with a DPII vessel starts in spring 2015. ANTS Offshore is the new brand of the German SCHRAMM Group, specialized in harbor operations, port services, transport and logistics for

offshore wind clusters. With facilities at Brunsbuettel, Hamburg, Glueckstadt, Rendsburg, Helgoland, Harlingen and Eemshaven, the company plans to establish an Offshore-Shuttle-Service based on single cargo runs, utilizing a large DP II Offshore Supply Vessel. This service covers all regular and even unplanned supplies and disposals to and from offshore substations, wind parks from all over the North Sea Wind cluster as well as offshore construction sites. The DP II vessel is available 24/7 along German, Danish and Dutch coast lines for versatile on-deck cargo as well as for below-deck cargo like fuel, fresh water and sewage water. Mr. Torsten Andritter-Witt, head of the project, explains: "We are offering an economical and attractive logistic concept for our clients. Transparent pricing per unit like i.e. container or cbm will allow a simple calculation. Weather risks, port costs etc. are on our account. Our clients don't have to look for vessels any more or pay for high mobilization or demobilization costs for vessels from the offshore supply vessel spot market. "Using ANTS Offshore is just like booking a taxi ride. But the biggest benefit is the cost sharing concept. The higher the utilization of cargo on board the more cost effective it will get for all clients having cargo on the next run. Our Slogan: Be part of the colony – you will save money. We are very happy to eventually do what everybody was talking about during recent years." The two years old DP II vessel has more than 3000 sqm deck space, 570 cbm fuel and 400 cbm fresh water capacity and is equipped with respective pumps for offshore discharging. Sewage water tank is also available on board. Due to massive deck space the vessel can also function as a floating storage facility. For future bookings and reservations of cargo runs, ANTS Offshore Service exclusively have nominated the Offshore Broker House F3O GmbH in Hamburg as Single Point of Contact with 24/7 availability. *(Press Release; Photo: ANTS Offshore)*

TIDAL TRANSIT'S KITTY PETRA PROLONGS ITS STAY AT WESTERMOST ROUGH

After an initial four months working at the Westermost Rough Offshore Wind Farm, Siemens has already extended its charter contract for Tidal Transit's **Kitty Petra** passenger transfer vessel (PTV) from the end of January 2014 to the end of April 2015. Tidal Transit's Commercial Director Leo Hambro said: "When **Kitty Petra** and her crew started working at Westermost Rough, we knew the 24 hour/7 day per week nature of the contract would be demanding. The vessel, the crew and the support team have all risen to the challenge and I believe this is reflected by this contract extension." Siemens is manufacturing and installing the 35 6MW turbines that will comprise this Round 2 UK offshore wind farm which is being developed by Dong Energy. It will produce enough clean energy to power around 200,000 British homes once it is completed later this year. *(Source: ni4b)*

MHI VESTAS, ENECO GET THEIR OWN BOAT LANDINGS IN IJMUIDEN

Port Authority Zeehaven IJmuiden N.V. has constructed three new boat landings for MHI Vestas

Offshore Wind and Eneco, as a response to the major increase in the transport of the two companies' maintenance crews and staff to and from their offshore wind farms. These new boat landings make it easy and safe to step from the quayside onto the windcats, crew transfer vessels that make direct physical contact with the boat landing or landing platform. MHI Vestas recently began using a new extension to the industrial building and offices for its third maintenance team. Eneco has also moved into new offices in IJmuiden for the maintenance of the Prinses Amaliapark wind farm and to oversee the construction of the new Eneco Luchterduinen wind farm. Two operational wind farms are located in the North Sea off the Dutch west coast: the Windpark Egmond aan Zee (OWEZ) with 36 wind turbines and Prinses Amaliapark with 60 turbines. A third offshore wind farm, Eneco Luchterduinen is currently under construction off the coast at Zandvoort. Zeehaven IJmuiden N.V. stressed that the construction of two wind farms with an output capacity of 700 MW each off the coast of the Province of Zuid-Holland in 2017 and 2018, and another one off the coast of the Province of Noord-Holland in 2019, offer good opportunities for the company and for other specialist companies located in the region. *(Source: Zeehaven IJmuiden N.V.)*

MPI WTIVS CONTINUE WORK ON E.ON'S AMRUMBANK SUPPORTED BY NEW MPI OFFSHORE TEES BASE

MPI Offshore's wind-turbine-installation vessels are enjoying a positive start to 2015, supported by the newly acquired Tees Base. **MPI Adventure** recently completed her mobilisation and left the Tees Base earlier this week. She is now in Esjberg for loading of the Siemens 3.6MW WTGs for the first installations in the next stage of the E.On Journey – the Amrumbank Turbine installations. Preparation work for this WTG installation campaign was undertaken at the modern MPI Offshore Tees Base, a facility that MPI has now taken over permanent residency of. The complete process of sea-fastening design, subsequent local construction and installation on board the WTIV was

managed from Tees Base by a dedicated project management team, working in close cooperation with E.On. The Tees Base provides MPI Offshore's expanding fleet with quay frontage for project mobilisation/demobilisation, plus warehousing space for specialist equipment and customer components. The quayside and frontage have access to hard-standing and lay-down areas suitable for offshore wind components. We look forward to increasing MPI Offshore's presence at the Tees Base in the months to come. Since September 2014, sister vessel MPI Discovery has been installing monopiles and TPs on the Amrumbank site, with the work being carried out by MPI's own installation and heavy-lift crews. Co-ordinated management of construction crews on board **MPI Discovery** has guaranteed effective use of the integrated gripper assembly and the vessel's SPMT multi-wheel trailers, whilst simultaneously deploying NMD (noise-mitigation devices) to comply with noise restrictions for piling offshore. This has ensured effective progress throughout the winter months. **MPI Discovery** is scheduled to complete the foundation phase of the project this Spring. The vessel will then return to Tees Base for demobilisation or - with her spread of installation tools and equipment - to be made available for other offshore installations through 2015. *(Press Release Vroon)*

YARD NEWS

PAXOCEAN ENGINEERING ZHUHAI OFFSHORE SHIPYARD TO EXPAND

The PaxOcean Engineering Zhuhai shipyard for offshore vessels is planning an expansion that will allow it to build five more vessels each year. The expansion is expected to increase the aggregate value of its newbuildings by 30%, from the current RMB 1bn ($161m) to RMB 1.3bn ($209m), the company said. The shipyard is a joint venture between Singapore-based Kuok and China's Guangdong Yuexin Ocean Engineering. The yard specialises in designing and building multi-purpose and offshore supply vessels. *(Source: Sinoship News)*

BOLLINGER ANNOUNCES PROMOTIONS

Bollinger Shipyards announces the promotions of three key leaders. President and CEO Ben Bordelon made the announcement, stating "Here at Bollinger Shipyards, we are excited for the future of our company. We will be strengthening our position in the market by developing our team from within and capitalizing on the talents of our proven leadership group. I am pleased to announce the promotions of Tim Martinez, Scott Theriot and Corey Phelps." Tim Martinez has accepted the position of Executive Vice President of the Repair Division. Tim began his Bollinger career in 1996 and has steadily assumed roles of increasing responsibility since. In 2006, Tim was promoted to Division General Manager for Bollinger Morgan City (BMC), and assumed responsibility for Bollinger Amelia Repair (BAR) in 2008. He was named Vice President and General Manager of BMC and BAR in 2012. Tim's knowledge of Bollinger's repair market and customer base combined with his strong leadership style and total commitment to safety, quality and customer service will be an asset to the entire Repair Division. Scott Theriot has been promoted to Executive Vice President of Sales and Marketing. Scott has been a contributing member of Bollinger's senior management team for a total of 25 years. Since 2008, he has served as the Vice President and General Manager of Bollinger Lockport New Construction (BLN). Scott brings to the table proven leadership and a strong knowledge of the Company's markets for both repair and new construction that will benefit and support marketing and customer relations efforts." Corey Phelps has accepted the position of General Manager of Bollinger Morgan City (BMC) and Bollinger Amelia Repair (BAR). Corey joined Bollinger in 2003 as an Assistant Estimating/Project Coordinator and has since risen steadily through the ranks. In 2012, Corey was promoted to Operations Manager for BMC and BAR, a position that has prepared him well for his new opportunity. Corey's proven ability to manage multiple projects and priorities will serve him well as he takes his new leadership role with the repair divisions in Amelia. *(Press Release Bollinger)*

MAC RETURNS TO FUJIAN MAWEI

Chart Shipping reports that Marine Assets Corporation recently ordered **four 1,700 dwt PSVs** from China's Fujian Mawei Shipbuilding, with delivery set between March and September 2016. *(Source: OSO)*

DAMEN DECLARED 'BEST OVERALL BUILDER OF THE YEAR' BY WORK BOAT WORLD MAGAZINE

Damen also awarded 'Best Offshore Patrol Boat' of 2014. The Australian-based, but worldwide read, magazine Work Boat World has for the second year running designated Damen Shipyards Group the Best Overall Builder of the Year. In its review of the work boat industry during 2014 it stated that its decision was based on the fact that Damen "continues to produce what the global industry wants. Invariably, it does that on-time and on-budget." It also went on to point out that the group has always been innovative but within a firm set of philosophical guidelines, and has a policy of thinking and operating globally. The magazine further applauded Damen's strategy of standardisation, that it said delivers fast response times, competitive pricing and reliability. It concluded that Damen's "ongoing global success through good times and bad, and its flourishing while so many of its competitors have fallen by the wayside, speaks very eloquently for itself." Judging criteria included looking at each builder's approach to innovation, styling, finish and build quality together with feedback from the clients and an assessment of overall market trends. *Plus the award for Best Offshore Patrol Boat* In the same review, Damen's FCS 3307 Patrol Guardian 1, owned and operated by Homeland Integrated Offshore Services Ltd., was named 'Best Offshore Patrol Boat' of 2014'. This was on the basis of her versatility, with her Nigerian owner specifying a combined crew / supply / patrol boat. "Aluminium hulled and triple engined, but really quite simple in concept," declared the judges, "Guardian 1 is fuel efficient and very capable and fast. She also has great potential for a number of other roles." Her superb sea-keeping is the result in part of her 'sea-axe' bow, a distinctive characteristic of Damen's high performance work boats, while the large aft deck is a key contributor to her multi-role capability. Originally developed as primarily a crew boat with some cargo capacity for the offshore oil & gas industry, she has since demonstrated her ability to be adapted for a range of sectors. "We are delighted and proud to have been awarded

these accolades," said Arnout Damen, CCO of Damen Shipyards Group. "With our worldwide network and participation in a wide range of work boat markets we aim to be innovative and responsive, and to meet the needs of our customers via consultation and cooperation. Our strategy of using standardisation where it makes sense and of building for stock has certainly been met with approval across the maritime industry, and the result was a very successful 2014 with over 150 vessels being designed and built. We look forward to continuing this into 2015 and beyond." *(Press Release Damen)*

CHEMICAL TANKER TURNED OSV

With innovation in its Norwegian DNA, Uksnoy Shipping took a chemical tanker and made it into an Offshore Service Vessel with an innovative propulsion system. The conversion of a Turkish-made chemical tanker and its retrofitting with a promising new energy-saving propulsion system in 2013 suggested Uksnoy Shipping might not be like other owner-managers of offshore service vessels (OSV). The ship, the 90-foot Rig *Adromeda* and its permanent-magnet propulsion from Inpower have made it possible for Uksnoy to ply the more remote offshore support markets - the domain of seismic vessels operating in virgin offshore acreage - with a special offer for survey outfits and oil companies paying for surveys and an OSV presence. Uksnoy chief exec Oystein Uksnoy can now tell oil companies and geophysics surveyors that he's compliant with upcoming energy efficiency rules for vessels; that the larger tanks in his converted fleet have made it cheaper to keep other OSVs on hand, and that he has a lower carbon footprint because of the Inpower retrofit of his vessel. "We would like to have oil companies as partners, to have closer dialogue with them, for sure," said Uksnoy, adding, "We see the market." Yet, both he and his chairman tell us the goal is "to operate like other OSVs." The market is the huge new Barents Sea arctic oil province north of Norway as well as East Africa's giant, untapped Rovuma Basin off Tanzania and Mozambique. Compatriot oil company Statoil - a giant local contact and charterer extraordinaire of high-spec Norway-based OSVs - is active in the Barents and soon to be very active off Tanzania. Anadarko, another oil major in Mozambique, is already an Uksnoy customer in the Rovuma, where other big oil companies have recently installed themselves. In these prohibitively

remote areas, it can be several days steam between oilfield and depot, and today's deepwater provinces are increasingly distant. OSVs must keep up with the newest high-spec rigs, the larger deck space of which enable prolonged drilling operations in need of prolonged supply. In the Barents and Tanzania, slow-moving survey vessels covering upwards of 10,000 sq. km. in a shoot are the perfect match for Uksnoy's support vessels, especially the *Adromeda*, with its quiet, permanent-magnet motors. "We have the quality they're asking for, the vessel sizes and the capacities," he said. Some of that quality is sure to be reflected in contract clauses that recognize what the Andromeda brings. "The devil is in the (contract) details," for a ship-owner/manager, said Uksnoy. The devil might be who pays for fuel, designates shipyards, supply routes, performance milestones or the day rates in a time charter. Uksnoy's recent contract with Dolphin Geophysical off West Africa shows a contract can include crew transfers and fuel savings passed on. The Inpower engine's clear fuel-savings edge (a year on and still said to be up to 30 percent) means a smaller environmental footprint, increasingly a "binding" attribute under International Maritime Organization strictures. An industry source close to vessel deals confirmed for Maritime Reporter & Engineering News that "proximity" to an operational area and the corresponding fuel use and footprint are still, however, what wins contracts. "NOx, carbon, (an ability to safely carry) urea are taken into consideration, but if you need a vessel at Port A instead of one staying at Base B, they'll take the closer one," the source said. The 12-knot *Adromeda*'s efficient engine, which can gear down, and its large refuel tank size could trump those winning conditions. Uksnoy ensured the supply tank on his 3,500 dwt conversion - largest vessel among the fewer than 100 support vessel types in the world, with most around 1,000 dwt - was also the largest of its kind at 2,800 cu. m., or three-times as much as rival support vessels. The Andromeda's 166 cu. m. for its own steam means it can get to the 4,000-odd OSVs worldwide even if Uksnoy is only targeting the "low-spec" market. "We're in the volume market, the 2,000 (generally older types). We're below the typical market for the brokers," said Uksnoy, a former Farstad ship's captain, while pointing to a map of Tanzania. Africa supplies 90 percent of his earnings. *Good Signs* Mr. Uksnoy's core activity of "following seismic vessels globally" is part of a business that earned $18.1m in revenues in 2013. This year, he says, looks like a banner year at $20.6m, and one of his Barents clients has just secured arctic survey contracts with a trio of Norway-based oil companies. The Rig Andromeda is in the second year of a contract supporting the operations of Dolphin Geophysical and Anadarko offshore East Africa. The rest of the Uksnoy fleet comprises survey support vessels and the Geo Barents, an eight-streamer seismic vessel understood to be taking a pause in Aalesund, Norway after serving a major, multi-client seismic geophysical survey in the Barents Sea. A majority of Norwegian parliamentarians still support controversial Arctic exploration, so future surveys ought to continue well beyond next year's expected bottoming out of seismic fortunes. Any downtime after a contract is cause for some degree of nerves for any vessel owner, so wanting to trade "like other OSVs" likely indicates, our source says, "a desire to keep utilization up through the course of year, to be less seasonal and to have less downtime after periods of high activity." In the meantime, the Tanux I, Tanux II and Tanux III - Rig Adromeda's "sister" ships - are all on charter, and this grandson of the Uksnoy who in '33 started a family fishing business has also kept alive his father's 1970's drive into the offshore market. Mr. Uksnoy has taken the company into remote East African operations, where Statoil and other charterers have found some of the world's largest deepwater gas fields. Maturing these discoveries into oilfields requires more seismic support. "We know the market outlook for next year isn't bright, but we expect to have a good year. We're optimistic," Uksnoy said. *(As published in the January 2015 edition of Maritime Reporter & Engineering News - http://magazines.marinelink.com/Magazines/MaritimeReporter)*

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Last week there have been new updates posted:

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

   - Nieuwsbrief Nationaal Sleepvaart Museum
   - Boskalis increases holding in Fugro to 20%
   - New RAmparts 3200CL Tugs for PSA Marine Qalhat SAOC
   - Damen delivers Offshore Cable Layer to Van Oord in only 15 months
   - First Crane/workboat successfully delivered to KOC

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